

BROAD ARROW | Auctions.

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Zoute Concours Auction

10 OCTOBER 2025

HELD IN COLLABORATION WITH **ZOUTE GRAND PRIX CAR WEEK**



Cover Car

LOT 146

1967 Ferrari 275 GTB/4

€2.700.000 - €3.200.000



LOT 118

2005 Porsche Carrera GT

€1.350.000 - €1.550.000



1990 Ferrari F40
LOT 145
Estimate: €3.000.000 - €3.200.000

Auction Location

Approach Golf
Prins Filiplaan 1
8300 Knokke-Heist, Belgium

Admission

Admission to preview is complimentary and open. Seated auction admission is reserved for registered bidders, consignors, and pre-qualified media, as well as participants, partners, and sponsors of Zoute Grand Prix.

Registration

Bidder registration is €250 for in-person bidding.

This fee includes admission to the auction for two, a bidder paddle, and an auction catalog.

Telephone, Absentee, and Internet bidding are complimentary.

For any bidder registration assistance please email bid@broadarrowauctions.com

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Auction

Friday, 10 October 16:00 (CET)

Preview

Wednesday, 8 October 10:00 – 17:00 (CET)
Thursday, 9 October 10:00 – 20:00 (CET)
Friday, 10 October 10:00 – 16:00 (CET)

This auction is conducted under the jurisdiction of Me Alex Dockers, Judicial Officer in Waregem.



ZOUTE GRAND PRIX 25



8-12 OCTOBER 2025
ZOUTE GRAND PRIX CAR WEEK

Knokke-Heist, Belgium

An unmissable celebration of automotive excellence returns to the Belgian coast in October 2025, with a dynamic and diverse line-up of prestigious events throughout the week — featuring three different rally categories, two internationally renowned auction houses, and an exceptional Concours d'Elegance.

MORE INFO & TICKETS
WWW.ZOUTEGRANDPRIX.BE



Dear friends, clients, and fellow enthusiasts,

On behalf of the entire Broad Arrow Auctions and Hagerty teams around the world, it is our pleasure to present you with the catalog for our inaugural auction in Belgium, our second sale in Europe after an exciting debut at the Concorso d'Eleganza Villa d'Este on Lake Como in May this year.

The following pages showcase a highly curated offering of more than 75 exceptional motor cars, with a particular emphasis on sports and grand touring machinery of all eras. From a beautiful 1967 Ferrari 275 GTB/4 in “Verde Pino” green to the 2023 Aston Martin Valkyrie from the personal collection of Daniel Ricciardo, the cars are as stunning as they are rare, and many are offered without reserve.

With Broad Arrow's inaugural auction in Belgium, it is also our privilege to introduce you to our growing European team that has curated this offering, beginning with Joe Twyman (Vice President of Sales, EMEA), who is joined by our regional leadership in Gregory Tuytens (Head of Sales, Belgium and the Netherlands) and Philip Kantor (Vice Chairman of Europe and Senior Car Specialist). With their collective expertise, experience, and leadership, and with an industry-leading team of over 20 global specialists, we are committed to providing the best advice and service when buying or selling highly collectible cars.

The entire team at Broad Arrow Auctions looks forward to welcoming you to our auction venue at Approach Golf, a mere stone's throw from the beach in Knokke-Heist, for what will surely be another exciting European auction, held in collaboration with Zoute Grand Prix Car Week. As always, should you have any questions, please contact any of our colleagues pictured on the following pages.

Happy motoring!



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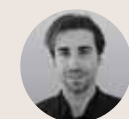
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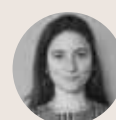
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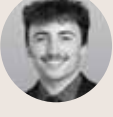
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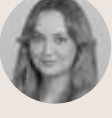
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How to Become a Registered Bidder

As you register to bid, you will need the following:

- Government-issued photo identification (e.g., a driver’s license or passport)
- Bank Letter of Guarantee (or similar verification by a financial institution)



Onsite Bidding

To attend and bid at our live auction in person, please register on our website in advance of the auction, or by contacting our team at **+33 619 57 78 40** or email **bid@broadarrowauctions.com**. Should you wish to register onsite at the auction, please come see us at the Bidder Registration area. Be sure to bring all necessary documentation with you to expedite the entire process.



Internet Bidding

Watch the auction live and place bids from the comfort of your own home with our online bidding platform at **bid.broadarrowauctions.com**, or bid on the go with the Broad Arrow Auctions app. To place bids, you must first create an account and submit your bidder registration application for approval. Please have the aforementioned documentation ready to help expedite your registration process. Should you need assistance, please contact our team by calling **+33 619 57 78 40** or email: **bid@broadarrowauctions.com**.



Absentee & Phone Bidding

Absentee and telephone bidding is available if you are unable to join us onsite the day our auction is taking place. Please register to bid on our website, **broadarrowauctions.com**, in advance by completing our Telephone & Absentee Bidder Registration Application, which will include the Lots you’re interested in and corresponding bid amounts (in case of absentee bidding). Should you need assistance, please contact our team by calling **+33 619 57 78 40** or email **bid@broadarrowauctions.com**.

Buying at Auction

By registering to bid or placing a bid, you agree to the Broad Arrow Auctions Conditions of Sale and acknowledge that you will enter into a legally enforceable contract if your bid is accepted.

“As is, Where is”

Each Lot is sold “as is, where is” with no representations or warranties, express or implied. Please inspect the Lot or perform any diligence desired before bidding on a Lot.

Fees and Taxes

Bidders are responsible for paying the Lot’s Hammer Price, which is the last accepted auction bid once the Lot has cleared its Reserve (if any), as well as the Lot’s applicable Buyer’s Premium, taxes/duties, and other fees and costs (such as title fees and transportation costs).

Titles and Registration Documentation

Following the auction, winning Bidders are responsible for registering the Lot and obtaining title/ownership documentation as per the requirements in their jurisdictions, which may include payment of import duty, taxes or other expenses. Broad Arrow makes no representations or warranties regarding title, ownership, export/importation or registrability (except that the Consignor has represented to Broad Arrow that the Consignor has the authority to sell such Lot).

Where applicable, any existing title or registration documents that are offered with the Lot as noted in the catalog or announced at the auction will be supplied to the Buyer subject to receipt of payment and processing time.

Property or Title Documents in Transit

At the auction, certain lots may be announced as “Title in Transit” which indicates that the Lot may be subject to a lien and/or that the original title or registration documents are not yet in Broad Arrow’s possession. Whilst Broad Arrow will endeavor to provide these documents as soon as possible, Buyers should anticipate additional processing time which may exceed 30 days.

Transportation

Exclutrans: Theo Van den Eeckhout
9991 Maldegem, Belgium
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Buyer’s Premium

Vehicles and Motor Car Lots: The sum of fifteen percent (15%) (plus VAT on the Buyer’s Premium) of the first €250,000 of the Hammer Price and twelve and one-half percent (12.5%) (plus VAT on the Buyer’s Premium) of the amount by which the Hammer Price exceeds €250,000 will be applied.

Automobilia and Non-Motor Car Lots: If the Lot is not a motor car, then twenty-five percent (25%) of the Hammer Price (plus VAT on the Buyer’s Premium) will be applied.

Payment

Payment is due to Broad Arrow in full by 5:00 pm CET on Monday, 13 October, 2025. All payments must be made in euros by wire transfer from the winning Bidder, unless other arrangements have been agreed by Broad Arrow in advance of the auction.

Post-Auction Removal and Storage

Lots will be removed from Approach Golf immediately following the auction at a cost of €275 + VAT to the Buyer and will remain at a third-party warehouse operated by Exclutrans pending receipt of payment. No Lot shall be released to the Buyer until payment has been received in full by Broad Arrow and the Buyer has fully complied with the Broad Arrow Auctions Conditions of Sale.

Storage charges of €30 + VAT per Lot per day will be charged to the Buyer for any Lots which remain in storage from Wednesday, 15 October 2025. From Saturday, 25 October 2025 onwards, a monthly rate of €150 + VAT per Lot will be applicable.

Additional charges will apply for Lots which are in Belgium on a temporary import bond. Please contact a Broad Arrow representative for further details.

Insurance (Hagerty)

As an affiliate of Broad Arrow, Hagerty professionals will be available to discuss Hagerty’s offerings to its membership. Please speak with one of our team members onsite, should you wish to learn more about motor car insurance, membership in the Hagerty Drivers Club, or any of Hagerty’s offerings, events, and media opportunities.

Catalog Guidance

Records & Research

Broad Arrow Auctions strives to thoroughly research and provide accurate descriptions and available documentation on every Lot we offer. We are committed to transparent disclosures to assist prospective bidders.

Our research is based on information we obtain from consignors, secondary research and inputs from manufacturer records, historians, publications, and our own primary research. Please refer to our Conditions of Sale regarding our descriptions and our reliance on representations by consignors and third-party information, in addition to our research.

Our dedicated Cataloging team is available for inquiries, and members of this team will be on site at Records & Research to provide prospective bidders with available history files, records, documentation, parts and accessories that may come with a Lot to assist you with your bidding decisions.

Legend

♦ Ownership Interest

Lots with this symbol indicate that Broad Arrow has an ownership interest in the Lot in whole or in part.

ƒ Temporary Import

Lots with this symbol are in Belgium on a temporary import bond, which must be discharged by the Buyer either by directly re-exporting the Lot or by paying the relevant customs duty, import VAT and other applicable fees to permanently import the Lot into Belgium or another European Union country as permitted. Any Lot subject to temporary import restrictions cannot be released from Broad Arrow’s custody without the completion of these procedures. Customs charges will be assessed based on the Lot’s value and according to the circumstances of each sale and may be payable by the Buyer either to Broad Arrow, its customs agent and/or directly to the relevant tax authority.

Σ New Means of Transport

Lots with this symbol were first entered into service no more than 6 months ago or have been driven for no more than 6,000 kilometers and therefore are considered New Means of Transport for movements within the European Union (EU). Acquisition VAT is payable by the Buyer upon arrival of the Lot in the EU destination country. Broad Arrow reserves the right to collect a deposit of 21% of the sale price from the Buyer which will be refunded after receiving satisfactory evidence of removal from Belgium.

≈ VAT Qualifying

Lots with this symbol are subject to VAT on the full purchase price (both the Hammer Price and the Buyer’s Premium).

Zoute Concours Auction

10 OCTOBER 2025



1998 Lamborghini Pregunta
LOT 121
Estimate: €2.500.000 - €3.500.000

Note to Bidders

The descriptions of the following Lots rely on information provided to Broad Arrow Auctions by their consignors and a variety of third-party sources. Because each Lot is sold “as is, where is,” Broad Arrow Auctions makes no representations or warranties, express or implied. Bidders are strongly encouraged to inspect a Lot or perform any diligence desired before bidding on a Lot, including that the Lot meets any expectations regarding its mechanical and cosmetic condition, completeness, history, authenticity, originality, title, registration, safety, or roadworthiness. Please read and understand the Broad Arrow Auctions Conditions of Sale before bidding.

Please note that broadarrowauctions.com offers additional photography and information pertaining to lots offered in this catalog. Interested bidders may visit the website to view the current lot page as well as any updated sale room notices and addenda regarding the lots on offer.

LOTS 101 - 183 →



LOT 101

Girard-Perregaux, Écurie Francorchamps Stainless Steel Chronograph Wristwatch

Reference No. 4946
Limitation No. A 11/100

Estimate. €8.000 - €12.000
OFFERED WITHOUT RESERVE

This stainless steel automatic Girard-Perregaux chronograph wristwatch reference number 4946 combines functionality with refined design. It features a Cal. 3370 automatic nickel lever movement and an off-white dial accented by applied Arabic numerals and stainless steel Feuille hands. The dial includes three subsidiary registers: constant seconds, 30-minute, and 12-hour counters, along with a date aperture subtly positioned between 4 and 5 o'clock. An outer minute track and tachometer scale add precision and sport-inspired detailing. The robust stainless steel case (38 mm diameter, 13 mm thick) is secured with a solid case back fastened by seven screws, ensuring durability and protection.

Signed on the case, dial, and movement, the watch showcases authenticity and craftsmanship. It is finished with its original Girard-Perregaux strap with G-P Tang buckle, making it both elegant and functional—a versatile timepiece suitable for daily wear or special occasions. Furthermore, it is offered with its box, outer box, instruction manual, and its Girard-Perregaux certificate in excellent and fully functional condition.

Made in a limited edition of 100 pieces to commemorate the 50th Anniversary (1951–2001) of Écurie Francorchamps.

LOT 102

Ferrari 365 GTB/4 Daytona Tool Kit and Manuals

Estimate. €10.000 - €15.000
OFFERED WITHOUT RESERVE



An original tool kit and set of manuals for the iconic Ferrari 365 GTB/4 “Daytona.” A must-have for collectors and enthusiasts, the tool kit is housed in its correct period leather roll and includes an array of factory-supplied tools such as wrenches, pliers, screwdrivers, spark plug socket, and more—all correct for the revered Daytona.

The tools are in excellent condition, showing minimal use, and retain their original patina. Accompanying the tool kit is a comprehensive set of original owner’s manuals, all specific to the 365 GTB/4. These documents are presented in a correct Ferrari pouch and show only minor wear consistent with age.

This highly-desirable set represents a rare opportunity to acquire authentic factory accessories that are sure to significantly enhance the provenance and value of any Daytona. Ideal for concours presentation or completing a restoration to factory-correct standards.



LOT 103

Ferrari 250 GTO Short Wheelbase Quick Racing Jack

Estimate. €8.000 - €10.000
OFFERED WITHOUT RESERVE

A rare and highly desirable quick-lift racing jack. Purpose-built for use with the Ferrari 250 GTO and other 250-series short wheelbase (SWB) competition cars. Crafted in period to exacting standards, this jack features a long handle and rapid-lift mechanism, enabling fast pit stops during endurance races—an essential tool for racing teams in the 1960s.

Constructed from robust steel with correct detailing, it displays a beautiful patina consistent with vintage motorsport use. Designed to fit securely onto factory jacking points, this piece is not only functional but also historically significant. These racing jacks are exceptionally hard to find and seldom offered publicly, making this a unique opportunity for collectors, restorers, or historic racing participants.

Ideal for display alongside a 250 GTO, SWB, or similar competition Ferrari, this quick-lift jack is a quintessential accessory that adds both authenticity and value to any classic Ferrari collection or garage setup.



LOT 104

Charles Leclerc 2020 Original Ferrari Helmet

Estimate. €30.000 - €35.000
OFFERED WITHOUT RESERVE

Charles Leclerc is a Monégasque Formula One driver currently racing for Scuderia Ferrari. He quickly rose through the motorsport ranks, winning the GP3 Series in 2016 and the FIA Formula 2 Championship in 2017. Leclerc made his Formula One debut with Sauber in 2018 before joining Ferrari in 2019. Known for his raw speed, racecraft, and qualifying performances, he has multiple Grand Prix wins and pole positions to his name. Leclerc remains a central figure in Ferrari's pursuit of championship glory and is widely regarded as one of the most talented drivers on the Formula One grid today.

This Bell HP77 helmet is from Charles' 2020 season with the Ferrari Formula One Team. The helmet is made of carbon fiber and has a custom sized interior produced specially for Charles at the Bell Helmets factory in Bahrain. The helmet has been painted by BS Designs and is numbered 2020-18 to the rear.



Maserati's connection to two wheels dates back to the very origins of the marque. Carlo Maserati, the eldest of the Maserati brothers, began his engineering career by building single-cylinder engines for bicycles. During World War I, Alfieri Maserati, after completing his military service, established a spark plug factory.

After Maserati was acquired by the Orsi family in the late 1930s, the company contributed to the war effort during World War II. Automotive production was suspended in favor of manufacturing spark plugs, accumulator batteries, and small electric utility vehicles. In the post-war years, this activity expanded rapidly—thanks to an intense advertising campaign for motorcycles in both national and regional publications, which boosted sales of Maserati's electrical components.

By the early 1950s, Italy was showing a growing demand for affordable motorized transport. From 1953 onward, Maserati responded with a broad range of motorcycles featuring engines from 50 cc to 250 cc, offering models to suit every need for men and women. Owning a Maserati motorcycle quickly became a mark of distinction.

However, in 1960, a banking decision led to the liquidation of *Maserati Candele, Accumulatori e Moto*, bringing an end to motorcycle production after just seven years.

To meet a variety of needs, including commercial and industrial uses, Maserati introduced the Tipo 50/T2/MT, a lightweight three-wheeled utility cyclecar with a dry weight of just 115 kg. It featured a 49 cc two-stroke single-cylinder engine producing two CV, paired with a three-speed gearbox and capable of reaching speeds of 38–40 km/h.

The example offered here, bearing frame number M3656, retains its matching-numbers engine and is presented in beautifully restored condition. It is accompanied by its evocative original *Certificato per ciclomotore*, officially stamped on 6 March 1959.

Today, these rare machines remain a testament to a brief but distinctive chapter in Maserati's history and make for an unusual yet space-friendly addition to any Trident collection.

LOT 105

1959 Maserati Tipo 50/T2/MT Ciclocarro

Frame No.	M3656	→	Lightweight and highly maneuverable three-wheel cyclecar
Engine No.	C4954		
Estimate.	€12.000 - €18.000 OFFERED WITHOUT RESERVE	→	Matching-numbers example
		→	Fully restored and in running condition
Documents.	Italian Libretto	→	An atypical motorized witness to 1950s Italy
		→	Accompanied by its original period documentation



LOT 106

2010 De La Chapelle 330 P2 Junior

Chassis No.	005	→	A hand-built, 6/10° scale reproduction of the legendary prototype racing cars
Estimate.	€30.000 - €40.000 OFFERED WITHOUT RESERVE	→	Collector's Edition produced in a series of fewer than 20 examples
Documents.	Bill of Sale	→	Fitted with a petrol-powered four-stroke 169-cc engine with electric start
		→	Preserved in storage with single ownership from new
		→	Eligible for Little Big Mans and equally suited to driveway adventures

In 1965, facing the raw power of the new 7.0-liter Ford GT40 engines, Ferrari developed the 330 P2, with its advanced 4.0-liter V12. The car quickly proved its mettle, seizing first at the Nürburgring 1000 km and second at Monza. While devastatingly quick, the 330 P2 was also truly beautiful to behold. Appearing to be sculpted by the wind, rather than the wind tunnel, the Spider wore curvaceous coachwork designed by Carrozzeria Fantuzzi.

Decades later, the spirit of these legendary sports racing cars lives on through De La Chapelle, a French automobile manufacturer founded in 1978. Carrying a family legacy that traces back to Automobiles Stimula De La Chapelle of early 20th-century Lyon, the company specializes in evocations of iconic cars and later expanded its catalog with the “Juniors De La Chapelle.”

Among these modern tributes, this 330 P2 Collector’s Edition, one of fewer than twenty built, features an accurately scaled body finished in non-metallic black with covered headlights and gold-colored aluminum wheel caps—a specification that appears perfectly suited for the Targa Florio’s Circuito Piccolo delle Madonie of the 1960s! Technically, the P2 features

a 169-cc, 6.5-PS, electric-start, four-stroke Subaru engine with a clutchless transmission, reverse gear, hydraulic disc brakes, and a handbrake. Its well-appointed interior includes an adjustable leather bucket seat, carpeted floor, a custom-brushed stainless steel dashboard with functional instruments, and a varnished wood steering wheel with polished stainless steel spokes. Aluminum hubcaps are secured with wing nuts.

This example was purchased new in 2010 by its current owner and has been carefully preserved in excellent condition and has seen little—if any—use since. Suited for enthusiasts of all ages, this Collector’s Edition 330 P2 is slightly larger than the “Classic” 330 P2 first edition produced by De La Chapelle since 1987. Eligible for Little Big Mans, it will appeal to budding racers and collectors alike and is destined to be treasured as both a source of joy and a work of art.



Affordable, charming, and quite effective in competition, the Austin-Healey Sprite was designed as a lightweight sports car that drew admiration from some of the finest names in motorsports history. This particular example is owned by none other than Jacky Ickx, the legendary Belgian who achieved success in Formula One with eight Grand Prix wins, excelled in endurance racing with six Le Mans victories, two World Endurance Championships, and even won the 1983 Paris-Dakar Rally!

According to the British Motor Industry Heritage Trust Certificate, this “Frogeye” was built on 19 August 1959 as a right-hand-drive example dispatched to H.A. Saunders Limited of Finchley, just north of London. Finished in Iris Blue with a Blue interior, the car was well-appointed with a heater, rev counter, windscreen washers, tonneau cover, locking petrol cap, and a laminated windscreen.

Purchased by Jacky Ickx, the car was restored to the highest standard by Modena Motorsport of Langenfeld, Germany. The thorough restoration not only returned the car to its original livery, but it was also thoroughly upgraded to the exact specification that Jacky Ickx had dreamed of since driving his father's at the start of his career. The restoration work included an engine upgrade to the popular 1,275 cc unit, which, with its dual SU carburetors and other enhancements, is reported to produce 75 PS—a marked improvement from the stock 43 PS of the 948-cc engine! To make better use of this improved power, the transmission was replaced with a five-speed. Additional upgrades include front disc brakes, Minilite-style wheels, stainless steel exhaust, and a Moto-Lita leather-wrapped steering wheel.

Today, the car remains in excellent condition since the completion of its restoration. Beloved for its lightweight prowess, this Frogeye benefits from a host of highly desirable upgrades and, of course, current ownership by the most famous and successful Belgian racing driver of all-time. Furnished with a Heritage Trust Certificate confirming its original build specification the sale offers the next owner the chance to experience this spritely performance so desired by Jacky Ickx who intends to donate the proceeds to benefit a worthy, charitable cause in Rwanda.

LOT 107

1959 Austin-Healey “Frogeye” Sprite Mark I built for Jacky Ickx

Proceeds will be donated by Jacky Ickx to benefit a charitable cause in Rwanda

Chassis No.	AN521282	→	Built for six-time Le Mans Champion and Ferrari F1 pilot Jacky Ickx
Engine No.	12GD5707UL		
Estimate.	€35.000 - €55.000 OFFERED WITHOUT RESERVE	→	Dashboard signed by Jacky Ickx
Documents.	Monégasque Certificat d'Immatriculation	→	Upgraded with a 1,275 cc inline four-cylinder reported to make 75 PS and mated to a five-speed manual transmission
		→	Further enhanced with front disc brakes, Moto-Lita steering wheel, and Minilite-style wheels
		→	Finished in its original livery of Iris Blue over a Blue interior
		→	Furnished with a copy of its British Heritage Trust Certificate



Between 1982 and 1986, Group B turned rallying into an irresistible spectacle. Replacing the old Group 4, it gave manufacturers almost complete freedom: only 200 production cars were required to be homologated for competition. The result was a technological firestorm—Audi Quattro, Peugeot 205 T16, Lancia Delta S4—cars so raw and explosive they seemed to come alive. By the end of 1985, nearly every major manufacturer had joined, drawn by the loose regulations and the sport’s soaring popularity. That excitement poured onto the roads, where fans pressed close to gravel and tarmac, faces streaked with dust and anticipation. Engines screamed, tires bit into dirt, and every corner unleashed a cloud of adrenaline.

At the 1986 Monte Carlo Rally, the icy narrow mountain roads saw the arrival of a new contender: the Citroën BX 4TC. Its aggressive, widened bodywork was pure Group B—the kind of bold, uncompromising style—accentuated by four long-range spotlights mounted between the headlights. Powered by a 2.2-liter turbocharged inline-four delivering 200 PS to all four wheels through a five-speed manual transmission, the BX 4TC—based on the production BX—was a genuine rally monster cloaked in perhaps the most bourgeois-family-car skin of any Group B, complete with a full dashboard and Jaeger instruments, four proper doors, a hatchback and Citroën’s legendary hydropneumatic suspension.

Despite the high-profile nature of Group B and the spectacular scene that resulted the Group B’s era



came to an abrupt end. The FIA decided to ban the category at the close of the 1986 season due to a spate of high-profile accidents. The BX 4TC’s time in competition was consequently fleeting: only 86 of the planned 200 cars were sold, with the remaining examples destroyed by Citroën, making the BX 4TC an extraordinarily rare and elusive piece of rally history.

Gifted in 1988 by Citroën to Jean-Pierre Beltoise—the renowned Formula One, endurance, and rally driver who competed with Matra, Ligier, and Rondeau from the 1960s through the 1980s—this BX 4TC remained in Beltoise’s ownership until 2005, when it was sold as part of his collection in a public sale in Monte Carlo to the current owner. Carefully preserved in storage since, with regular starts and only around twenty additional kilometers accrued, it now shows just 197 kilometers on the odometer at cataloging and has never been registered. The car is accompanied by a letter from Georges Falconnet, Citroën’s Commercial Director, certifying the gift to Beltoise and dated 8 September 1988 in Neuilly-sur-Seine. This BX 4TC is a remarkable survivor, and very likely one of the most pristine and authentic examples from one of the most technically sophisticated and adventurous eras of international motorsport.



Σ LOT 108

1985 Citroën BX 4TC

Chassis No.	VF7XBL0000XL3024	→	Offered by Citroën to Jean-Pierre Beltoise, renowned F1 and endurance driver
Engine No.	176D000224		
Estimate.	€100.000 - €150.000 OFFERED WITHOUT RESERVE	→	Only two owners from new
		→	One of only 86 remaining examples
Documents.	Bill of Sale	→	Offered with 197 kilometers on the odometer at cataloging
		→	A distinctive Group B model developed by Citroën
		→	Possibly the most practical Group B car: five doors, uncompromised rally DNA



Unveiled at the 1973 Frankfurt Motor Show, the innovative engineers at BMW created the first European production car to feature turbocharged performance with the 2002 Turbo. The compact and lightweight car was powered by a 2.0-liter four-cylinder, with the Turbo producing a punchy 170 PS—40 more than the potent 2002 tii with mechanical fuel injection. This power made it BMW’s fastest production car at the time, with a top speed in excess of 210 km/h. More than just a boost in power, the Turbo was easily identifiable by its fiberglass wheel arch extensions, deep front air dam, and rubber trunk mounted spoiler. Available in Chamonix (White) or Polaris (Silver), the iconic blue-violet-red of BMW Motorsport graced the front air dam and the sides of the car. As an option, the cars could be ordered with 2002 Turbo script in reverse on the front of the car to send a clear message to anyone looking in their mirrors to make way for the innovative BMW.

Finished in *Chamonix* (White), this magnificent 2002 Turbo is believed to be one of a handful of examples delivered new via BMW Kontich in Belgium, where it was first registered on 28 October 1974. Initially registered to the company of the first owner, the ownership of chassis number 4291186 was later transferred to his private name in 1978 with the original registration document on file. In 1986, the 2002 Turbo was placed into storage after suffering an engine problem. The car was later discovered, still in storage, by the second owner in 1990, yet the car would remain tucked away for another three decades. Before being acquired by its third owner in 2018, a replacement engine block was sourced in France to be used in place of the damaged original.

After assessing the condition of his new acquisition, a complete restoration to the highest level began that involved over 1,000 hours of work. The car was

taken to a bare shell for a thorough inspection before the real work on refurbishing every system of the car started. The bodywork was refinished in its original Chamonix, and the engine was completely overhauled. To feed the engine, the turbo and fuel injection unit were completely overhauled by veteran BMW technicians at a cost of over €6.000. Additional work included rebuilding the suspension, brakes, and electrical systems. After the wheels were refinished, they were shod with period correct Pirelli Cinturato tires. To finish the restoration work, the largely original interior had been preserved and was reinstalled in the car.

The BMW 2002 Turbo remains a rare and coveted choice among enthusiasts today with its combination of a lightweight chassis paired with innovative turbocharged performance. This particular example is presented in exceptional, restored condition and benefits from a traceable ownership history chain with a single registered owner from new while still remaining registered in its original owner’s name. Its next custodian is presented with the wonderful blend of innovative engineering, acclaimed driving characteristics, rarity, and beautiful presentation, in this sporting 2002 Turbo.



LOT 109

1974 BMW 2002 Turbo

Chassis No.	4291186	→	The ultimate performance iteration of BMW's iconic 2002 and BMW's fastest production car when new
Engine No.	4290230		
Estimate.	€80.000 - €130.000 OFFERED WITHOUT RESERVE	→	One of only a handful delivered new to Belgium
Documents.	Old-Style Belgian Kentekenbewijs	→	Retained by just three owners and offered with its 1978 Belgian registration document showing one registered owner from new
		→	The recipient of a comprehensive four-year concours level restoration while still retaining its original interior
		→	Offered with its BMW Group Classic Birth Certificate



≈ LOT 110

2024 Porsche 718 Cayman GT4 RS Weissach

Chassis No.	WPOZZZ98XRK272616	→	Offered from its original owner with only 55 kilometers at cataloging
Estimate.	€100.000 - €150.000 OFFERED WITHOUT RESERVE	→	Finished in Paint-to-Sample Malachite Green Metallic over a Black leather and Race-Tex interior with Arctic Grey stitching
Documents.	Belgian Kentekenbewijs	→	A Belgian-market example desirably equipped with the Weissach Package, Front Axle Lift, Chrono Package, and more
		→	Powered by a 500-PS, 4.0-liter flat-six engine paired with a seven-speed PDK transmission
		→	Offered with COC and Belgian registration documents

Since the Porsche Cayman’s debut in 2006, enthusiasts have praised its exceptional mid-engine balance and dynamic handling. Yet for years, there was a lingering belief that Porsche deliberately capped the Cayman’s potential to ensure it wouldn’t overshadow the flagship 911. That narrative began to shift around 2015, when Andreas Preuninger, head of Porsche’s GT division, was challenged by R&D chief Wolfgang Hatz to explore the possibility of fitting a GT3 engine into the Cayman GT4. As Preuninger later recounted in a *Top Gear* interview, the idea lingered—and eventually, he surprised Hatz with a test mule powered by a GT3 engine, just in time for his birthday.

That bold experiment ultimately evolved into the production Cayman GT4 RS we know today. It’s no wonder even seasoned Porsche aficionados became infatuated with the finished product. Representing the full RennSport treatment, the GT4 RS boasts lightweight construction, enhanced aerodynamics, sharper handling, and a significant power bump. Under the hood lies a naturally aspirated 4.0-liter flat-six delivering 500PS and revving to a glorious 9,000 rpm, with its signature intake sound amplified by the side-mounted air ducts. After thorough testing, U.S. magazine *Car and Driver* dubbed it “the no-compromise Cayman we’ve all been waiting for”—a fitting verdict for one of Porsche’s most thrilling modern creations.

Displaying 55 kilometers on the odometer at the time of cataloging, this Belgian-market (C22) GT4 RS Weissach was ordered new by its current and only owner in the stunning grey-green Paint-to-Sample (PTS) shade of Malachite Green Metallic, a hue created for mid-2000s 997-generation 911 so-named after the semi-precious stone. Porsche’s optional PTS program is offered through Porsche Exclusive



Manufaktur and remains “must-have” for any modern Porsche. As a coveted Weissach Package-optioned car, it also features a distinctive carbon-fiber weave on the luggage compartment lid, process air intakes, cooling air intakes, airbox cover, exterior mirror upper trims and rear wing, as well as titanium exhaust outlets inspired by the Porsche 935.

Additional desirable exterior and technical options include Porsche’s Front Axle Lift System, Chrono Package, 90-liter fuel tank, Silver-painted GT4 RS forged-aluminum wheels, Smoking Package, Door Pull Loops in Black, and Brake Calipers finished in High Gloss Black. Each individually selected element combines to create a subtle yet striking specification that perfectly suits the sporting nature of the model.

Introduced in 2022, the Cayman GT4 RS marked a first for Porsche and has since become highly sought after by enthusiasts, destined to remain one of the most celebrated and highest-performing Cayman variants ever built.



LOT 111

2019 Porsche 911 Speedster Heritage Design Package

Offered from The Aleggria Collection

Chassis No.	WP0ZZZ99ZKS170437	Estimate.	€270.000 - €300.000
Speedster Limitation No.	0484 / 1948	Documents.	German Fahrzeugbrief

- One of only 1,948 991-generation Speedsters built, further distinguished by the desirable Heritage Design Package (XWW)
- 8,788 kilometers from new at the time of cataloging
- Powered by the 911 GT3's formidable 4.0-liter flat-six engine, producing 510 PS and paired with a six-speed manual transmission
- Exquisitely finished in GT Silver Metallic with White classic-inspired graphics over a Black and Cognac leather interior
- Desirably equipped with the Front Axle Lift System, Automatic Climate Control, Bose Surround Sound System, and more
- Includes a VIN Analytics Report and vehicle service documentation



The 991-generation 911 Speedster was first shown in concept form at Porsche Rennsport Reunion VI alongside the 935 concept as a fitting tribute to the marque's 70th anniversary. In the same spirit as the 1989 911 Speedster, 964-generation Speedster, and the limited Exclusive Manufaktur 997 platform Speedster, the new model wore distinctive 356-style rear bodywork, embodying the essence of open-top driving pleasure and exceptional performance that has defined the Speedster since 1954. Limited to just 1,948 examples—honoring the birth year of the 356—the 2019 911 Speedster also represented the final GT model of the 991.2 generation, making it a milestone car in Porsche history.

At its heart was a motorsport-derived 4.0-liter naturally aspirated flat-six, shared with the contemporary GT3, developing 510 PS and 470 Nm of torque. With a soaring 9,000-rpm redline, sharper throttle response thanks to individual throttle bodies, and a lightweight exhaust system, the Speedster

delivered visceral performance. Mated exclusively to a purist's GT Sport six-speed manual gearbox, it accelerated from 0 to 100 km/h in just 4.0 seconds and reached a top speed of 310 km/h. Lightweight construction was central to its character: the carbon-fiber front lid, fenders, and rear decklid, plus ceramic composite brakes and a manually operated fabric roof, helped reduce curb weight to just 1,465 kg.

Design cues rooted in Speedster tradition made the car instantly recognizable. A low-cut windshield, shorter side windows, and signature double-hump carbon-fiber streamliners distinguished it from any other 911. Inside, simplicity and craftsmanship prevailed with lightweight door panels, Full Bucket Seats, and a driver-focused layout.

For those seeking an even deeper link to Porsche heritage, the optional Heritage Design Package by Porsche Exclusive Manufaktur paired GT Silver Metallic paint with nostalgic graphics, white accents,

historic crests, and a two-tone Black and Cognac leather interior. Only a select few Speedsters were so equipped, making them among the most desirable of all modern Porsche collectibles.

Equipped with the highly desirable Exclusive Manufaktur Heritage Design Package, 911 Speedster number 0484 is a German-market example offered with 8,788 kilometers at the time of cataloging. Additional factory fitted options include Front Axle Lift System, LED Headlights in Black with Porsche Dynamic Light System (PDLS), Bose Surround Sound System, Extended Range Fuel Tank, and Chrono Package. The Heritage Design Package Interior in Black/Cognac is awash with attention to detail with numerous historical touches, yet the original owner sought to enhance the luxuriousness of the cockpit. Additional-cost components additionally covered in leather include the Door Panel Trim and Dashboard Trim Packages, along with the Steering Column Casing and Center Console Tunnel Sides.

Pairing open-air exhilaration with Porsche's iconic GT3-sourced 4.0-liter naturally aspirated flat-six and a crisp six-speed manual from the 911 R, the 991-generation Speedster stands among the most coveted limited-edition 911s of recent years. Enhanced by the additional cost Heritage Design Package and its additional options, this example reaches an even higher level of desirability. Blending heritage-inspired details with modern craftsmanship, the Speedster offers a rare chance to own a modern classic—at once an engaging driver's car and a fitting tribute to Porsche's storied sporting legacy.



LOT 112

2006 Ford GT Heritage Edition

Chassis No.	1FAFP90S36Y400307	Estimate.	€375.000 - €450.000
Documents.	Belgian Kentekenbewijs		

- Finished in highly collectible Gulf-colored Heritage Edition livery, one of only 343 so finished worldwide
- A three-option car selected with Heritage Paint Livery, Light Weight Forged Aluminum BBS Wheels, and McIntosh stereo system
- Offered with 7,672 miles or approximately 12,350 kilometers in unmodified condition
- Furnished with its original set of books, two keys, and a Marti Report
- Offered from the final model year of Ford GT production in excellent condition
- Under current Belgian ownership since 2012 with a scant 1,500 miles (approximately 2,414 km) traveled in that time

In 2006, Ford concluded production of its groundbreaking GT supercar with the introduction of the limited-production Heritage Edition—an evocative tribute to one of the most iconic racing liveries in motorsport history. Celebrating the Gulf Oil-sponsored GT40s that famously triumphed at the 24 Hours of Le Mans in 1968 and 1969 under John Wyer Automotive Engineering, the Heritage Edition was finished in striking Heritage Blue with Epic Orange stripes and white roundels on the doors, hood, and decklid. A \$13,000 factory option coded “GL PO,” the package delivered a street-legal homage to the legendary GT40 no. 1075 and quickly emerged as the most coveted configuration of the model.

Originally unveiled in 2002 as part of Ford Motor Company’s centennial celebrations, the GT was developed as a modern reinterpretation of the original GT40—a four-time consecutive Le Mans winner from 1966 to 1969. While its design paid faithful tribute to the original, the GT was thoroughly modern beneath the surface. At its heart was a 5.4-liter V8 with a Lysholm twin-screw supercharger, producing 558 PS (550 horsepower) and 678 Nm (500 lb-ft) of torque. Paired with a Ricardo six-speed manual transmission and a helical limited-slip differential, the GT delivered supercar performance with a 330-km/h top speed and zero to 100 km/h in just 3.3 seconds.

Produced for only two model years, 2005 and 2006, the Ford GT saw just 4,033 examples built—of which only 343 were finished in the Heritage Edition livery. Praised for its no-compromise engineering and race-inspired character, the Heritage Edition stood out not just for its visual impact but for its deeper connection to Ford’s motorsport legacy. Today, it remains the most celebrated and collectible variant of the first-generation GT, cherished by enthusiasts and collectors as a modern classic born of racing royalty.

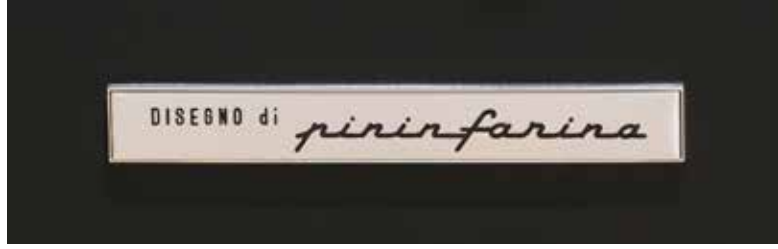
A Marti Report sourced from internal Ford production information shows the car left Ford’s Wixom Plant as a U.S.-market example on 29 November 2005. Besides its highly desirable and optional Heritage Paint Livery, this 2006 GT was additionally specified as a “three-option car” from the factory with Light Weight Forged Aluminum BBS Wheels, and McIntosh stereo system. Shortly after production, according to its original service book, the Heritage GT was imported to Europe. Service book stamps reveal the GT received its first service in 2007 with 1,047 miles at Rudolf Dvorak Kfz- Werkstatt in Munich, Germany, with a second service again at Rudolf Dvorak in April 2009 with 3,365 miles. A third German service is recorded at Ernst + König GmbH Ford-Haupthändler Singen in November 2011.



In 2012, records on file show the rare Heritage GT was sold to the consignor based in Belgium. Under their current 13-year ownership the car, described by Ford as “The Pace Car for an Entire Company,” has covered a scant 1,500 miles—the low mileage a reflection of both its elevated status as a modern collectible and its use only on rare, special occasions. Its well-preserved condition is without a doubt commensurate with the low mileage and is offered with just under 7,672 miles or approximately 12,350 kilometers at the time of cataloging.

This rare Heritage Edition GT combines Le Mans-winning heritage, razor-sharp performance, and Gulf-inspired styling. Offered from long-term Belgian ownership, it includes original books, pouch, two keys, and a Marti Report with original build

information. This is an exceptional example of the Heritage Edition, widely regarded as the most collectible and visually striking variant of the first-generation Ford GT.



LOT 113

1974 Ferrari 365 GT4 BB

Chassis No.	18011	Estimate.	€425.000 - €475.000
Engine No.	00163		
Transmission No.	391	Documents.	French Certificat d’Immatriculation

- One of just 387 Ferrari 365 GT4 BBs produced
- Ferrari Classiche certified, matching-numbers example
- Finished in its original color scheme of *Argento Auteuil* (Silver) over Beige leather
- Nut-and-bolt restoration by Carrozzeria Zanasi in Maranello
- Documented by marque historian Marcel Massini
- Among the finest Berlinetta Boxers currently available



Though the first production Ferrari to make use of a mid-engine configuration didn't appear until 1973, its aesthetic and mechanical origins took shape as early as the mid-1960s in the form of Pininfarina's 365 P Berlinetta Speciale. The experimental three-seat Berlinetta featured a mid-mounted V12 engine and stunned audiences at the 1966 Paris Salon, followed almost two years later by the shark-nosed P6 concept at the 1968 Turin Salon. Meanwhile, Ferrari had been perfecting its 180-degree "flat" 12-cylinder engine since September 1964 in the *Monoposto* 512 Formula One. In 2.0-liter form, the engine propelled the 212 E to the marque's first European Hillclimb Championship, and later in 3.0-liter configuration, powered the 312 PB to a World Championship for Makes in 1972. Thus, the decision to employ a mid-mounted, 180-degree V12 in a series production Ferrari was not made in haste.

The presentation of the GT4 BB, or Berlinetta Boxer, took place at the 1971 Turin Salon, with the production version debuting two years later in 1973. Certain lines echoed those of the P6—particularly the front section—while the 12-cylinder engine shared much in common with the 365 GTB/4 Daytona's four-cam, 4.4-liter V12 flattened out to 180-degrees. The Berlinetta Boxer presented here hails from the middle of 365 GT4 BB production before the introduction of the 5.0-liter 512 BB in 1976. A left-hand drive, French-market example, chassis number 18011 was completed on 18 June 1974 according to research conducted by marque historian Marcel Massini. Finished in elegant *Argento Auteuil* (Silver) over Beige leather, it was delivered new through famed importer Charles Pozzi SA in Paris, France, to its first owner later that year. By 1983, the Boxer was under the care of its second French owner, who would

retain the car for two decades before parting with it in late 2003.

Arab Merbouche of Versailles was the car's next documented caretaker, owning it for a brief period in the early 2000s and registering it with plates "840 CW 78." By this point, the Ferrari had been refinished in a quintessential red hue over a black interior and appeared for sale in France on two occasions over the next several years. In 2013, it was acquired by the current respected collector, who promptly commissioned a complete nut-and-bolt restoration undertaken by Carrozzeria Zanasi in Maranello. The work saw chassis 18011 returned to its sophisticated factory Argento Auteuil and Beige livery, complete with the Boxer's trademark satin black lower body section. Furthermore, in July 2015, the car was issued coveted Ferrari Classiche certification, with its

accompanying "Red Book" confirming that it retains its original Tipo F102 A engine (no. 00163), chassis, and body, as well as a correct Tipo F102 AB transaxle.

Beautifully restored to its original factory livery—with fewer than 100 km traveled since its completion—and retaining its matching-numbers engine as confirmed by Ferrari Classiche, this 365 GT4 BB is a highly correct example of the landmark flat-twelve Berlinetta Boxer. Remaining in France from new, it is offered with its tools and a detailed history report by noted marque historian Marcel Massini. A rare, well-documented example, chassis 18011 is surely one of the finest Berlinetta Boxers to come to market, warranting inclusion in any serious collection of Ferrari flagships and ideally suited to Ferrari gatherings worldwide.



LOT 114

1960 Ferrari 250 GT Coupe Series II

Coachwork by Pinin Farina

Chassis No.	1745 GT	Estimate.	€400.000 - €500.000
Engine No.	1745 GT (internal no. 372 F)		
Body No.	89	Documents.	Proof of EU Taxes Paid
Transmission No.	169 F		
Rear Axle No.	184 F		

- One of approximately 150 Series II 250 GTs bodied by Pinin Farina with factory disc brakes and overdrive from new
- Ferrari Classiche certified—retains its original matching-numbers chassis, body, engine, transmission, rear axle and its original color scheme from new
- Exquisite \$958,000 nut-and-bolt restoration completed by Motion Products, Inc. in its original shade of *Blu Lancia*
- Well-documented provenance from new, including long-term ownership from 1969-2015 as researched by Ferrari Historian Marcel Massini
- Exceptional presentation today, one of the finest examples currently on offer

Unveiled at the 1958 Paris Salon, the new Ferrari 250 GT Coupe marked a turning point in Maranello's evolving production strategy, pairing Pinin Farina's refined, notchback coachwork with the proven 2,600-millimeter-wheelbase chassis and venerable 220-PS Colombo 3.0-liter V12 which pushed the car to a top speed of 230 km/h. With a total of just 353 examples produced, this elegantly restrained design not only became the marque's most commercially successful model to date but also outpaced many of its British and Italian contemporaries.

Upon finishing production at Pinin Farina on 16 March 1960, this stunning 250 GT draped in elegant *Blu Lancia* marked the 291st of 353 Coupes bodied by the *Carrozzeria*. Later that month, the car was delivered to its first Milanese owner. It was then acquired by Franco Palma while in Rome, who brought the Ferrari with him back to New York. Once in the United States, the car passed through the care of SCCA racer Steve Wooley of Ohio before residing in Philadelphia, Pennsylvania, with geneticist Laird Jackson in 1969. With an evident love for the Ferrari, the car remained with Jackson for an impressive 46 years, until his passing in 2015, when it was acquired by Richard Zaveta of Doylestown, just north of Philadelphia.

Shortly after acquiring the car, Zaveta brought the car to Motion Products, Inc. of Neenah, Wisconsin, for a complete restoration. With the bodywork stripped, it was expertly refinished as originally specified in *Blu Lancia*, which provides an ideal contrast to the gleaming chrome Borrani wire wheels. Inside, a high



level of detail was lavished on the fresh *Grigio* (Grey) Connolly leather upholstery and matching carpets which were installed. The restored Veglia instruments with their chrome trim rings are set within the painted dashboard fascia framed by the wood-rimmed steering wheel. The original matching-numbers 3.0-liter Colombo V12 was entirely overhauled, along with the four-speed transmission with overdrive, rear axle, brakes, and suspension. After a two-year intensive restoration totaling \$958,000 conducted by Motion Products, the Ferrari reemerged in its current stunning condition.

Following the restoration, the car found a new home in sunny Southern California in early 2018 before venturing back across the Atlantic with its current Belgian-based owner in 2020. Under their care, the car completed its critical Ferrari Classiche

certification and was issued its all-important Classiche Red Book in March 2021. It confirms that this Ferrari 250, chassis 1745 GT, retains its original matching-numbers body (no. 89), Tipo 128 F engine (no. 1745 GT, internal no. 372 F), four-speed overdrive transmission (no. 169 F), rear axle (no. 184 F), and is presented as originally specified in striking *Blu Lancia* over a *Grigio* interior. Today the car remains in outstanding condition after a decade since its comprehensive restoration, having only traveled a scant few kilometers since.

Furnished with its all-important Classiche Red Book, its Massini Report, and wearing an exceptional restoration, chassis number 1745 GT presents a compelling opportunity to acquire a well-documented example of this highly regarded model. A period *Road & Track* article summarized the 250 GT saying, "It is

a car designed for those who know and appreciate the difference and can afford to pay for it. A man or woman who savors the sound, the deal, the stability and performance of a car like this will consider the money it costs well spent." What was true 65 years ago remains true today. With its Colombo V12, rarity, exquisite looks, and vintage performance that rivals modern machinery, this 250 GT is an irresistible example of Ferrari's highly regarded GT car and must be one of the finest examples on the market.



LOT 115

1960 Maserati 3500 GT Vignale Spyder

Chassis No.	AM1011081	Estimate.	€350.000 - €450.000
Engine No.	AW1011081	Documents.	Belgian Kentekenbewijs

- Fitted with the desirable five-speed manual ZF S5/17 gearbox and the favored Weber-carbureted engine
- Retains its attractive interior and exterior color combination as delivered new
- Fully restored ten years ago in the Netherlands
- Offered with its Certificate of Origin and Maserati Classiche archival documentation
- A rare and desirable model with a mere 242 units produced



Unveiled at the Geneva Motor Show in March 1957, the Maserati 3500 GT marked a turning point for the marque as the company's first true series-production grand tourer. Until then, Maserati had been known primarily for its competition cars and a handful of limited-production road models. With over 2,200 examples built, the 3500 GT became the brand's first large-scale commercial success, helping to secure its future during a time of financial uncertainty brought on by an ambitious and costly racing program. With its refined engineering, elegant design, and strong performance, the 3500 GT positioned itself as a direct competitor to Ferrari's 250 GT, challenging the dominance of Maranello in the luxury *gran turismo* segment.

Following the coupé's success, customer demand quickly grew for an open-top version. As early as 1957,

coachbuilders Frua and Touring produced several open-top bodyworks, each offering their interpretation of the Spyder. However, it was Carrozzeria Vignale who, in 1959, delivered the design that most closely embodied the spirit Maserati envisioned. Styled by Giovanni Michelotti, whose gifted hand shaped some of the finest masterpieces in automotive design, and built on a slightly shortened chassis, the Spyder Vignale entered limited production, with just 242 examples completed, making it the rarest factory variant of the 3500 series.

Under the hood lies the inline-six derived from Maserati's 350S racing engine, featuring twin overhead camshafts and producing 223 CV. Renowned for its smooth power delivery, distinctive sound, and impressive reliability, this engine combines elegance and performance.

The example presented here, chassis AM1011081, is one of the 242 Maserati 3500 GTs bodied by Vignale. The Certificate of Origin, issued by Maserati Classiche in Modena in 2011 and included in the file, confirms that this car was produced at the Maserati factory in November 1960. It features an open Vignale body in the elegant color combination of *Canna di Fucile* (dark metallic grey) paired with neutral Connolly leather, beautifully complemented by Borrani wheels. It is fitted with a non-matching, yet preferred, Weber-carbureted engine coupled to the highly desirable five-speed manual Z F S5/17 transmission.

A copy of the original shipping notice reveals that the car was delivered new to Milan in early 1961. It is believed to have left its country of origin in 1998, when the previous Dutch owner acquired it

through an Italian dealer. Keen to restore this beauty to its former glory, the owner commissioned a complete restoration by Auto Classica Rubbio in the Netherlands.

The car was then sold to the current owner in 2013, who participated with it in the Zoute Concours d'Elegance the following year. In spring 2020, the car underwent maintenance at F.M.A., an official Ferrari and Maserati dealer in Antwerp, Belgium, with documented work focusing notably on the brakes and fuel pump.

Today, it presents in excellent condition and beautiful original configuration, as confirmed by the Certificate of Origin, accompanied by Maserati archival copies and its 2017 FIVA identity card.



LOT 116

1969 Maserati Ghibli 4.9 SS Coupe

Chassis No.	AM115 1048	Estimate.	€200.000 - €300.000
Engine No.	AM115 1048		OFFERED WITHOUT RESERVE
		Documents.	Cancelled Italian Libretto

- Among the most original Ghiblis extant
- Desirable European 4.9-liter Tipo SS V8 paired with a ZF five-speed manual transmission
- Finished in stunning *Blu Sera Metallizzato* over *Bianco Connolly* leather
- A matching-numbers example that offers an exceptional driving experience
- Incredible preservation confirmed by marque authority Dr. Adolfo Orsi Jr.
- Fully documented, including factory records and its original *Carta di Circolazione* from new



The Maserati Ghibli SS was the pinnacle of Maserati's front-engine grand tourers—fast, refined, comfortable, and stylish. Debuting in 1969 as a performance update to the sleek, Giorgetto Giugiaro-penned Ghibli, the Ghibli SS arrived with a 4.9-liter V8 making an impressive 335 horsepower and a resulting 280 km/h top speed, making it the fastest and most luxurious Maserati road car built at the time.

This 1969 Maserati Ghibli SS, chassis number 1048, is finished in *Blu Sera Metallizzato* over a *Bianco Connolly* leather interior and featuring Campagnolo sunburst-style wheels. It was optioned from factory

with the 4.9-liter Tipo SS motor, five-speed ZF manual transmission, three-eared locking wheel nuts, old-style flat transmission tunnel, and a wooden shift knob. The car was delivered new to Dr. Stanislao Bottino in Genoa, Italy, through the local Auto-Mare dealership—the *Dottore's* seventh bespoke-ordered Maserati. It passed through just two other Maserati custodians before it was acquired by its current caretaker, only the car's fourth owner, approximately 10 years ago. The car joined a meticulously curated collection of only the most original and documented classic vehicles—a perfect fit for such a well-kept example.

Before it was acquired by its present originality-obsessed owner, the Ghibli was sent to premier Maserati expert Dr. Adolfo Orsi Jr. to authenticate its originality. The grandson of former marque owner Adolfo Orsi inspected chassis number 1048 in July 2016 and obtained copies of the car's original documents from the Maserati Factory Archive. Dr. Orsi confirmed in his report that the car was still in "100% preserved condition," retaining its original paint, upholstery, carpets, stickers, and options that were present on the car for delivery to its first owner 47 years prior. Additional historical certifications, including a 1987 entry into the Maserati Register and a prestigious Gold Plate approval from the Automotoclub Storico Italiano (ASI) in 1993—further compound the vehicle's conservation and provenance. As such a beautifully preserved example, chassis 1048 was recently displayed during the Maserati 110 Years exhibit at the Autoworld Brussels museum, a two-month celebration of the finest trident-badged automobiles.

Offered with 17,621 kilometers at the time of cataloging, the car retains its original owner's manual, original warranty booklet and certificate, and document pouch from Auto-Mare. It is also furnished with an impressive level of historical documentation, including its original *Carta di Circolazione* (registration card), original service documents, extensive Orsi Report, *Certificato Di Omologazione*, Gold Plate approval from ASI, and more recent service documents totaling approximately €6,300. Its original interior is covered in plastic wrapping, further protecting the cockpit for its next collector.

This Ghibli provides an exceptional driving experience despite its age. According to the consigning Broad Arrow specialist who had the rare pleasure of driving this impeccable example, power delivery is immediate and responsive, with no hesitation. The gearbox, steering, and suspension feel thoroughly dialed in—offering the kind of visceral yet seamless experience that only a well-maintained, top-shelf classic can deliver.

Known to be one of the most original Ghiblis in existence, chassis 1048 offers a unique opportunity to own an incredibly well-preserved example of Maserati's top-of-the-line 1960s grand tourer.



LOT 117

1976 Lancia Stratos HF Group 4 Specification

Chassis No.	829AR0001581	Estimate.	€600.000 - €800.000
Engine No.	1240 80	Documents.	French Certificat d’Immatriculation

- An officially sanctioned in-period Group 4 Rally conversion with a well-documented competition history
- Raced by Franco Leoni/Giuseppe Borgo in the 1982 Italian Rally Championship with multiple wins recorded
- Road registered in France since 2018
- Participated in both the 2015 and 2016 Tour de Corse Historique
- Currently finished in the iconic Pirelli livery
- Eligible for prestigious historic rally events such as the Tour de Corse and Tour Auto



Few competition cars have so completely epitomized their sport as the Lancia Stratos. While the Fulvia HF had proven itself in Group 4, Lancia was eyeing its next master stroke: something brand new and purpose-built to dominate the world rally stage. Conceived from Nuccio Bertone's radical Stratos Zero concept of 1970, the rally-ready Stratos debuted at the 1971 Turin Motor Show and was unlike anything that had come before. It sported purpose-built styling crafted by Marcello Gandini at Bertone, and the proven 2.4-liter V6 borrowed from the Ferrari Dino 246.

Before its Group 4 homologation, the Stratos was already winning rallies, with Sandro Munari and Mario Mannucci triumphing at the 1973 Firestone Rally in Spain. Once officially sanctioned in 1974, its dominance was immediate and emphatic: scoring three consecutive victories at Monte Carlo, winning a hat trick of World Rally Championship titles for Lancia from 1974 to 1976, and helping Munari win the FIA Driver's World Cup in 1977. Even the Stratos' liveries became legend, with the car initially clad in Marlboro red and white, the *tricolore* Alitalia livery in 1975, and later in Pirelli's bold black, red, and white combination. Though gradually succeeded by the Fiat 131 in 1978, the Stratos remained a formidable competitor, scoring victories at premier events well into the 1980s under privateer banners. Additional top-line wins followed at the Monte Carlo, Tour de France, and Tour de Corse rallies, closing with a famous 1-2-3 finish at the 1982 Monza Rally and cementing the Stratos' chapter in rally legend.



Massimo Casotto and Stratos 1581 power through the gravel on the way to second place 1979 Rally Umbro. Image courtesy of owner.



Lancia built 492 road-going Stradale versions of the Stratos in order to meet Group 4 homologation standards, each fitted with the same Ferrari-provided V6. Packing so much potential, it wasn't uncommon for the road-legal variants to be brought up to full rally spec and raced alongside the 26 factory cars Lancia produced.

According to its Italian registration card from the Automobile Club d'Italia, this 1976 Lancia Stratos HF Stradale was first registered in 1976 in Padova, Italy, and was converted to correct Group 4 specification the following year, first racing at the 1978 Rallye Internazionale della Lana – Trofeo Lana Gatto with Fabio Bertin/Marco Sormano. Massimo Casotto purchased the car in 1978 and raced it successfully during the 1978 and 1979 seasons, notably scoring a second place finish at the 1979 Rally Umbro and fourth place at the Rally 1000 Miglia, before selling



it to fellow driver Franco Leoni in 1980. The car was campaigned extensively during the 1982 Italian Rally Championship and was driven to even greater glory. It won overall at that year's Rally Valli Imperiesi by Franco Cassinis/Marina Mandrile—in front of a field of over 110 starters. The car was driven by the exceptional duo of Leoni/Giuseppe Borgo for much of the rest of the season, who piloted it to victory at the Rally Alto Appennino Bolognese – Rally Petroniano and second place at both the Rally Appennino Reggiano and Rallye Vierre that season.

More recently, Björn Waldegård drove the car at Silverstone in 1998, shown in a period photograph on file. French rally car restoration outfit Daunat Classique serviced the car and competed in both the 2015 and 2016 Tour de Corse Historique as well, sporting the #60 and #36 numbers respectively.

This example is now presented in the emblematic black, white, and red Pirelli livery, which it raced in during the 2016 Tour de Corse Historique event. It comes with French road registration from 2018, Automobile Club d'Italia homologation card, French Federation of Automobile Sport technical passport, a copy of its original Italian registration on file, and many period photos and articles of the car in action during its competitive run.

This 1976 Stratos evokes the very essence of Lancia's motorsport legend, sporting proven competition history and the spirit to keep racing long after its manufacturer has ordered it to retire. Beyond enjoying its well-chronicled competition history, the next custodian can enjoy the rare opportunity to enter the car in the most prestigious historic rallies—including the Tour Auto and Tour de Corse—where a Lancia Stratos is always a welcome and beloved sight.





LOT 118

2005 Porsche Carrera GT

Chassis No.	WPOZZZ98Z5L000257	Estimate.	€1.350.000 - €1.550.000
Carrera GT Limitation No.	0871	Documents.	German Fahrzeugbrief

- Superbly preserved example finished in rarely seen Seal Grey Metallic over an Ascot Brown/Black leather interior
- Equipped from Porsche with XT Driver and Passenger Side Bucket Seats, Manual Air Conditioning, CD Radio Porsche Online Pro with Bose Sound System
- Offered with a September 2025 recommended service performed at Porsche Zentrum Stuttgart in preparation for sale
- Critical APA3 suspension recall campaign recently completed
- Just 21,655 kilometers, limited ownership, and fitted with fresh Michelin Pilot Sport Cup 2 N-Spec tires
- Race-bred engineering distilled for the road in an unrepeatable analog super sports car





Later enlarged for the LMP2000 program (Typ 9R3), the engine was left without a car when FIA regulations shifted.

The prototype shown at the 2000 Paris Motor Show changed everything. Driven through Paris to its unveiling, it stunned crowds with futuristic design and the shriek of its V10. The reaction made production seem inevitable, though Porsche's focus had shifted to the Cayenne SUV. Ironically, the Cayenne's commercial success provided the capital to green-light the project. At the 2003 Geneva Motor Show, Porsche announced its new halo model, with deliveries beginning later that year.

Built around a 100-kilogram carbon-fiber-reinforced plastic monocoque and engine subframe by ATR Composites, the chassis was both lightweight and immensely rigid. Suspension design mirrored motorsport practice, with stainless-steel wishbones and rocker-arm-operated coil-overs at all four corners. Magnesium center-lock wheels—19 inches in front, 20 in the rear—hid ventilated and cross-drilled carbon-ceramic brakes, clamped by six-piston calipers. Aerodynamics were equally advanced, with a flat-bottom undertray and a rear wing that deployed above 120 km/h.



“Racing car-specific design and manufacturing processes are used in the Carrera GT that are different from the known systems and processes used in road cars...”

So begins Porsche's dealer-level Carrera GT *Product Information* treatise describing perhaps their finest attempt to cultivate the true character of a racing car in a road-licensed vehicle to achieve the ultimate driving experience. The Carrera GT was not just a supercar of the 2000s, it was Porsche's most uncompromising expression of motorsport engineering adapted for the street—a machine born from an abandoned racing project, revived corporate fortunes, and an insistence that analog purity still mattered in an increasingly digital age.

The story of the Carrera GT's development is one of survival and reinvention. Internally dubbed SCM (Super Car Millennium), the program was launched in secrecy during the late 1990s with only a small circle of engineers. Initially conceived as a one-off prototype, SCM was powered by a 5.5-liter V10 developed for Porsche's abandoned Formula One and Le Mans Prototype efforts. The V10 had its origins in the early 1990s, when Porsche built a new normally aspirated engine to replace its troubled F1 V12.



The Carrera GT's centerpiece was its 5.7-liter naturally aspirated V10, a jewel of engineering enlarged from the racing prototype's 5.5 liters. With four valves per cylinder, titanium rods, dry-sump lubrication, and an 8,400-rpm redline, it delivered 612 PS and 590 Nm of torque while weighing just 205 kilograms. Coupled to a six-speed manual with a small-diameter 169-mm carbon-ceramic clutch, it demanded real driver skill—no paddles, no shortcuts, only precision and nerve.

Performance figures reflected its pedigree. Weighing only 1,380 kilograms, the Carrera GT could reach 100 km/h in about 3.9 seconds, double that in 9.9, and max out at 330 km/h. In July 2004, factory driver Walter Röhrl lapped the Nürburgring Nordschleife in 7 minutes 28 seconds, a benchmark that stood for years and confirmed its blend of raw speed and razor-sharp control.

Despite its racing DNA, the Carrera GT was designed to be livable. The cockpit featured leather trim, airbags, power amenities, climate control, and Bose audio, though air conditioning and stereo were technically no-cost options to preserve weight savings. A shift knob of laminated beechwood and oak was installed front and center as a nod to Porsche's 917 Le Mans racers. The proportions were

compact and aggressive, with vast intakes, removable carbon-fiber roof panels, and sculpted bodywork that made the car as dramatic standing still as it was in motion.

Finished in rarely seen and exquisitely tasteful Seal Grey Metallic over an Ascot Brown and Black leather interior Carrera GT number 0871 left Porsche's Carrera GT Leipzig plant as a “C16” U.K./Ireland-market example. Options specified at the factory included XT Driver and Passenger Side Bucket Seats, Manual Air Conditioning, CD Radio Porsche Online Pro with Bose Sound System.

Carrera GT 0871 is believed to have had just three caretakers prior to the current owner's acquisition. While in their ownership the Carrera GT has been the subject of regular servicing including a 2023 service at Porsche Zentrum Wien Nord that totaled €11,334. The Carrera GT has undergone the important APA3 suspension recall campaign and is now equipped with the newly developed Michelin Pilot Sport Cup 2 N-Spec tires. It should be noted that the Cup 2 tires were developed in conjunction with Porsche for the Carrera GT allowing factory pilot Jörg Bergmeister to lap the daunting Nürburgring in 7 minutes, 12.69 seconds—a 16 second improvement



over Röhrl's 2004 time! Most recently, and in preparation for sale, a recommended service was performed at Porsche Zentrum Stuttgart in September 2025. Furthermore, the car retains its original service book and manuals.

Offered with a highly collectible specification and in excellent and well-presented low-kms condition, this Seal Grey Metallic Carrera GT embodies the soul of Porsche at the turn of the millennium: a company balancing tradition and innovation with analog engagement and technological sophistication. Conceived in secrecy, nearly abandoned, and finally realized, it arrived as a no-compromise statement of intent. Against contemporaries like the Ferrari Enzo, Mercedes-Benz SLR McLaren, and Ford GT, it stood apart not for brute force alone but for the way it distilled decades of racing knowledge into one analog masterpiece. Two decades on, the Carrera GT remains a landmark achievement: the last great naturally aspirated, manual-transmission Porsche supercar, and one of the purest connections between road and race ever put into production.





♦ J LOT 119

2015 Bugatti Veyron 16.4 Grand Sport Vitesse

Chassis No.	VF9SV25265M795079	Estimate.	€1.900.000 - €2.300.000
Documents.	Andorran Certificat de Matriculació		

- One of 92 Grand Sport Vitesse examples built, offered with 6,015 kilometers
- The roadster version of the record-setting Veyron Super Sport
- Famous one-off *Transformers* themed commission
- Finished in a thoughtfully specified two-tone blue exterior and blue with black interior
- Long term U.S. and European ownership with regular annual services performed
- Powered by a quad-turbocharged 8.0-liter W16 making 1,200 PS and 1,500 Nm of torque
- Believed to be one of the final Bugatti Veyrons produced, recently serviced in May 2025





roof spoiler that dramatically reduced cockpit wind noise. Positioned as the most luxurious expression of the Veyron lineage—its cabin adorned with exquisite quilted Italian leather—the Vitesse remained unwavering in its purpose: its very name the French word for “speed.” Its quad-turbocharged W16 was identical in output to the Super Sport, and the Vitesse sprinted from zero to 100 km/h in just 2.6 seconds on the way to a limited top speed of 375 km/h. In April 2013, an unrestricted Grand Sport Vitesse recorded a 408.84 km/h top speed at Ehra-Lessien, taking the record for the fastest production roadster at the time. Anthony Liu, the racing driver who consummated the record, said: “even at such high speeds it remained incredibly comfortable and stable. With an open-top, you can really experience the sound of the engine and yet even at higher speeds I did not get compromised by the wind at all.”

Bugatti produced just 92 examples of the Grand Sport Vitesse between 2012 and 2015, each specimen highly unique and meticulously tailored to its owner’s tastes.

This 2015 Bugatti Veyron Grand Sport Vitesse has been specially commissioned with a livery inspired by the *Transformers* franchise, featuring a distinct logo from the science fiction series painted across the front of its two-tone light and dark blue carbon fiber

The Bugatti Veyron 16.4 Grand Sport Vitesse is the ultimate evolution of the world-shattering Veyron. It pairs the Veyron Super Sport’s peerless, record-breaking performance with the thrill of roofless driving, and remains one of the most powerful and exclusive open-air automobiles ever built.

The Grand Sport Vitesse was born from the foundation of the Veyron Super Sport, itself a faster and more powerful evolution of the original Veyron 16.4. Unveiled in 2010, the Super Sport elevated performance with four larger turbochargers and intercoolers, boosting the proven W16’s output to 1,200 PS and 1,500 Nm of torque. The Super Sport’s drivetrain components were thoroughly reinforced, and its seven-speed direct-shift transmission was revised with new gearing ratios. Its engineering brilliance culminated in a *Guinness World Record*-certified average top speed of 431.072 km/h, making it the fastest production car in the world at the time—an achievement it held until 2017. The best of Bugatti was yet to come, however.

Unveiled at the 2012 Geneva Motor Show, the Grand Sport Vitesse brought the Veyron’s story to a close in spectacular fashion. The added targa top from the Grand Sport was enhanced by a newly developed





exterior. The theme continues inside with an aluminum *Transformers* logo mounted between the Bugatti Sport Comfort seats, themselves finished in another two-tone combination of blue and black leather with contrasting blue stitching.

Reportedly one of the final Veyrons built, this example was first spotted testing at Bugatti's factory in Molsheim, France, in September of 2014 where it accrued approximately 800 test kilometers prior to final assembly. It was delivered in Southern California in July 2015 and was serviced that month at Luxury Cars Los Gatos in Los Gatos, California, according to its CARFAX Vehicle History Report. The Grand Sport Vitesse appeared at McCall's Motorworks Revival—the precursor to Hagerty's Motorlux—in August 2015 during Monterey Car Week and was displayed at the San Francisco Auto Show that November. The CARFAX reports that it was offered for sale that same month. The car was subsequently exported to Europe, changing hands in public sales in Monaco in 2018 and again in Spain in 2024. With maintenance under current ownership and its most recent service performed in May 2025, this Grand Sport Vitesse is offered with 6,015 kilometers at cataloging.

Already among the most coveted of Veyron variants, this 2015 Grand Sport Vitesse offers more than meets the eye thanks to its one-of-a-kind specification and is an unmistakable expression of the marque's most significant contemporary model.





LOT 120

2010 Porsche 911 Sport Classic

Chassis No.	WPOZZZ99ZAS794090	Estimate.	€350.000 - €425.000
911 Sport Classic No.	041 / 250		OFFERED WITHOUT RESERVE
Documents.	Monégasque Certificat d'Immatriculation		

- The first Exclusive Manufaktur series production car and the rarest 997 model—limited to 250 worldwide
- Design inspired by the 1973 911 Carrera RS and Carrera GT super sports car
- Exclusive Powerkit 3.8-liter flat-six with 408 PS mated to a six-speed manual transmission
- Optioned with Short Shifter and Factory Collection from new
- Finished in unique Sport Classic Grey with 19-inch Fuchs-style wheels over an Espresso leather interior
- Offered in well-preserved condition with 25,190 kilometers at cataloging, books, factory fitted car cover, and a thorough service history file



The original maintenance book for 911 Sport Classic number 041 records that this example, just one of 250 produced, was selected with Short Shifter (XCZ) and Factory Collection (900) from new. As Porsche likes to say about factory delivery, “You won’t be able to sleep the night before. The night after, you won’t want to.” It was likely the case for the original owner for this Sport Classic on a brisk day in March 2010. Numerous stamps are recorded in the maintenance book through November 2023, and the service history provides additional clarity of the ownership succession and regular care the car has received at official Porsche Centers. By at least 2012, the car, now with approximately 15,000 kilometers, was acquired by its second owner who would retain the rare and collectible 911 until 2023. In those years the Sport Classic was serviced at Porsche Zentrum Frankfurt with regularity and detailed invoices of the work are on file and available for review. In 2024, the Sport Classic was newly registered in Monaco.

Even with numerous special edition 911s emerging from Stuttgart, none can approach the low production numbers of the original Type 997.2 Sport Classic. In fact, the Sport Classic is more than a serialized special edition; the model represents the first of its kind from Porsche Exclusive and a clear link between past and present. Offered in well-preserved condition with a low 25,190 kilometers at cataloging, prior long-term ownership, its original books, inspection sheets, and service invoices, this 911 Sport Classic is perhaps the ideal representative of one of the most desirable modern 911s: a car that embodies individuality, craftsmanship, and timeless appeal.

Unveiled at the 2009 Frankfurt Motor Show, the Type 997.2 Porsche 911 Sport Classic is among the rarest and most evocative modern 911s. Conceived by Porsche as the first Exclusive Manufaktur series production model and as a celebration of past icons, it was limited to just 250 individually numbered cars worldwide—instantly cementing its status as a collector’s piece.

Visually, the Sport Classic is unmistakable. Finished exclusively in the specially created Sport Classic Grey, its silhouette is defined by a double-bubble roof recalling the Carrera GT, 19-inch Fuchs-inspired alloy wheels, and a fixed “ducktail” spoiler that pays homage to the 1973 Carrera RS. Subtle twin grey stripes run the length of the car, linking these retro

flourishes to a familiar yet distinctive body based on that of the Carrera 4S, though the Sport Classic is strictly rear-wheel drive—a choice that underscores its purist appeal.

The mechanical specification matches the visual drama. At its heart sits a naturally aspirated 3.8-liter flat-six enhanced with Porsche’s factory Exclusive Powerkit, featuring polished combustion chambers, revised intake resonances, a new exhaust system, and a remapped ECU. The result is 408 PS, 23 more than the Carrera S, channeled through a short-shift six-speed manual transmission. Performance is suitably vivid: zero to 100 km/h in 4.6 seconds and a top speed of 302 km/h. A sports chassis lowered by 20 mm, Porsche Active

Suspension Management, a rear limited-slip differential, and carbon ceramic brakes complete the driver-focused package.

Inside, Porsche Exclusive’s obsession with detail reaches its zenith. The cabin is swathed in natural Espresso leather, complemented by contrasting light grey stitching and Alcantara headlining. Adaptive sport seats feature woven leather and fabric centers unique to this model, while brushed aluminum and hand-finished trim pieces add further distinction. Even the smallest details—gear lever, instrument dials, and leather-wrapped and stitched door pulls—were designed specifically for the Sport Classic. Virtually every premium option was fitted as standard, ensuring the interior matched the exterior in exclusivity.





LOT 121

1998 Lamborghini Pregunta

Chassis No.	ZA9DE07A0KLA12005	Estimate.	€2.500.000 - €3.500.000
Engine No.	L522/1352	Documents.	Bill of Sale

- Drivable one-off concept car based on the Lamborghini Diablo
- The last Lamborghini concept built in the pre-Audi era
- Styling and coachwork by Carrosserie Heuliez-Torino
- Bodywork, paint, and cockpit inspired by the legendary Dassault Rafale fighter jet
- Powered by a 5.7-liter V12 with a gated five-speed manual transmission
- Features a technologically advanced cockpit originally equipped with rear-facing cameras and fiber optic interior lights
- Displayed at the Salon de Paris, Geneva Motor Show, and the *Museo Lamborghini*
- Retained by a single private owner for almost 20 years





Gandini. Deschamps, whose resume includes the Renault R5 Turbo, Lamborghini Jalpa, and Citroën Camargue, successfully pushed the boundaries of both form and function.

The Pregunta's body was constructed entirely of carbon fiber, finished in Matt Dark Grey paint borrowed from the Dassault Rafale fighter jet. This connection to aviation was central to the Pregunta's identity, reflected not only in marketing imagery that paired the car with the high-tech French fighter plane, but in the design itself: wraparound canopy glass, scissor doors mimicking a jet's canopy greenhouse, and two removable polycarbonate roof panels that could enclose the cabin.

Inside, the fighter jet motif continued. The cockpit was divided into a focused driver's section and a more comfortable passenger's area, with aviation-style seats trimmed in Azure blue Alcantara with contrasting black accents. Technology was cutting-edge for the era: rear view-cameras feeding a central LCD screen in place of side mirrors, Cristine GPS navigation by BCI, DGA fiber-optic ambient lighting, and a Formula One-derived Magneti Marelli digital gauge cluster with instrument panel color matched to the seats. An Alpine stereo, Schroth four-point harnesses, and OZ wheels rounded out the specification, fusing futurism with Italian flair.

Beneath its radical Heuliez-designed exterior lay the underpinnings of a prototype Lamborghini Diablo, though extensively reworked. The chassis and running gear were retained, but the Pregunta was reconfigured to rear-wheel drive only, with radiators

The 1998 Lamborghini Pregunta concept is both the final flourish of the marque's pre-Audi era and one of the most radical concept cars of the 1990s. Futuristic in its proportions and engineering yet deeply evocative of Lamborghini's wild spirit, the Pregunta previewed the design and technology that would shape the supercars of the new millennium.

Based off the Lamborghini Diablo, the Pregunta's bodywork and interior were entrusted to French coachbuilder Carrosserie Heuliez-Torino. Sant'Agata Bolognese provided Heuliez with the engine, transmission, clutch, and chassis as a package for Heuliez to work around allowing the coachbuilder's imagination to reach the sky for the concept car's appearance. Styling was headed by Heuliez director Marc Deschamps, who was previously Bertone's Director of Style and the successor to Marcello



Two icons of European performance: The Dassault Rafale and Lamborghini Pregunta. Image courtesy of the owner.

relocated to the front for improved balance. At its heart was Lamborghini's proven 5.7-liter V12, producing 537 PS and 605 Nm of torque, paired to a five-speed gated manual transmission. Performance was suitably ferocious: zero to 100 km/h in 3.9 seconds, a standing kilometer in just 20 seconds, and a top speed of 333 km/h. A bespoke Quicksilver stainless steel and catalytic converter-free exhaust system gave the Pregunta a brutal, unfiltered soundtrack worthy of its jet fighter inspiration.

Originally, the Pregunta was built under Chrysler's direction, but its subsequent and brief sale to a handful of private investment groups in the 1990s delayed the concept. The Pregunta finally debuted at the 1998 Salon de Paris, just one month after Audi AG acquired Lamborghini, and was simultaneously a bold vision of the future and a poignant swan song.

It was later shown at the 1999 Geneva Motor Show before Audi permanently shelved it, alongside other design studies for the Diablo's replacement. The Pregunta cemented itself as the final and most extreme Diablo-based concept to date, following the Acosta, Zagato Raptor, and Canto —prototypes that collectively informed the P147 project, which Audi would later complete as the Murciélago.

The one-off Pregunta endured however, as Lamborghini's contract with Heuliez allowed the Italian marque to display its concept at trade shows and other promotional events until the end of 2008. The striking concept was presented one last time at Retromobile 2007 before Heuliez sold it to a private collection later that year, where it would remain for the following 18 years. The Pregunta was invited to participate in the 2008 Spaltalia Rally and drove in



The Lamborghini Pregunta in advance of its public Salon de Paris debut. Image courtesy of the owner.

exhibition laps at the legendary Spa-Francorchamps circuit. It was issued an initial Polo Storico certificate in 2014, and the official classic Lamborghini restoration division inspected and serviced the car in 2021. Sporting a newly minted certification, the Pregunta was subsequently placed on display at the Automobili Lamborghini Museum—recognized by the Raging Bull as a truly special and significant milestone in the marque’s rich history.

Fresh to market after over a decade, this is an exclusive opportunity to acquire such a unique piece of Lamborghini history—one that bridged the marque’s independent past with the modern supercar renaissance it has helped cultivate. As its name implies, the 1998 Lamborghini Pregunta posed questions about the future of automotive design that only the most iconic supercars today have been able to properly answer.



J LOT 122

1959 Jaguar XK 150 3.4 Drop Head Coupe

Chassis No.	S838294DN	→	Retains its original 3.4-liter inline-six engine and four-speed transmission with overdrive
Engine No.	V7036-8		
Transmission No.	JLS44230JS	→	Treated to a major mechanical and cosmetic refurbishment from 2024-2025, exceeding £41,000
Estimate.	€100.000 - €120.000 OFFERED WITHOUT RESERVE	→	Recent engine rebuild conducted by The Pitstop Ltd.
Documents.	Bill of Sale	→	Neatly presented in its red-on-red factory livery with a fresh leather interior and black soft top
		→	Offered with a Jaguar Daimler Heritage Trust Certificate

Completed on 18 June 1959 and dispatched on 10 July, this left-hand-drive XK 150 Drop Head Coupe is documented by its Jaguar Daimler Heritage Trust Certificate. It confirms that the car left Coventry finished in Carmen Red paint over Red trim with a Black soft top, and was distributed via Delacroix, Paris, France. Notably, it records the original engine (V7036-8) and transmission (JLS44230JS) numbers—which remain intact and matching on the car today.

In recent years, the Jaguar has been the subject of a major mechanical and cosmetic refurbishment by specialist shops, documented in invoices on file. In 2024, The Pitstop Ltd. of Oxon, England completed a comprehensive rebuild of the 3.4-liter XK engine, including machining and balancing of numerous components, pressure-testing the head, renewing valves, guides and seats, and reinstallation/testing. Klassik Transmissions overhauled the original four-speed, three-synchro gearbox and serviced the overdrive, while Hauser Racing addressed the rear axle with new bearings and seals and fitted new brake discs.

Cosmetically, Cotswold Accident Repairs in Witney performed metalwork and refinishing across 2024,

including stripping the body and conducting repairs to doors, sills, wings, floor and hood, epoxy priming, panel alignment, and a full bodysHELL repaint. John Skinner Manufacturing supplied and trimmed a complete Cherry Red full-leather interior with new foams and seat base woodwork, retrimmed the dashboard and door panels, and supplied a new Black mohair soft top and padding kit. In March 2025, Harry Fraser Vehicle Upholstery at Bicester Heritage fitted and adjusted the supplied soft top and headliner. The total amount invested in this comprehensive refurbishment program exceeded £41,000.

The XK 150 is widely regarded as the most usable of the XK line, combining classic Jaguar styling with four-wheel disc brakes, improved seating and visibility, and roll-up side windows—attributes that make it a genuinely modern-feeling grand tourer. Supported by excellent parts supply and broad tour and rally eligibility, a freshly sorted Drop Head like S838294DN offers an unmatched blend of performance and real-world practicality.



≈ LOT 123

2008 Porsche 911 GT2

Chassis No.	WPOZZZ99Z8S794594	Estimate.	€220.000 - €300.000
		Documents.	German Fahrzeugbrief

Please note that this car has never been registered since its original purchase in 2008. Prospective bidders are advised to contact their local registration authority to satisfy themselves as to registrability in their jurisdiction prior to bidding.

- A single-owner, German-market example offered with just over 1,000 kilometers at cataloging
- Optioned with a Black full leather interior, heated seats, Sound Package Plus, Interior Package in Carbon, Adaptive Sport Seats
- Twin-turbocharged flat-six pushing 530 PS through a six-speed manual transmission to the rear wheels
- An unregistered, well optioned, and highly original 997-generation 911 GT2



Unveiled at the 2007 Frankfurt Motor Show, the type 997-generation Porsche 911 GT2 represented the most uncompromising expression of Stuttgart's flagship sports car to date. Based on the 911 Turbo, yet stripped to its essentials, the GT2 combined rear-wheel drive, a six-speed manual transmission, and extensive weight-saving measures, including titanium exhaust and deleted rear seats, to deliver a machine aimed squarely at the enthusiast.

At its core was a 3.6-liter twin-turbocharged flat-six developing 530 PS and 680 Nm of torque, aided by Variable Turbine Geometry turbochargers and an innovative expansion intake manifold. The result was breathtaking: zero to 100 km/h in 3.7 seconds and a top speed of 329 km/h, figures that vaulted the GT2 into true supercar territory and made it the fastest roadgoing 911 of its era.

Visually distinguished by widened bodywork, purposeful scoops and intakes, and a towering, fixed rear wing, the 911 GT2 also featured Porsche Ceramic Composite Brakes, Porsche Active Suspension Management, and massive 19-inch alloy wheels, all tuned for track-ready precision. With fewer than 1,300 examples produced between 2008 and 2009, the 997-generation GT2 remains among the most coveted modern 911s, prized for its rarity, purity, and direct connection to Porsche's celebrated Mezger-engine lineage.

Completed in Stuttgart-Zuffenhausen in June 2008 and finished in non-metallic Black over a Black full leather interior, this German-market 911 GT2 is offered from its original owner with a scant 1,045 kilometers at the time of cataloging. Upon ordering, the car was specified with numerous extra cost

options that included heated front Adaptive Sport Seats with Memory, Carbon Fiber Interior Package, Sound Package Plus. Furthermore, three Porsche Exclusive Custom Tailoring options are listed on the build sheet: Painted Rocker Panels, Red Taillights, an Aluminum Footrest, as well as *Werksabholung* or Factory Delivery.

Impressively preserved, offered by its first and only owner, and never registered, this 2008 911 GT2 shows just over 1,000 kilometers from new. Properly stored and exercised, it remains highly original and benefits from a desirable factory specification. It should be noted that the original owner opted to paint the GT2 wheels black for an extra stealthy look. Celebrated as the peak of analog, rear-wheel-drive performance in the 997 era, the GT2 has become increasingly sought after by collectors.

This exceptionally low-mileage example represents a rare opportunity to acquire one of the most authentic and desirable of its kind.



LOT 124

1989 Lancia Delta HF Integrale 8V Martini Lancia Works “Safari” Group A

Chassis No.	ZLA831AB000459388	Estimate.	€300.000 - €400.000
Documents.	Cancelled Italian Libretto		

- Factory Works Martini Lancia Group A rally car
- Raced by Jorge Recalde and Jorge Del Buono in the grueling 1989 Marlboro Safari Rally in Kenya
- Presented unrestored in the Martini livery as used by Miki Biasion for practice in the 1990 Safari Rally Kenya
- Powered by a 2.0-liter turbocharged inline four rated at 265 PS mated to a six-speed manual transmission
- A well-preserved example since entering private ownership in 1990

After capturing the 1983 World Rally Championship with the 037—the last rear-wheel-drive car ever to do so—Lancia quickly recognized that the future of rallying lay in four-wheel drive. It came in the form of the fearsome Delta S4, a Group B monster that delivered blistering pace and multiple wins across 1985 and 1986 before a series of incidents brought the Group B rally era to a sudden end. In the wake of Group B's cancellation, Lancia turned to Group A, homologating the Delta HF 4WD for the 1987 season. The car immediately proved its worth, taking victory in its debut year and setting the stage for a new dynasty. The arrival of the HF Integrale 8V in 1988 elevated that dominance to another level, with Lancia triumphing in 10 of 11 World Rally Championship rounds and cementing its reputation as the team to beat.

Nineteen eighty-nine proved to be a challenging year for Lancia with increasing competition from its Japanese rivals, Toyota and Mitsubishi. Part of the 19 Lancia Works Delta HF Integrales running that year was chassis no. 459388. Early in the season, the car was piloted by Jorge Recalde and Jorge Del Buono during the grueling Marlboro Safari Rally in Kenya wearing the iconic Martini colors. Covering over 4,500 kilometers, the race was more than 1,000 kilometers longer than the next longest event and had little available in support of the cars. The treacherous conditions saw over three-quarters of the entrants drop out, including this car after a meeting with a goat that took out the radiator. Not all was lost, as teammates Miki Biasion and Tiziano Siviero brought home the victory in another Delta HF Integrale. This arduous victory helped to set the course for Lancia to win another Manufacturers' Championship title for the 1989 season. While its retirement from its only race



under the Martini Lancia Works was disappointing for all concerned at the time, it is what ultimately preserved the car from punishing future rally races and as a result remains an original example today in largely untouched condition.

Following the 1989 season, the car was repaired and retained by Miki Biasion for practice. As the rally program's development continued, chassis number 459388 was sold to its first private owner, Rosso Corsa Garage s.r.l. of Marsili, in late 1990. The Delta HF Integrale 8V Group A stands as a definitive symbol of Lancia's golden age in rallying. Draped in its iconic Martini livery, that helped Lancia win six consecutive World Rally Manufacturers' Championship title from 1987 through 1992. Beyond its significance as an original factory Martini Lancia Works rally car, it offers the rare chance to relive rallying's fiercest era on the stages of today's vintage events, carrying forward the competitive legacy of the Works Martini cars.





LOT 125

1976 Fiat 131 Abarth Rally Group 4

Chassis No.	131AR2045674	Estimate.	€320.000 - €380.000
Engine No.	909	Documents.	Italian Libretto

- One of 46 FIA Group 4 Fiat 131 Abarth Rally Works cars
- Works car campaigned throughout the 1977 World Rally Championship
- Raced by the likes of Fulvio Bacchelli/Francesco Rossetti and Markku Alén/Ilkka Kivimäki
- Finished in the iconic and period-correct Olio Fiat Works factory livery as raced during the 1977 Rally Portugal
- Recent thorough restoration completed this year
- Fiat's successful replacement for the legendary Lancia Stratos and Fiat 124 Abarth



Anttila in the 1977 Rally of 1000 Lakes, and Bacchelli/Rossetti at the 1977 Rally Portugal. The following year, the 131 was retained as a test car by the Fiat Works team, sporting the tricolor Alitalia livery and participating as a reserve car in the 1978 Alitalia Rally di Monte Carlo for Verini/Rossetti. It was also a reserve for Darniche/Mahé during the 1978 Tour de Corse, in which the duo would achieve victory and Abarth 131s locked out the top three finishing places.

The car was officially retired from competition after the 1978 Tour de Corse and was sold to a private owner in Ecuador that year. It raced successfully here for several years piloted by Adolfo Galindo/Hernán Fuenzalida, before being reimported to Italy and undergoing a restoration at the end of the 1990s. It was featured on the cover of the February 2006 edition of Italian sports car magazine *Automobilismo d'Epoca*. Later that year, the rally car received its Certificate of Authenticity from L'Automotoclub Storico Italiano (ASI). Its current owner purchased the car a few years ago and commissioned a total restoration back to its factory state.

Acclaimed Fiat and Lancia restoration shop Italia Motorsport in Codroipo conducted the thorough and photo-documented restoration of the seasoned rally car, leaving no bolt unturned and no expense spared. Its engine and transmission were removed and received a meticulous rebuild with a thorough evaluation of its electrical components along with the necessary replacements. Additionally, the interior was completely removed and refreshed. Before the painstaking recreation of the Olio Fiat



Unveiled at the 1976 Geneva Salon, the 131 Abarth Rally was based on the standard 131 sedan as a purpose-built competition machine. It sported Bertone-crafted fiberglass and aluminum bodywork with larger wheel arches to hold its wider Cromodora magnesium alloy wheels and more airflow to cool many of its mechanical components. Beneath its squared-off silhouette lay a twin-cam, 1.9-liter four-cylinder producing 228 PS, fed by Kugelfischer fuel injection and paired with a five-speed manual transmission with a ZF self-locking differential; an arrangement exclusive to the rally variant.

Fiat crafted 46 Abarth 131 Rally competition cars to compete under the World Rally Championship's Group 4 ruleset. It succeeded the 124 Spider Abarth and, in practice, stepped into the formidable role previously held by the legendary Lancia Stratos as

Fiat's official factory rally weapon. Against towering expectations, the 131 delivered spectacularly. The car won two races in the 1976 Italian Rally Championship and its debut race at the 1976 European Rally Championship. It secured the WRC Constructors' Title for Fiat in 1977, 1978, and 1980, and carried Walter Röhrl to one of his two WRC Drivers' Titles.

This 1976 Fiat Abarth Rally Group 4 car was originally registered in Turin, as all Works Fiat and Lancia cars were. It is classified as TO P35976 and sports the "G22" designation, indicating that it was the 22nd Abarth 131 rally car built out of the 46 works cars. This example was campaigned during the 1977 World Rally Championship, clad in the recognizable Olio Fiat livery used by the factory Fiats from 1975 to 1977. During this season, it was raced by Alén/Kivimäki in the 1977 Sveitsin Rally, Valtaharju/



livery as raced by Bacchelli and Rossetti in the 1977 Rally Portugal, the body was first repaired. Only then was the car refinished in its correct satin blue and yellow paint and carefully adorned with the livery's period sponsor stickers as original by renowned rally graphic designer Giacomo Baj.

This painstaking, multi-year restoration was just completed in 2025, and the car is now presented as a concours-level example of Fiat's potent competitor at the beginning of the World Rally Championship. With genuine Works history and fresh from an exceptional restoration in its competition livery, this car represents Fiat and Abarth at their most daring.



LOT 126

1954 Arnolt-Bristol Bolide

Chassis No.	404/X/3051	Estimate.	€250.000 - €350.000
Engine No.	BS1 MKII 251		OFFERED WITHOUT RESERVE
Arnolt-Bristol No.	AR/BR 5852/C	Documents.	Belgian Kentekenbewijs

- One of only 142 Arnolt-Bristols produced; offered with impressive research file
- Reunited with its fully rebuilt matching-numbers Bristol BS1 MKII engine after many years
- The subject of a full and comprehensive photo-documented restoration
- Stunning Bertone bodywork by Franco Scaglione in a lustrous sea-green finish
- Previous Mille Miglia participant; eligible for numerous high-profile vintage rallies and concours; featured in multiple magazines
- Equipped with the rare original option torsion bar adjusters, remote gearshift, electric overdrive, side pipes and Turrino hand-built chrome wire wheels
- Offered with ultra rare Arnolt-Bristol automobilia and a FIVA Identity Card
- A distinctive coachbuilt Italian-Anglo-American sports car in its most sporting Bolide form



The Arnolt-Bristol is one of the most intriguing postwar sports cars, born of a truly international collaboration. American industrialist Stanley H. “Wacky” Arnolt envisioned a machine that would unite British engineering, Italian artistry, and American ambition—and the result remains a landmark of 1950s motoring.

Bristol Aeroplane Company’s car division provided the foundation: a lightweight chassis powered by its refined 2.0-liter straight-six, itself an evolution of the legendary prewar BMW 328. For the bodywork, Arnolt turned to Carrozzeria Bertone, where a young Franco Scaglione—later celebrated for the Alfa Romeo B.A.T. concept cars—penned the design. Scaglione’s hand is unmistakable in the flowing proportions, distinguished by their razor-sharp fenders and a

balance of elegance and aerodynamic purpose that hinted at the bold experiments to come.

From the outset, competition was central to the Arnolt-Bristol’s identity. At its debut at the 1955 Sebring 12 Hours, the Roadster, known in stripped form as the Bolide, astonished by finishing first, second, and fourth in class. Between 1953 and 1959, just 142 examples were produced, and today some 85 (Deluxe, Bolide and Coupe) are believed to survive, making this model exceptionally rare. Today, the Arnolt-Bristol is prized not only for its competition pedigree and scarcity, but also as an early expression of Franco Scaglione’s genius—an Anglo-Italian-American jewel that continues to fascinate collectors worldwide.

A thoroughly researched example, the history of Bolide chassis number 404/X/3051 reaches as far back as 1963 when it was owned by Kenneth Ellis of Evansville, Wisconsin, USA. It is thought that prior to Ellis’ ownership the Bolide was raced in Venezuela. Ellis parted with his rare Arnolt-Bristol that July for \$1,700, selling to P.J. Kaufman Company, a retailer of imported marques based in Milwaukee. Later, Peter Elliot, also of Wisconsin, acquired the car and, via conversations with his son, and confirmed in the summer 1986 edition of the *Arnolt-Bristol Registry*, it is noted to have raced it fitted with a small block 289 Ford engine. It was probably quite a potent combination! Upon Elliot’s passing, the car passed through a friend of the Elliot’s, Bill Dredge, who sold the car in an unrestored state to Barry Hodson of RH Classics of Twyford, England.

A photo album reveals the car received a thorough three-year concours-level, “nut-and-bolt” restoration completed in 2012 by RH Classics on behalf of Sherwood Restorations. It is clear from the photographs that a significant investment (over £200,000 it is believed) was made to return this Bolide to its original, as-delivered condition. Upon completion, the unique Bertone bodywork shone in a subtle silver-green, paired with a cut-down windscreen, Turrino hand-built chrome knock-off wire wheels, and suede green hides.

While many would have preserved the car as a showpiece, its then-new Danish owner delighted spectators by entering it in the 2014 Mille Miglia. In 2016 the current owner bought the car, and whilst fitted with an original-type Bristol BS1 MKII (no. 222), it was rewarded with multiple concours trophies and appeared at major international rallies. Additional competition features include a remote shifter for faster gear changes and a dual side-exit exhaust system, offering both performance and a thrilling soundtrack.

In an extraordinary twist, the car’s original engine (no. 251) resurfaced in 2022. Verified by renowned Bristol specialists IN Racing in Nottingham, it was fully rebuilt to the highest standard by them and has recently been reunited with the car. Restored to concours standards and offered with extensive documentation, service manuals, and a toolkit, chassis 404/X/3051 represents one of the most compelling Bolides in existence—eligible for the world’s most prestigious rallies and concours events.



LOT 127

1962 Porsche 356 B 1600 “Twin Grille” Roadster

Coachwork by D’Ieteren Frères

Chassis No.	89718	Estimate.	€250.000 - €350.000
Engine No.	606967		
Transmission No.	50093	Documents.	Proof of EU Taxes Paid

- One of 248 rare Belgian-built twin-grille T6 Roadsters by D’Ieteren Frères
- A fully matching-numbers example with its original 1,600-cc engine upgraded to Super 90 specification
- Beautifully presented in period-correct Fjord Green over a Black leather interior
- Optioned from new with desirable reclining seats and documented with a copy of its original Kardex warranty card
- Long-term care by only two known private owners
- Offered with its original owner’s manual, CSRG Log Book, toolkit, jack, and an original California “Black Plate”



As chronicled in the September 1961 issue of *Christophorus*, by the spring of that year a new coachbuilder had joined the select few as builders of Porsche production car bodies that included Reutter, Karmann, Drauz, Beutler, Gläser, and Heuer. “The House Organ of Porsche” announced that the Brussels, Belgium-based Anciens Etablissements D’Ieteren Frères SA, founded in 1805, had assumed control of Roadster body construction from Drauz. D’Ieteren was one of Europe’s oldest coachbuilders with the magazine noting they were formed when “coaches were already made in the days before their shafts were sawn off, leaving the horses without a job!” Interestingly, at the same time, D’Ieteren built and sold Volkswagens and Studebakers as well, yet it must be said those Porsches constructed in Belgium were a passion project that those within the company were proud to help shape.

D’Ieteren began Roadster construction during Porsche’s 356 B T5 era in 1961, ultimately producing 472 examples of the model that replaced the Speedster in 1959. By September 1961, construction of the updated 356 B known as the T6 commenced.

According to Porsche’s chassis number records, D’Ieteren produced just 248 examples of their T6 Roadster which featured the iconic addition of an enlarged engine lid with two vertical ventilation grilles—the “twin grille.” Other noteworthy changes included a widened front hood towards the leading edge and a fuel door added to the front-right fender. It is this final 356 Roadster evolution that Porsche enthusiasts find most desirable and collectible with only 248 produced according to Porsche’s chassis number records.

Destined for the United States, this Twin Grille Roadster, chassis number 89718, is one of these rare 248 Belgian-built examples. It was ordered in Ivory over a Black leather interior with a single option of *Liegesitze*, or reclining seats, and first sold to R.B. Coddington of San Francisco, California. By 1981, the Roadster was in the hands of John A. MacIntyre of Sparks, Nevada, a noted historic racer. A Classic Sports Racing Group (CSRG) Log book that accompanies the car reveals the Roadster was raced throughout the mid-1990s at Reno, Thunderhill, Coronado, and at the Monterey Historic Automobile



the Twin Grille’s high degree of originality. Exterior restorative work also included restored chrome and brightwork, a pair of correct Hella 128 fog lights, and a set of date-stamped silver-painted wheels shod with Michelin Classic tires. Inside, preservation where possible was the guiding ethos with new black square-weave carpeting, reupholstered seats, and revised metric VDO gauges.

Perhaps even more important than the stunning Fjord Green livery or originality of the interior is the technical restoration. The original matching-numbers Type 616/1 engine features all three original stamped pieces and remains upgraded to the desirable Super 90 specification with Solex 40 PII-4 carburetors. The original carburetors and air filters have been retained and are offered as part of the sale. A brand new black soft top has been fitted and the Roadster’s matching-numbers four-speed transmission features a recent 2025 rebuild as well. Additionally, the braking system, a noted specialty of Porsche cars, has been overhauled in preparation for consignment. As a result of the restoration and passionate care, this rare and collectible Twin Grille Roadster is said to offer a superb drive with its engine performance, shifting, braking, steering, and roadholding receiving high marks.

With just two private owners from new, this exceptionally original 1962 Porsche 356 B Twin Grille Roadster is among the rarest and most desirable 356s on offer today. Refinished in spectacular Fjord Green, it’s supported by restoration photos, its original U.S. title, having received thoughtful preservation and spirited use—just as Porsche intended.

Races and Pre-Historics at Laguna Seca. Its log book contains photos showing the Roadster wearing “nerf bars” and start number 162, with a last race entry is noted in the year 2000. It is also noted that the original matching-numbers Roadster 1600 Normal engine always stayed with the car and has been upgraded to desirable Super 90 specification. Likely as the result of escalating collectability and value, the Twin Grille Roadster was then stored by its second owner.

Recently, the car returned to Europe for the first time since 1962 undergoing a restoration that included a bare metal respray in period-correct Fjord Green by Roy van Lier in the Netherlands. This rarely-seen color perfectly complements the curvaceous Roadster body. It is said to feature excellent door gaps and panel fit, with original floors and sills showing a lack of corrosion or welding repairs during the photo-documented bare metal respray—thanks to its life in the mild, dry climates of Southern California and Nevada. Once stripped the Roadster, now in bare metal, revealed numerous matching partial chassis numbers stamped across the car—another sign of





LOT 128

1966 Ferrari 330 GTC

Chassis No.	9333	Estimate.	€450.000 - €550.000
Engine No.	9333 (internal no. 3044, see text)		OFFERED WITHOUT RESERVE
		Documents.	Belgian Kentekenbewijs

- Presented in its desirable *Azzurro* (Blue) and Beige factory livery
- Delivered new to Switzerland and boasting a documented chain of ownership
- Formerly part of the Ted Gildred Collection
- Recent mechanical fine-tuning exceeding €55.000
- Offered with a report compiled by marque historian Marcel Massini



To understand the formula for the 330 GTC is to understand why it remains one of the most coveted Ferrari *Gran Turismos* of its era. Unveiled at the Geneva Salon in March of 1966, the new model adopted the 300-PS, 4.0-liter, Colombo V12 engine from its 330 GT 2+2 sibling, paired with the 275 GTB's rear-mounted five-speed transaxle and rigid torque-tube driveline. This layout vastly improved drivetrain refinement and cabin comfort, which combined with its elegant Pininfarina body, prompted Formula One champion Phil Hill to regard the GTC among “the best road going Ferrari ever built.”

Research conducted by Ferrari historian Marcel Massini records that this 330 GTC, chassis 9333, was completed in the final weeks of 1966 as the 126th GTC built, handsomely finished in *Azzurro* (Blue) over Beige Connolly leather. The Ferrari was delivered new through Swiss dealer J. H. Keller AG in Zürich, where it is believed to have found its first owner. By July

1970, the 330 GTC was back at Ferrari's *Assistenza Clienti* facility in Maranello for service, at which time the odometer recorded a little over 29,000 kilometers—evidence of the car's early use as intended.

In the early 1970s, the Ferrari was exported to the United States. By 1975 it was in the hands of Douglas A. J. Mockett of Manhattan Beach, California, and it was still with him in 1979, reportedly retaining its original *Azzurro* paint. The car then passed in 1980 to Michael C. Pace of Irvine, California, and by 1984, had moved to Texas with new owner Howard Deichen. During Deichen's tenure, chassis 9333 was fully rebuilt and refinished in black, with a 1987 advertisement describing it as “black with black interior, new engine, transmission, chrome, tinted glass, Blaupunkt Berlin and wire wheels.”

The early 1990s saw the Ferrari head east to join custodians in Florida, first belonging to a Mr. Siegle

who showed the car in February 1992 at the inaugural Cavallino Classic in Palm Beach. Two years later in 1994, chassis 9333 was sold to Barry Russinof of Miami. By 1997 it was sold again to Autosport Designs on Long Island, which commissioned a restoration by Classic Coach of New Jersey, refinishing the car in red. Autosport Designs subsequently advertised the GTC as “completely restored and sorted,” selling it in May 1998 to John Kane of Coral Gables, Florida. By January 2000 the GTC had returned to Autosport Designs' proprietor Tom Papadopoulos, who used it as his personal car.

Ownership then changed hands briefly to Thomas Larkin, followed in August 2000 by Anthony Agnotti of Westport, Connecticut. In 2006 the GTC passed to fellow Westport resident Mayo T. Smith, who commissioned a two-year mechanical restoration by Marjan Kraljevic of Vantage Motors. It should be noted that while the engine number stamped on

the cylinder block matches the chassis number, the engine is known to be non-original due to the stamped internal engine number (3044), which indicates that it is a later-production block per Marcel Massini. Smith showed chassis 9333 at the 18th Greenwich Concours d'Élégance in 2013, and the car later relocated to California where it joined the respected Ted Gildred Collection.

After six years in the collection, the car was acquired by a new owner in August 2019, who returned the GTC to Europe where it was professionally renewed in its factory-original *Azzurro* by Carrozzeria De Buck in Belgium. The refinishing was completed in September 2020 and was followed by a partial mechanical overhaul by Francorchamps Motors in Brussels in 2021.

Over the past two years in current ownership, further fine tuning has included installation of correct, fully



overhauled triple Weber carburetors, a new full exhaust system, overhauling the rear differential, and mounting five new, period-correct Michelin XWX-tires. Electrical and practicality measures included fitting an original-type Lucas alternator, restoring manual window operation (in addition to power operation), and adding electric power steering (the original steering column remains with the car). Final improvements included a thorough interior detail with new carpets, applying paint protection film to the Azzurro finish, and installing a Monit G100 Professional trip computer. Detailed invoices of the work accompany the sale, with the total amount invested over the last two years alone exceeding €55.000.

Today, chassis 9333 presents beautifully in its original color scheme, having benefited from decades of collector care, multiple documented restorations, and a thorough recent service focused on correctness and drivability. Equally at home on a cross-country rally or a scenic weekend drive, this Azzurro 330 GTC would be a welcome entrant at marque gatherings and concours events worldwide—an engaging, well-documented example in a particularly attractive factory livery.





Σ LOT 129

2023 Ferrari 812 Competizione

Chassis No.	ZFF03TMB000290755	Estimate.	€1.500.000 - €1.800.000
		Documents.	Portuguese Certificado de Matrícula

- One of only 999 Competizione coupes produced
- Like-new presentation with just 1,324 kilometers shown at cataloging
- Ferrari Classiche certified with an accompanying “Yellow Book”
- Exquisitely finished in *Verde British Racing* (Green) with a vibrant *Giallo Fly* (Yellow) livery and extensive exterior carbon fiber
- Attractive *Cuoio/Nero* (Natural/Black) Alcantara interior
- Highly specified with 20-inch carbon fiber wheels, Suspension Lifter, Ferrari Telemetry, and more
- The highest revving and most powerful (830 CV) naturally aspirated engine ever fitted in a road-going Ferrari on debut





Ferrari's 812 *Competizione* represented the ultimate expression of Maranello's front-mid-engined, naturally aspirated V12 berlinetta—an unofficial swan song for the atmospheric twelve that has defined the marque since 1947. Derived from the 812 Superfast yet extensively re-engineered, the *Competizione*'s 6.5-liter, 65-degree V12 produced 830 CV and spun to 9,500 rpm, making it the most powerful naturally aspirated V12 ever fitted to a modern production car, an output shared with its latest flagship, the 12Cilindri.

The *Competizione*'s engine was a thorough mechanical rethink over the 812 Superfast. Ferrari fitted lighter titanium connecting rods, diamond-like carbon (DLC) coated cams, a rebalanced crankshaft, and redesigned cylinder heads employing sliding finger followers with race-bred profiles. Together,

these measures yielded a freer-revving, harder-charging character with a torque curve that swelled toward the limiter—accompanied by the singular timbre that only an unblown Ferrari twelve can deliver. Peak power was achieved at 9,200 rpm, and as *Road & Track* noted in their road test, “This V12 doesn’t just rev to 9,500 for show; peak power is reached at 9,200 rpm, so on track you’ll be consistently hearing this thing near redline. And that is a religious experience... Hearing that V12 rev towards its stratospheric redline while balancing steering and throttle is frankly magical.”

Chassis and aero changes were equally focused. Ferrari's *Passo Corto Virtuale* (Virtual Short Wheelbase) version 3.0 debuted with independently controlled rear-steer actuators, sharpening turn-in and high-speed stability while integrating with

version 7.0 of the Side Slip Control dynamics system. The bodywork was an exercise in form following function, featuring a wider, more aggressive front end with a deep carbon splitter, a hood “blade” that extracted engine-bay air, and, most strikingly, the replacement of the rear glass with an aluminum panel sculpted with vortex generators. In concert with a taller rear spoiler and a thoroughly revised underbody, these elements increased downforce without an undue drag penalty. Official claims exceeded 340 km/h, with zero to 100 km/h dispatched in 2.85 seconds.

Ferrari announced just 999 *Competizione* coupes, all of which were sold out upon the model's announcement. Among the 999 coupes, this 2023 model is surely one of the finest and most highly specified examples. Completed in January 2023,

chassis 290755 was exquisitely finished in Ferrari Historical Color *Verde British Racing* (British Racing Green), with its *Competizione* livery specified in vibrant *Giallo Fly* (Yellow) with *Nero* (Black) accents. The specifications plaque details an exhaustive options list, including adaptive headlights with SBL, “Scuderia Ferrari” fender shields, and exposed carbon fiber abounds. The engine cover and filter box, front air vents, under-door covers, and the rear diffuser were all ordered in exposed weave for an aggressive, technical look. Lightweight 20-inch carbon-fiber wheels completed the stance, shod with yellow Pirelli P Zero Color Edition tires framing yellow brake calipers that neatly match the exterior livery.

Inside, the cabin was tailored in *Cuoio* Alcantara with *Nero* details, a richly toned pairing complemented by a wealth of interior amenities. The large-size



Daytona Racing Seats were trimmed in Cuoio with vertical center stripes and the *Cavallino* stitched on the headrests rendered in Nero, paired with the rear vertical wall and parcel shelf also swathed in Cuoio Alcantara for a uniform appearance. The driver's view centered on the red rev counter, with a full suite of carbon-fiber trim including the instrument cover, dash inserts, upper center-console, and inner door handles. The technical features and amenities were specified with equal care. The car was equipped with the all-important Suspension Lifter, Ferrari Telemetry, Passenger Display, the High Power Hi-Fi system, Front and Rear Parking Cameras. A silver dedication plate in-between the seats completes the specification, acknowledging that this is a "1/999" limited edition. Certifying this fact is the accompanying Ferrari Classiche "Yellow Book," issued only to special series models.

With collectors increasingly prioritizing specification and limited-edition models in their acquisitions, this Verde British Racing example will surely distinguish itself for years to come as a covetable collector's piece, thanks to its striking livery and virtually unused condition with just 1,324 kilometers shown at the time of cataloging. Quite possibly among the final non-hybrid naturally aspirated V12 Ferraris, the Competizione serves as a fitting finale to one of the automotive world's most revered bloodlines.





LOT 130

1970 Ferrari 365 GTB/4 Daytona Competizione Specification

Chassis No.	13213	Estimate.	€800.000 - €1.000.000
Engine No.	B 208	Documents.	Belgian Kentekenbewijs

- In-Period Group 4 preparation
- Offered with a Massini Report, FIVA and FIA Passport valid through 2034
- Retains matching numbers chassis and engine
- Eligible for numerous prestigious classic car events
- Exceptionally well-prepared
- Registered in Belgium as a road-legal example
- Boasts the historic 1974 Le Mans GTS class-winning livery, driven by Bardini & Grandet

Le Mans, June 1974. The post-war economic boom that fueled decades of speed and ambition has come to a sudden halt, strangled by the shockwaves of the 1973 oil crisis. Against this uncertain backdrop, the 24 Hours of Le Mans gathers some 200,000 spectators and several million watching on television, all united by a single passion: the thrill of speed. Forty-nine cars from sixteen different countries line up at the start, their drivers sharing this same fierce dedication. Among the crowd and behind the wheel, young souls hungry for speed and freedom find their spirit echoed in the rebellious sounds of David Bowie's "Rebel Rebel" pulsating through the radios—a soundtrack to their hunger for life and will to assert themselves. Matra claims its final triumph, a perfect fusion of raw power and relentless endurance in the top-tier Sport category. Not far behind the leading trio, quietly defying the changing times, still six years after the start of its production, the Ferrari 365 GTB/4, entered by Charles Pozzi/Raymond Touroul's team and fiercely driven by Dominique Bardi and Cyril Grandet, won its GTS (Group 4) class and finished fifth overall.

At the heart of that unforgettable race stood a machine as bold as the era itself, a car that had already etched its name into the mythos of the open road before proving itself on the tarmac of Le Mans: the Ferrari 365 GTB/4. Unveiled at the 1968 Paris Motor Show, this car was instantly hailed as the fastest production sports car in the world, a front-engine response to the revolutionary Lamborghini



The Daytona pictured in period receiving its Gr. IV competition modifications. Image courtesy of the personal archives of Signor Luciano Rizzoli, founder of Autofficina Sauro



Miura. The car quickly earned the nickname "Daytona" from the media, honoring Ferrari's stunning 1967 24 Hours of Daytona podium lockout.

Designed by Pininfarina under Leonardo Fioravanti, the visionary behind icons like the Dino 246, 365 GT4 BB, and 288 GTO, its silhouette combined elegance and aggression. The long, sculpted hood hinted at the power beneath, while the bodywork, built by Scaglietti, expressed both grace and intent. Under that hood: a 4.4-liter V12 with six twin-choke Weber carburetors and a rear-mounted five-speed gearbox—an engineering setup that delivered 352 CV and a top speed of 280 km/h. In an age turning toward mid-engined supercars, the Daytona stood firm with its front-engine layout, offering a perfect blend of power, balance, and usability. It was the last road car developed entirely by Ferrari before Fiat's takeover, and remains to this day a masterpiece, just as comfortable storming across an alpine pass as it is cruising down a sun-drenched American boulevard.



While Ferrari typically developed its road-going grand tourers from its racing prototypes, the 365 GTB/4 followed the opposite path. Due to the economic constraints of the time, no factory competition version was initially planned. However, sharing the same racing DNA as its predecessors, the Daytona caught the attention of independent teams. Legendary importers such as Luigi Chinetti in the U.S., Charles Pozzi in France, and the Scuderia Filipinetti in Switzerland worked closely with Ferrari's *Assistenza Clienti* to prepare the car for competition, without any direct involvement from the factory racing department.

Just 15 Ferrari 365 GTB/4 *Competizione* were prepared by the factory, with a further small series of Group 4 conversions commissioned by Chinetti, Pozzi, and Filipinetti with the assistance of Michelotti. These track-ready Daytonas featured aluminum or lightweight steel bodies, upgraded suspensions, and tuned engines pushing up to 430

CV in their most aggressive setups. The results spoke for themselves. At the 24 Hours of Le Mans in 1972, Daytonas took the top five positions in the GTS class, filling out fifth through ninth overall. They repeated their class win in 1973, and again in 1974. Even in 1979, six years after production had ended, a Daytona finished an incredible second at the 24 Hours of Daytona, proving its lasting competitiveness.

Presented today in *Competizione* specification, with a livery proudly paying tribute to the victorious 1974 Le Mans GTS class winner driven by Dominique Bardi and Cyril Grandet, chassis number 13213 was originally assembled by Carrozzeria Scaglietti in Modena and completed at the Ferrari factory in early 1970 as a Berlinetta. It was delivered new through Franco-Britannique Autos Ltd. in France to its first owners, Mr. and Mrs. Grisard of Paris, finished in *Argento Auteuil Metallizzato* (Metallic Silver) complemented by a *Nero* (Black) leather interior.

In October 1973, the car was sold to its second owner, Monsieur Gallimard, collaborator and heir of the prestigious French publishing house Éditions Gallimard. According to previous research, Gallimard acquired the Daytona with the intention of competing in the 1975 Tour de Corse. At his direction, the bodywork was modified to Competizione specification by Carrozzeria Auto Sport (Bacchelli & Villa) near Modena and engine modifications followed in November 1974. While his Tour de Corse dreams were ultimately unrealized, Gallimard had created a fierce 365 GTB/4 prepared with competition intent.

In 1975, it passed to a third owner, remaining in the Paris area before being acquired in March 1977 by a Corsican enthusiast through Charles Pozzi, Ferrari's official importer in France. Under this long-term ownership, the car underwent its most significant transformation. In 1983, it was fully converted into Competizione specification in Italy: mechanical upgrades were performed by Autofficina Sauro Mingarelli in Bologna (with annotated documents and photos on file), while the bodywork was completed by Carrozzeria Egidio Brandoli in Montale.

Recognized as a true 20th century masterpiece, the finished car was twice exhibited at the Beaubourg de l'Automobile in Mougins, a museum founded by Adrien Maeght, noted art patron, enthusiast, and son of the founder of the renowned Fondation Maeght. Over the following decades, the car changed hands through several high-profile public sales in Monaco and Paris. Its provenance is documented in reports by Marcel Massini and Marc Rabineau-Nicolas Maier, available for review.

The Daytona, retaining its original matching numbers engine, has recently been seen running at several European events, including Spa-Francorchamps, the F.A.T. Ice Race in Austria in 2025, and was featured in *Classic & Sports Car* in an article dedicated to the Daytona. With its competition configuration, an FIA Passport valid through 2034, a fresh FIVA-passport, a well-documented provenance, and recent invoices for work carried out, this Ferrari 365 GTB/4 is an ideal mount for competing in prestigious classic rally and endurance competition events.





≈ LOT 131

2024 Porsche 911 GT3 R rennsport

Chassis No.	WPOZZZ99ZRS277037	Estimate.	€1.400.000 - €1.700.000
GT3 R rennsport No.	37/77	Documents.	Bill of Sale

- One of just 77 limited-production serialized examples based on the 911 GT3 R
- Offered with Porsche test and delivery kilometers as an “as delivered” example
- Unique GT3 R rennsport bodywork, components, and setup
- Finished in the €123.000 Porsche Exclusive red and white “Flacht Design” livery
- Single-seat customer race car designed and manufactured to FIA safety standards
- Fitted with a 620-PS, high-revving naturally aspirated 4.2-liter flat-six engine and six-speed sequential gearbox
- The ultimate track-only 911 built without regard to rules and regulations





Few gatherings in the automotive world capture the imagination of enthusiasts quite like Rennsport Reunion, Porsche's festival of motorsport history. Held at California's Laguna Seca since the fourth edition, it has become the stage for some of Porsche's boldest debuts. At Rennsport Reunion VI in 2018, Porsche stunned the world with the unveiling of the modern 935—a 77-unit, track-only homage to the flame-spitting Group 5 monster of the 1970s. Known internally as “Project Flatnose,” it recalled the outrageous proportions of the 935/78 “Moby Dick,” yet wrapped them around the chassis of the 911 (991.2) GT2 RS Clubsport. It was a birthday present for Porsche's 70th anniversary and signaled a return to limited-edition track cars designed outside the constraints of homologation.

Five years later, Porsche returned to Laguna Seca for Rennsport Reunion VII with another extraordinary creation: the 911 GT3 R Rennsport. If the 935 was a tribute to turbocharged spectacle, the Rennsport

explores purity. The Rennsport offers what Thomas Laudenbach, Vice President of Porsche Motorsport, calls “the experience of driving a 911-based racing car in what is probably the most primal form.” Limited to just 77 examples it is Porsche's latest demonstration of what happens when engineers and designers are freed from the rulebook.

The GT3 R Rennsport is based on the 992-generation 911 GT3 R, the factory-built race car competing in GT3 series worldwide. But where the standard GT3 R is bound by FIA regulations governing weight, aerodynamics, and power, the Rennsport special dispenses with them entirely. Its concept, Porsche notes, is “beyond any technical regulations or racing series.” The result is a machine conceived not to meet a homologation checklist, but to thrill its driver.

The design is the work of Style Porsche's Grant Larson and Thorsten Klein. Larson, responsible for many Porsche icons, and Klein, a creative force

behind modern one-offs, approached the Rennsport with a dual aim: to maximize the proportions of a modern race car while embedding references to Porsche's past. Its roofline and hood reveal kinship with the GT3 R, but every other panel is unique. The stance is low and wide, the surfaces stretched taut over muscular haunches.

The most striking element is the vast rear wing. Inspired by the Martini Racing Porsche 935s that conquered Group 5 in the mid-to-late 1970s, it rises from the tail with theatrical presence. Its downforce is so prodigious that additional supports were required. Below, a full-width LED strip illuminates the Porsche script, while digital side mirrors replace conventional glass, relaying images to cockpit screens.

Inside, the Rennsport is uncompromising. The single-seat cabin is designed purely for driving, with a fixed bucket, six-point harness, FIA roll cage, and Race-Tex upholstery across a minimalist dashboard.

Safety nets, a roof rescue hatch, and a 117-liter fuel cell remind its occupants that it is, at its core, a racing machine.

Beneath the carbon skin lies a masterpiece of natural aspiration. The 4.2-liter flat-six, derived from the GT3 R, is fitted with Rennsport-specific pistons and camshafts, a higher compression ratio, and unique mapping. Without intake restrictors, output climbs to 620 PS at 9,400 rpm. The response is sharpened by a single-mass flywheel, carbon intake, and six throttle butterflies. Power is sent to the rear wheels through a six-speed constant-mesh sequential gearbox, complete with an electrohydraulic clutch actuator and Rennsport-exclusive performance upshift. With a target curb weight of 1,240 kilograms in unpainted form, the Rennsport achieves an extraordinary two kilograms per PS power-to-weight ratio.

The chassis mirrors the proven setup of the GT3 R but is tuned for additional power and rennsport-specific aero kit. A double-wishbone front suspension and enhanced multilink rear, both with five-way adjustable dampers and anti-roll bars, deliver precision. Michelin-developed rennsport-specific racing tires are mounted on single-piece forged BBS aluminum wheels—12.5 inches wide at the front, 13.0 at the rear. Braking is by aluminum monobloc calipers—six-piston front, four-piston rear—clamping ventilated, grooved steel discs. Rennsport-specific pads with titanium backplates reduce unsprung mass, while Bosch Race ABS ensures consistency and confidence.

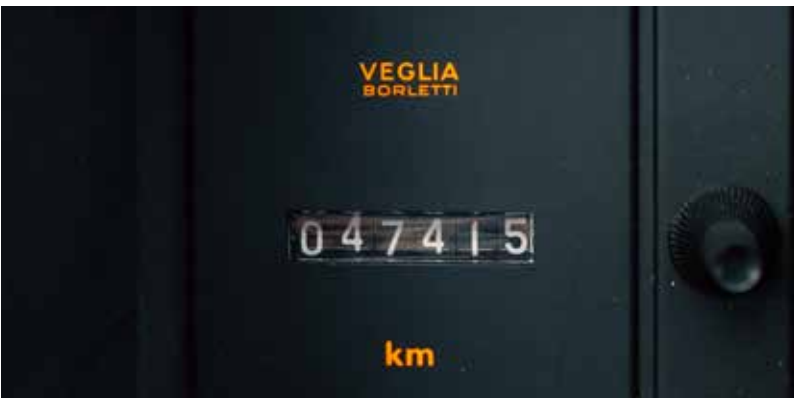
As with the 2019 935, exclusivity is central to the GT3 R rennsport’s appeal. Just 77 were built, each available with personalization options. The baseline “body-in-white” was finished in Agate Grey Metallic with exposed carbon, but customers were also offered three optional, exclusive painted designs for €123.000 in tribute to Rennsport Reunion, Flacht, and Speed Icons. Additionally, harness belts could be ordered in Rennsport-specific colors—red, blue, or yellow—for further customization.



For fans of Porsche, the appeal of the 911 GT3 R rennsport transcends mere figures. This particular example, limitation number 37, was ordered directly from Porsche by the consignor with both options selected. For an additional €123.000, the Exclusive “Flacht Design” livery in classic Porsche Motorsport red and white was chosen to grace the new 911’s muscular carbon fiber bodywork. In addition, red harnesses were chosen to complement the exterior color scheme. Since its handover, this motorsport special has remained housed in a collection in an “as delivered” state. It retains a number of original delivery items and digital purchase information and is offered with test and delivery kilometers registered on its digital race dash.

The GT3 R rennsport is a celebration of design and engineering freed from restriction, a visceral connection to Porsche’s motorsport soul, and a sure-fire instant classic. Like the 935 that came before it, it is a gift to Porsche and motorsport enthusiasts, a collectible of rare purity, and above all, a car that delivers the primal thrill of motorsport in its most unfiltered form as a jewel in Porsche’s lineage of limited-run track specials.





A few months ago, a private evening brought together Ferrari collectors and specialists beneath the glittering lights of the Lido nightclub on the Champs-Élysées in Paris, celebrating forty years of a legend that still burns bright: the Ferrari Testarossa. It was in this very Parisian cabaret, back in 1984, that Ferrari first unveiled the car to the world—a debut as bold and dazzling as the icon itself.

Boasting a daring and innovative Pininfarina-designed body, the two-seat sports car reached speeds of up to 290 km/h. Its wedge-shaped silhouette was defined by prominent air intakes and striking side strakes, complemented by five-spoke star-pattern alloy wheels that were both exquisite and instantly recognizable. Beneath its sculpted body lay the final 12-cylinder engine produced under Enzo Ferrari’s era, and the first Ferrari 12-cylinder road car with four valves per cylinder, paired with a five-speed manual transmission. At the time of its launch, this engine ranked among the most powerful ever installed in a production sports car.

Delivered new in Germany by Autohaus Gohm on February 27, 1991, this Ferrari Testarossa, which shows fewer than 47,500 kilometers on the odometer at the time of cataloging, still retains its original Nero “Fer 1240” paint (with coating thickness measurements available in the file) and has been regularly maintained as documented in its stamped service book, which reads like a roll call of Europe’s most respected Ferrari specialists. Autohaus Gohm in Singen handled its early maintenance, followed by Auto Becker, Düsseldorf (in 1996, at 5,511 km), Michel Weber, Offenbach (in 2000, at 10,200 km), Dirk Weller, Essen (in 2003, at 23,500 km), Roelofs Engineering BV, Netherlands (in 2010, at 43,000 km), and most recently Kroymans Automotive, Netherlands (in 2022 at 47,030 km), where it received a major engine- and gearbox-out service including a timing belts replacement, clutch and brake caliper work, and a fluid change, detailed on invoices totaling €13,000, available for consultation. The car is offered with a provisional Monaco registration document.

Over time, the Testarossa has become a cult icon of flamboyant automotive design, its bold lines establishing it as a true classic while redefining the codes of elegance. Celebrated by legends across continents and disciplines—Michael Jordan, Elton John, Alain Delon—it remains a timeless jewel, coveted and admired by enthusiasts from every horizon.

LOT 132

1991 Ferrari Testarossa

Chassis No.	ZFFAA17B000087863	→	German-delivery example with fewer than 47,500 km on the odometer at cataloging
Engine No.	25317		
Estimate.	€160.000 - €200.000	→	Retains its original matching-numbers engine and its original Nero “Fer 1240” paint
Documents.	Monégasque Certificat d’Immatriculation Provisoire	→	Benefits from an engine- and gearbox-out service in 2022, including timing belts
		→	Offered from the final year of Testarossa production
		→	The final twelve-cylinder model produced under the watch of Enzo Ferrari



October 1991 — Didier Auriol, charging through clouds of dust and crowds pressed against every hairpin, dominates the 33rd Rallye Sanremo from nearly start to finish in his Lancia Delta HF Integrale 16v. Behind him, two more HF Integrales complete a flawless podium sweep. Riding the wave of this triumph, Lancia unveils the Delta HF Integrale Evoluzione, built for 1992 WRC homologation. More than an update, it's the peak of years of competition experience, crafted for razor-sharp handling and exceptional agility.

The Evo 1 wears its intent boldly: widened fenders, a domed hood, a deeper front spoiler, and a single rear exhaust. Under the hood, a turbocharged 2.0-liter inline-four with 16 valves and a Garrett T3 turbo delivers thrilling performance through a five-speed manual transmission and permanent all-wheel-drive system, pushing the car to 220 km/h. Suspension, shocks, cooling, and brakes were all fine-tuned for maximum precision; every detail designed to reflect its competition DNA, right down to the rally-style instrument cluster.

By securing a fifth consecutive WRC Manufacturers' title in 1991, Lancia celebrated its partnership with Martini through the Martini 5—a special Evo 1 edition limited to just 400 units. All painted white, they featured signature Martini side stripes, “World Rally Champion” badging, and came equipped with comforts like black Alcantara Recaro bucket seats and air conditioning.

All painted white—except one. Chassis number 568520 was delivered new to none other than Vasco Rossi, Italy's undisputed king of Rock 'n' Roll. Known for his electrifying energy and rebellious spirit, Rossi's personality is perfectly reflected in his car: the only black Martini 5 ever made — unnumbered, entirely unique, and unmistakably his, confirmed

by the original plaque still mounted on the center console, reading “Lancia Delta HF Integrale allestita per Vasco Rossi,” a tribute to Lancia's five consecutive WRC titles.

Finished in Nero M.S., the car was delivered new to Le Furie SRL, Rossi's music publishing company, as confirmed by a photocopy of the *Cartolina per comunicazione di variante*, issued in the name of Signor Vasco Rossi c/o Le Furie SRL. First registered in Bologna on 16 May 1992, it was re-registered in 1994 under the name Giamaica, his record label.

In 2006, the car passed into the hands of an Italian Lancia Delta enthusiast, who cared for it meticulously for nearly fifteen years. It then crossed into Germany, where its current owner commissioned a significant restoration by the highly respected Modena Motorsport, with a detailed invoice on file. Today, the car presents beautifully, showing only 68,535 km on the odometer.



LOT 133

1992 Lancia Delta HF Integrale 16v Evoluzione “Martini Speciale”

Chassis No.	ZLA831AB000568520	→	One-off example built for Vasco Rossi, the icon of Italian Rock 'n' Roll
Estimate.	€120.000 - €180.000 OFFERED WITHOUT RESERVE	→	The only known black Martini 5, created to celebrate Delta's five consecutive WRC titles
Documents.	German Fahrzeugbrief	→	Offered with just 68,535 kilometers on the odometer at time of cataloging
		→	Meticulously restored by Modena Motorsport at the request of its current owner
		→	Group A homologation model for the Delta's 1992 World Rally Championship-winning campaign



Assembled by Porsche Motorsport in Weissach, the GT3 pairs this engineering excellence with a striking visual presence: its special “Aerokit Cup” body kit and dual-plane rear wing make it instantly recognizable to any enthusiast. The 996-generation 911 is the first developed as a GT3 and became one of the first production cars to lap the Nürburgring Nordschleife in under eight minutes, a milestone that solidified its sporting reputation. Since its 1999 debut, the Porsche 911 GT3 has set the benchmark for track-oriented sports cars, defining driver expectations for performance, precision, and the pure thrill of the drive.

Delivered new to its first owner by Porsche Zentrum Dortmund in Germany and finished in the rare and attractive Rainforest Green Metallic, this exceptional 911 GT3 was originally specified with two desirable “X-Code” options—stainless steel door entry guards and aluminum-look instrument faces—along with automatic air conditioning and a Porsche-branded Becker CD-radio.

While in the hands of its second owner in Belgium, the car was maintained by the highly regarded D’Ieteren Porsche Centre in Brussels with servicing noted in its stamped service book. It then passed to its third owner in Italy, who never registered the car and used it sparingly but continued to maintain it with great care: two further services were carried out by the Porsche specialist Premoli in the Brescia region, first in 2020 at 37,500 km and most recently in 2024 at 37,850 km, which included a brake fluid change. This enthusiast—tolerating nothing short of excellence—also chose to replace the front hood due to minor stone chips. Rather than repainting it, he ordered and fitted a brand-new Porsche front hood, which remains on the car today. Demonstrating his meticulous approach, he preserved the original hood—still bearing its factory sticker—and passed it on, carefully wrapped, to the current owner, who will present it together with the car.

Lightly used, with just over 38,000 km recorded in total, this GT3 remains a low-mileage gem, beautifully optioned and preserved. It is offered with its original Belgian registration documents, original Certificate of Conformity, the original books in their pouch, as well as a valuation report from June 2025 available for consultation.

LOT 134

2001 Porsche 911 GT3

Chassis No.	WP0ZZZ99Z1S690397	→	Finished in rare and attractive Rainforest Green Metallic
Engine No.	63121826		
Estimate.	€150.000 - €200.000	→	A desirable first-generation German delivery example with just two registered owners from new
Documents.	Belgian Kentekenbewijs	→	A rare, low-mileage example with only 38,030 km on the odometer at cataloging
		→	Optioned with stainless steel door entry guards, aluminum-look instrument faces, and air conditioning
		→	Powered by the venerable GT1-derived 3.6-liter “Mezger” flat-six producing 360 PS paired with a six-speed manual transmission
		→	An original example of Porsche’s epic naturally aspirated track star
		→	The first generation of the exalted motorsport-derived GT3



LOT 135

1930 Alfa Romeo 6C 1750

Offered from The Sir Clive Martin Collection Former Lord Mayor of London

Chassis No.	119760	→	Completely restored at Neil Twyman Limited at a cost of approximately £500.000
Engine No.	8613410	→	Formerly under the stewardship of the Lord Mayor of London Sir Clive Martin
Registration No.	BF 6747	→	Suitable for numerous international racing and touring events
Estimate.	€150.000 - €250.000 OFFERED WITHOUT RESERVE	→	Rebuilt in the style of the works Targa Florio racers of the period
Documents.	UK V5C	→	Blistering performance with an excellent power-to-weight ratio
Please note this Lot is registered by its engine number.		→	Offered with a comprehensive file of detailed restoration and service invoices
		→	Proven in competitive events with The Vintage Sports-Car Club

In 1923 Alfa Romeo secured the services of Vittorio Jano, a young engineer who had shown considerable promise at the successful FIAT équipe during the early 1920s. Recruited by none-other than Enzo Ferrari, Jano’s immediate task was to design a Grand Prix car to rival the Fiats. This he did, with the creation of the Alfa Romeo P2, a car that was to win the inaugural Automobile World Championship driven by the likes of Campari, Varzi, and Antonio Ascari.

As well as the cars designed specifically for racing, Jano was also given the job of designing 1,500 and 1,750 cc, single and double camshaft six-cylinder sporting production cars. Although ostensibly produced as road cars, the proving ground for these cars was in motorsport and thus these six-cylinder or “6C” Alfa Romeos enjoyed considerable success in sports car races both in the hands of private individuals and works drivers. The first of the six-cylinder cars had been produced in 1928, but it was the addition of a Roots-type supercharger in 1929 that enhanced the performance of the engines and allowed the cars to achieve their legendary reputation as serious competition cars. Accolades achieved by the 6C variants include overall victory at the Mille Miglia, victory at the Spa 24 Hours together with victories at the Irish Grand Prix and Tourist Trophy races. These outright victories were augmented by numerous class victories in a racing career that lasted from 1928 until 1933 and paved the way for the all-conquering and inimitable 8C Alfa Romeos.

This Alfa Romeo was acquired via Neil Twyman from well-known and respected “Alfista” and Alfa Romeo 8C collector Hugh Taylor in 2008 in project/rolling chassis form. Twyman were given the remit by Sir Clive Martin to rebuild the car in the style of the Alfa Romeos used by the works to race in the Targa Florio



events in period. The chassis and much of the running gear was original to a long-chassis GTC variant with various major components such as the engine and gearbox also sourced for the project. During the restoration the chassis frame was heavily rebuilt and shortened to a wheelbase length to suit the project. Invoices on file for circa £500,000 demonstrate the enormous care and attention taken by Twyman to not only build a reliable car but also a supremely accurate representation of the Targa Florio cars with such details as a clutch cooling inlet as per the works cars. Furthermore, the performance is quite exceptional, especially given the lack of weight due to the scant bodywork.

Effectively fresh from restoration, this impressive 6C 1750 cc supercharged Alfa Romeo, in the style of the Targa Florio racers, has been tested in competition with the car ably piloted by Neil Twyman in VSCC events such as the Goodwood sprint and the April Silverstone meetings. Thoroughly sorted, the Alfa Romeo is an excellent candidate for racing, touring and rallying on the continent and the new owner will benefit from the decades of Alfa Romeo experience injected into the project by Neil Twyman Limited.



Introduced in March 1932, the Frazer Nash TT Replica was modelled after the cars campaigned in the 1931 Tourist Trophy Race. Only about 85 examples were produced, most fitted with the lively four-cylinder Meadows engine and two-seat coachwork by Compton, Elkington, or Frazer Nash's own works. The engine being set back in the chassis delivered sharp turn-in and, combined with light weight, outstanding performance. Both Compton and Elkington bodies featured the flowing lines that made the TT Replica one of the most attractive designs of the 1930s, its sloping radiator and curved tail giving it a purposeful stance even at rest. Crucially, its looks were matched by pace, the superb power-to-weight ratio and handling making it nearly unbeatable in class. Driven by Fane, Adlington, and a loyal cadre of privateers, the model excelled in both racing and Alpine Trials. With only around 85 built, genuine examples remain rare and highly coveted today.

This late example of the TT Replica, chassis number 2169, was delivered to J.L. Shiers of Cheshire in August 1937, as recorded by Denis Jenkinson in *From Chain Drive to Turbo Charger*. Originally finished in maroon and registered GML 178, it left the factory with a four-cylinder overhead-valve Gough engine (no. 7/125), standard TT body, and 12-inch brakes. Pre-war history remains untraced, though it is likely the car was used for light competition, as many TT Reps were, particularly in the active Cheshire motoring scene. After the war, it was fitted with a Meadows deflector engine, a typical upgrade given Frazer Nash's practice of using proprietary powerplants. Among its notable postwar owners was garage proprietor and racer G.A. Ruddock, who co-drove the works Frazer Nash Targa Florio at Le Mans in 1954. Under his stewardship, GML 178 competed in the famed "Mutton Grand Prix," one of 11 Frazer Nashes entered.

The 1947 "Grand Prix," though little known outside the Frazer Nash Car Club, carries surprising historical weight. Staged on the perimeter roads of a disused Wellington Bomber airfield in Northamptonshire, the circuit later became Silverstone. During the event, a competitor struck a stray sheep, giving rise to the whimsical name. While tragic in the moment, this impromptu contest is now regarded as the first motor race held at what would become Britain's premier racing venue. During this period, Ruddock and fellow enthusiast Smith campaigned GML 178 in club competition before it passed through several hands, eventually joining Peter Mimpriss' distinguished collection in 1996.

Mimpriss retained chassis 2169 for eight years, during which it was extensively restored by Bill Roberts. Sold via Fiskens in 2004, it later belonged to Sir Clive Martin, who invested nearly £50,000 in additional servicing, upholstery, and coachwork. Today, GML 178 stands as a splendid example of an authentic Frazer Nash TT Replica. Eligible for Goodwood Members' Meetings, Silverstone Classic, VSCC events, and endurance rallies such as the Alpine Trial and Flying Scotsman, it would also be welcomed on the famous Frazer Nash "Raids" and winter ice races—an enticing prospect for any discerning collector.



J LOT 136

1938 Frazer Nash TT Replica

Offered from The Sir Clive Martin Collection Former Lord Mayor of London

Chassis No.	2169	→	Raced in the 1947 Mutton Grand Prix at Silverstone
Registration No.	GML 178	→	One of approximately 25 Frazer Nash TT Replicas to have survived with its original body
Estimate.	€175.000 - €225.000 OFFERED WITHOUT RESERVE	→	Originally supplied with a Gough engine
Documents.	UK V5C	→	Fully restored for the former Lord Mayor of London Sir Clive Martin by Neil Twyman of The Regent Garage
		→	Eligible for the Goodwood Members' Meeting and Frazer Nash Car Club Raids



J LOT 137

1926 Frazer Nash Fast Tourer

Offered from The Sir Clive Martin Collection Former Lord Mayor of London

Chassis No.	1102	→	Offered from single long-term ownership of forty years
Estimate.	€90.000 - €110.000 OFFERED WITHOUT RESERVE	→	Furnished with original tax discs from 1927 and 1928
Documents.	UK V5C	→	Restored and maintained by Charlie Tyndle for the former Lord Mayor of London Sir Clive Martin
		→	Period trials history and suitable for numerous events

When Frazer Nash began producing motorcars after Godfrey and Nash of GN parted ways, the model options available were comparatively simple. Essentially Frazer Nash offered two models, the Fast Tourer and the Supersports, available with either the Powerplus engine or the Anzani side-valve unit both with three (or four at a push!) seat coachwork.

According to the registry of Frazer Nash cars printed in *The Frazer Nash, 1923 – 1957*, chassis 1102 was supplied on 30 July 1926 with Fast Tourer Three-seater coachwork, Anzani engine number SA 4827, via Headingley’s of Leeds for J.S. Dawson and registered UM 3864. Correspondence on file, accompanied by period photographs of “UM 3864,” suggests that as early as 1927 the car passed to George May. The Fast Tourer is polished aluminium and appears to be standard in all respects as one would expect at this early stage.

By 1932 the car had sold to T.C. Mann who is known to have employed the use of UM 3864 in hill trials at this time. In 1937 Mann sold the Frazer Nash to a P. Smith.

After the war the ownership history of this Fast Tourer follows a known series of owners who occasionally raced chassis number 1102 including events held at Silverstone and Oulton Park.

In 1985 Sir Clive Martin acquired UM 3864 and since the Fast Tourer has benefitted from an impressive amount of maintenance and restoration work, very ably carried out by Charlie Tyndle. Invoices on file also show work carried out by Neil Twyman with upholstery by Robert Smith Coach Trimming.

In single ownership for 40 years and smartly presented, this chain-drive Frazer Nash represents a rare opportunity to acquire a car at public auction and a car that will be made most welcome by the Frazer Nash Car Club, in turn offering the new owner an excellent spread of events in which to participate both organised by The Club and the Vintage Sports Car Club alike.



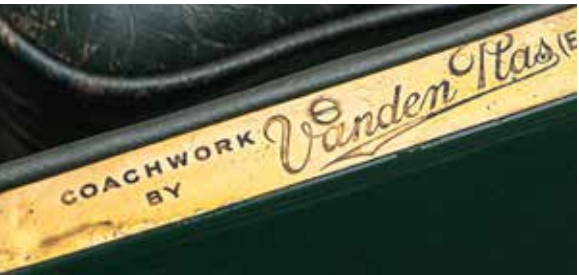
LOT 138

1926 Bentley 3-4½-Litre Tourer Speed Model

Coachwork by Vanden Plas

Chassis No.	DE1212	Estimate.	€380.000 - €420.000
Engine No.	AX1656	Documents.	Proof of EU Taxes Paid

- Genuine Speed Model retaining both its original chassis and Vanden Plas tourer coachwork
- Well-documented ownership history, including long-term ownership from 1963 to 2005
- Fitted with the more powerful 4½-liter engine
- Significant documented mechanical work and upgrades
- Offered with full weather equipment and spare parts, including an extra fuel tank and front windscreen
- A fine example from the Walter Owen Bentley era
- Eligible and welcome at the world's most prestigious events



DE1212, a short chassis 3-Litre Speed Model, was first registered on 14 July 1926, under the number HU6858, fitted with aluminum-skinned tourer coachwork by Vanden Plas.

Owned by a succession of dedicated enthusiasts, all known and listed in 'Bentley: The Vintage Years' by Dr. Clare Hay, the car has been meticulously maintained and upgraded for continued use. The substantial file accompanying the car, along with prior research, documents not only its known ownership history, including Chris Pack's 42-year ownership starting in the 1960s, but also mechanical work dating back to the 1930s. Following an engine failure, in 1988, the car underwent a documented conversion to 4½-Litre specification. Crankshaft, camshaft, and connecting rods were acquired from Phoenix. A 4½-Litre block, valve chest, and rocker boxes were sourced through BDC Spares.

A significant overhaul took place in 1999, during which the body was removed, and both the engine and gearbox were rebuilt. Between 2005 and 2012, further significant work was undertaken totaling nearly £60,000, including the fitting of a 16-gallon 4½-Litre fuel tank, an engine restoration, a brake and spring overhaul, and new shock absorbers. Just prior to its appearance at the prestigious Concours of Elegance at Hampton Court Palace in 2014, a series of improvements totaling £47,000 was carried out by renowned W.O. Bentley specialists N.D.R. Ltd. These included the installation of a new steering box, a new Laycock (J-Type) electric overdrive, and twin electric fuel pumps.

Maintained and upgraded for proper use, DE1212 is not merely a treasured addition from the Walter Owen era to any collection, but an invitation to embrace extraordinary moments at events where all generations gather, bound by a spirit of passion and speed, enveloped in the rich scents of warm engine oil, fuel vapors, and aged leather whether rain falls or winds blow.

The first model created by the brand just two years after its founding by Walter Owen Bentley, the 3 Litre quickly established itself as a complete and highly regarded automobile among pre-war gentlemen drivers. It was a remarkable achievement for a standard production car at the time, especially as its performance came with an unusually high level of reliability. The 3 Litre's handling and overall dynamic qualities were a revelation, particularly in its short chassis version, fitted with the popular four-seater touring body.

The 3 Litre secured Bentley's place in motorsport history by winning the 24 Hours of Le Mans in both 1924 and 1927, followed closely in 1928 by the more powerful 4½-Litre, which went on to claim victory at Le Mans in its turn. At the time, all Bentleys left the factory as rolling chassis, to be completed by the customer's preferred coachbuilder. Vanden Plas, a specialist in luxurious versions of series-production automobiles, was Bentley's favored coachbuilder, and clients were often directed to them. Their refined and elegant coachwork became closely associated with the early identity of the Bentley marque.



LOT 139

1989 Porsche 911 Speedster

Chassis No.	WP0ZZZ91ZKS151706	→	Finished in iconic Guards Red over a full Black leather interior
Engine No.	63K03814		
Transmission No.	1K04549		
Estimate.	€175.000 - €220.000	→	A matching numbers example with its original flat-six engine and G50 five-speed manual transmission
Documents.	German Fahrzeugbrief	→	Offered with a Porsche-issued Certificate of Authenticity and a tool roll
		→	One of just 1,933 Speedsters produced in 1989 with the Turbo-look bodywork

In 1989, Porsche introduced the 911 Speedster as a limited-production homage to the marque’s celebrated past, while simultaneously closing the chapter on the G-series body design. Powered by the durable, naturally aspirated 3.2-liter flat-six, the sporting nature of the car was enhanced with the same suspension, wide Fuchs wheels, and brakes as found on the Turbo. This combination of proven mechanics and special bodywork was conceived under the direction of Chief Stylist Tony Lapine. Drawing inspiration from the 1950s 356 Speedster, the model was defined by its cut-down, steeply raked windshield and double-hump rear deck, creating a purposeful and instantly recognizable silhouette.

Specified in iconic Guards Red, this Speedster was delivered new in Germany on 9 June 1989, just in time for the warm summer driving season. It features a Black fabric soft top for protection from the weather, with this generation of Speedster boasting roll-up windows. Factory fitted options include a shortened gear lever for a more direct connection to the five-speed G50 manual transmission, an alarm, and a full Black leather interior with heated seats and electric seat height adjustment.

As a prized collector’s item since its release, this Speedster has led a quiet life, accumulating just over 24,000 kilometers at cataloging, and remains in largely original condition today. This example is furnished with a tool roll and its Porsche-issued Certificate of Authenticity confirming that it retains its original, matching-numbers 3.2-liter air-cooled flat six and G50 five-speed manual transmission. Additionally, the current owner reports that the car wears mostly original paint. With Porsche later reviving the Speedster concept for the 964, 997, and 991 generations, the appeal of the nameplate is unmistakable. The 1989 Speedster remains an evergreen classic, prized equally for its striking design and its limited production. This well-preserved, highly original example offers an exceptional opportunity to acquire one of the most desirable G-body 911s ever produced.



LOT 140

1977 Maserati Khamsin “One-Off T-Top”

Chassis No.	AM120US1142	→	One-off glass T-top conversion executed shortly after delivery by the U.S. importer
Estimate.	€175.000 - €225.000	→	4.9-liter V8 backed by a five-speed ZF transmission
Documents.	German Fahrzeugbrief	→	Converted to European bumpers under Dutch ownership using factory components
		→	Exhibited at the Oldtimer-Museum Volante
		→	Comprehensive 2025 mechanical refurbishment by Sportwagen Service in Hamburg

Completed in 1977, this remarkable Maserati Khamsin, chassis number AM120US1142, left the factory in *Giallo Fly* (Fly Yellow) over *Nero* (Black) upholstery with the desirable five-speed ZF manual transmission. Said to be one of only seven U.S.-delivery examples built in this livery, it was consigned new to Maserati Automobiles California, Inc.

Soon after its U.S. arrival, the car received a T-top conversion with tinted glass panels executed by the importer. An advertisement from 1983 confirms the car remained yellow at that time. It was later repainted to its current black exterior while still in California. In 1989, Dutch collector Paul Koot acquired the car from Classic Motors of La Jolla and exported it to the Netherlands, where it was tastefully converted to European bumpers using factory components. Subsequent Dutch owners included Dr. George Lipperts, who drove the car to Maserati’s 90th-anniversary celebrations in Modena and Tuscany, and engineer Bart van der Weiden, who undertook an engine-out service and used the car for long-distance touring.

In 2015, the Maserati entered a German collection and was displayed at the Oldtimer-Museum Volante in Baden-Württemberg. In this ownership, the five-speed gearbox and clutch were reportedly overhauled in 2021 before the car changed hands again in 2023.

Recently, Sportwagen Service in Hamburg completed a comprehensive mechanical refurbishment: the driveline was rebuilt, the rear subframe removed, front and rear suspensions and brakes disassembled and renewed, the differential rebuilt, subframe and fuel tank cleaned and refinished, new bushings, dampers, discs, and pads fitted, carburetors serviced, all fluids replaced, and the hydraulic system and electrics thoroughly sorted. The largely original interior was refreshed, including treatment of the driver’s seat and new carpeting.

Well documented and boasting a rare specification when new, AM120US1142 combines exceptional usability, European bumper conversion, distinctive T-top panels, and recent comprehensive mechanical work—an appealing Khamsin for any admirer of fine Italian *Gran Turismos*.



Chassis 8543 is a sought-after two-headlight Series II model introduced in mid-1965 and produced in just 474 examples. Completed in June 1966, it left Maranello finished in Nero (Black) paintwork over Beige leather and was delivered new to Dino Ravasio & Figli in Verona, Italy. With its clean Pininfarina lines and supple ride, the 330 GT 2+2 offered a sophisticated rather than showy take on V12 motoring, engineered to carry four in genuine comfort without sacrificing the effortless pace expected of a Colombo-powered Ferrari.

A history report compiled by Ferrari historian Marcel Massini records that the Ferrari’s first owner was a Mr. Boccazzi of Treviso and Rome, Italy, who registered the car on plates “Roma 922695.” Chassis 8543 was later exported to the United States by Luigi Chinetti Motors in late 1966, where by 1977 it was under the care of Gerald D. Millburn of Cypress, California, who retained the car for more than two decades. In 1998, the car was sold to veteran racing driver Adrian Van der Kroft, resident in Sevenoaks, Kent, England.

A documented, multi-year refurbishment ensued from 1998–2010 with work documented in invoices from Caresance Classic Cars and The Car Collection in the Netherlands. The car was comprehensively recommissioned, including brakes and clutch hydraulics, cooling system service, ignition and carburetor tuning, and transmission attention. Other work included rechromed brightwork, a stainless-steel exhaust, renewed electrics, and underbody coating, while in 2007 the interior was freshly retrimmed in as-delivered Beige leather with new carpets and headlining, complemented by a period-appropriate Becker Mexico radio. In the winter of 2013–2014, the Ferrari was entrusted to noted Dutch marque expert Roelofs Engineering for a complete rebuild of its matching-numbers Tipo 209/66 V12, with the total cost of the rebuild, including VAT, exceeding €70,000. The car was subsequently submitted for Ferrari Classiche certification which it attained in February 2015, certifying that the car retains its original chassis, body, engine (no. 8543, internal no. 1672), transmission (no. 69/66), and differential (no. 327/65).

Acquired by the current owner in 2018, chassis 8543 is offered in spectacular condition, supported by its Classiche “Red Book,” a history report compiled by Marcel Massini, and original 330 GT 2+2 shop manuals. With its desirable two-headlight specification, professionally rebuilt engine, and fully matching-numbers status, chassis 8543 presents as a superlative example—swift, elegant, and comfortable, with a refined, unassuming manner.

LOT 141

1966 Ferrari 330 GT 2+2 Series II

Chassis No.	8543	→	One of only 460 desirable Series II examples produced
Engine No.	8543 (internal no. 1672)		
Transmission No.	69/66		
Differential No.	327/65	→	A Ferrari Classiche-certified, fully matching-numbers example finished in its factory-delivered livery
Estimate.	€200.000 - €300.000		
Documents.	Belgian Kentekenbewijs	→	Engine rebuilt by renowned Roelofs Engineering in 2013-2014
		→	Delivered new to Ravasio & Figli in Verona, Italy
		→	Accompanied by a history report compiled by Marcel Massini



LOT 142

2001 Ferrari 550 Barchetta Pininfarina

Chassis No.	ZFFZR52B000124032	Estimate.	€425.000 - €475.000
Serial No.	054/448	Documents.	Italian libretto

- The 54th of just 448 examples made for the worldwide market
- Rendered in the timeless pairing of *Rosso Corsa* (Red) paintwork over *Nero* (Black) leather
- Showing 29,581 kilometers at the time of cataloging
- Recent May 2025 timing belt replacement performed by Ferrari authorized service center
- Fitted with a discreet all-weather soft top, a bespoke €25.000 accessory
- Additionally accompanied by its tool kit, owner’s manuals, and factory emergency soft top, and more
- A significant modern-era Ferrari paying homage to the coachbuilding legacy of Pininfarina



From the 250 California to the 365 GTS/4 “Daytona” Spider, Ferrari has a rich history of building glorious open tourers which trace their roots back to the firm’s early sports racers of the 1940s and ‘50s. Many of these works of art were born from the long and fruitful partnership between Ferrari and Carrozzeria Pininfarina, the Torinese coachbuilder that, until 2012, was responsible for sculpting a majority of the marque’s landmark models dating back to 1952. In 2000, the Ferrari 550 Barchetta Pininfarina joined the ranks of these exclusive, open-top, front-engine V12 tourers when it was shown for the first time at that year’s Paris Motor Show. The Barchetta Pininfarina was intended to commemorate the seventieth anniversary of its coachbuilder, hence Pininfarina in its name, and was specifically designed to be reminiscent of its legendary forebears. No small feat.

Pininfarina achieved this by taking the familiar shape of the 550 Maranello and removing the greenhouse, leaving only a traditional, open-top barchetta-style windshield nearly 125 mm shorter than that of the coupe. Up front, the 550’s long, artful hood and

functional hood scoop remained unchanged, feeding air to the same 48-valve, 5.5-liter V12 producing 485 CV found in the Maranello. Other identifying exterior features of the Barchetta included its pronounced twin roll hoops behind the cockpit, an aluminum fuel cap, and Cavallino Rampante fender shields situated above its five-spoke, two-piece Speedline magnesium alloy wheels. The similarities to the Maranello continued inside, albeit with numerous exclusive touches hinting at the model’s commemorative nature. Carbon fiber race seats, optional in the coupe, were standard in the Barchetta, while the dashboard was trimmed in a unique black Lorica material. Exposed carbon fiber adorning the instrument panel, center console, and shift knob, as well as a plaque bearing the signature of Sergio Pininfarina and the car’s serial number rounded out the exclusive details in the cabin.

The plaque in this particular European-market 550 Barchetta Pininfarina identifies it as the 54th built in the 448-car limited production run. Finished in the timeless pairing of *Rosso Corsa* (Red) paintwork over *Nero* (Black) leather, its classic specification

is complemented by the model’s hallmark modular wheels, fender shields, exposed carbon fiber accents, and as a European-delivery example, a slimmer, 360 Modena-derived steering wheel. Furthermore, a full complement of literature and accessories remain in the trunk, including its emergency soft top and carrying bag, toolkit in its Schedoni leather case, owner’s manuals in their leather-bound folio, tire inflator, spare key, and car, seat, and steering wheel covers.

Those familiar with the 550 Barchetta will know that the factory emergency soft top was a stop-gap intended only for short distances and officially rated for speeds of up to 110 km/h, underscoring the model’s fair-weather brief. To broaden its touring capabilities, the consignor commissioned the bespoke soft top fitted today—an aluminum structure covered in black canvas totaling a reported €25.000 investment—meaningfully transforming the Barchetta into a more versatile grand tourer for variable conditions.

Consulting the car’s original service and warranty book shows that chassis 124032 was originally delivered through Forza S.p.A. on 14 June 2001 to a Mr. Umberto Barera, resident of San Mauro Torinese, Italy. A subsequent ownership change entry notes that just over a year later, on 15 July 2002, the Barchetta passed to Mr. Angelo Canavera of Corio Torinese showing 3,723 km at the time. By 2007, the car had changed hands once again to Abi Sistemi s.r.l., with an April 2007 service stamp showing that the car had recorded approximately 6,253 km by that time. In 2010, the Ferrari entered the long-term care of the Marcato family, initially belonging to Gilberto Marcato before it was re-registered to his son, Raffaele Marcato, from 2015 to 2025. During the Marcato’s tenure, the car was serviced by authorized Ferrari service center Ineco Auto S.p.A. on three occasions, first in June 2010 at 8,299 km, in February 2020 at 23,126 km, and most recently in May 2025 at 29,156 km which saw the timing belts replaced.

Since joining the current Italian caretaker’s collection earlier this year, this limited-edition homage to Ferrari and Pininfarina’s then half-century partnership continues to present in collector-grade condition, with 29,581 kilometers at the time of cataloging. Save for the 575 Superamerica, this spectacular limited-edition Barchetta signified the last opportunity to experience the click of the steel gearshift lever striking the aluminum shift gate while taking in the full bore of the howling V12 exhaust note from the open cabin. With its discreet bespoke all-weather soft top, this Barchetta offers the coveted raw, open-cabin experience—now with the confidence to keep going when the weather turns.





≈ LOT 143

2008 Mercedes-Benz SLR McLaren Roadster

Chassis No.	WDD1994761M001823	Estimate.	€375.000 - €450.000 OFFERED WITHOUT RESERVE
		Documents.	Cancelled Italian Libretto

- A remarkable presentation with just 915 kilometers from new
- One of just 19 European market examples finished in elegant and exceedingly rare Crystal Digenit Blue Metallic over a Sand leather interior
- Benefits from a recent service completed by Mercedes-Benz Heritage totaling nearly €14.000
- One of just 670 Roadsters produced for the Worldwide market
- Powered by a 5.4-liter supercharged V8 rated at 626 PS
- A technical showcase between Mercedes-Benz and Formula One partner McLaren



When it debuted in 2003, the Mercedes-Benz SLR McLaren carved out an entirely new super sports car segment, born of the partnership between Mercedes-Benz and its Formula One collaborator, McLaren. Its name, “Sport Leicht Rennsport,” paid tribute to the legendary 300 SLR of 1955, and the connection was no mere formality. From the silhouette to the dramatic side air intakes and signature side-exit exhausts, the echoes of the original Silver Arrows were unmistakable. The SLR also drew upon contemporary Grand Prix design, with a nose profile influenced by the McLaren MP4 F1 car and a distinctive double front spoiler. Offered as both a closed coupe with dramatic winged doors and later as an open roadster, it stood apart from rivals at Porsche and Ferrari while carrying forward the lineage of the original 300 SLR.

Technically, the car represented the combined engineering firepower of Mercedes-Benz and McLaren. Its chassis, constructed entirely from

carbon fiber and aluminum, reduced weight by as much as 40-percent compared with conventional methods. Mounted in a front mid-engine configuration was a hand-assembled 5.4-liter dry-sump supercharged V8. The Lysholm-type twin-screw compressor spun to 23,000 rpm, delivering up to 0.9 bar of boost through twin intercoolers for an output exceeding 600 PS. Aerodynamic management was equally advanced, with a six-channel rear diffuser and an active six-position air brake ensuring stability and grip at speed. Braking performance was entrusted to massive eight-piston front and four-piston rear calipers, completing the SLR’s credentials as a true land-based autobahn cruise missile.

This remarkable SLR Roadster finished its largely hand-built production at the McLaren Technology Centre of Surrey, England, in the summer of 2008 in elegant Crystal Digenit Blue Metallic (502). SLR expert Søren Dyrmosø Glass notes that this is one of just 19 examples sold new in Europe in this color.

This exceedingly rarely seen color was contrasted by Sand leather (L 10) with matching leather finishing on the dashboard, steering wheel, center console, and door panels. With a choice of multiple body-contoured seat size options for both the driver and passenger, this car was optioned with the ‘XL’ option for both, which increases passenger comfort due to their larger size. As with other SLRs, this car includes dual-zone climate control, Bi-Xenon headlights, and an instrument cluster with blue-faced gauges, and prominent McLaren logos on the front fenders.

Destined for the Italian market when new, the Italian Libretto shows the car was acquired by Mercedes-Benz Roma S.p.A. on 13 July 2011 and was later exported from Italy on 27 May 2013. Most recently, while under the current caretaker’s ownership, the car was serviced by Mercedes-Benz Heritage in Stuttgart, Germany on 20 April 2025. During this service, the engine oil and SBC fluid were replaced, along with removing the fuel tank for cleaning

and replacing the fuel pumps. Once complete, the accompanying digital invoice totals nearly €14,000.

Combining the use of innovative, cutting-edge technology with an avant-garde, motorsports-inspired design, the SLR Roadster provides an extraordinary driving experience utilizing the finest characteristics of Mercedes-Benz and McLaren. The SLR, particularly the Roadster, has become exceptionally desirable, with this particular example featuring the highly desirable combination of its astonishingly low 915 kilometers at cataloging and an outstanding and very rare color combination.



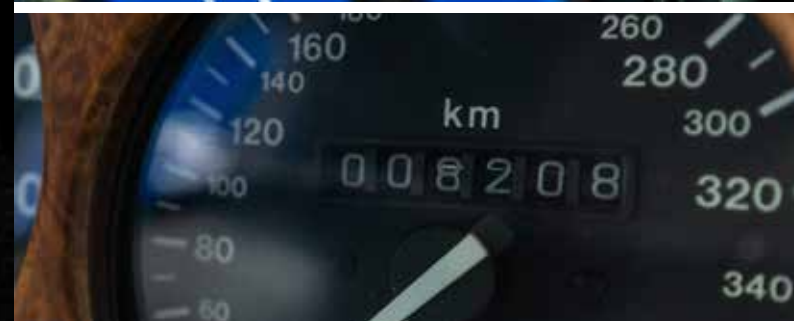
LOT 144

1992 Bugatti EB110 GT

Offered from The Aleggria Collection

Chassis No.	ZA9AB01GORCD39053	Estimate.	€1.500.000 - €1.800.000
		Documents.	German Fahrzeugbrief

- One of approximately 85 Bugatti EB110 GTs built
- Elegantly presented in Bugatti Blu over Grigio Chiaro leather
- Showing just 8,208 km at the time of cataloging
- Retains its rare original tool kit
- 3.5-liter, quad-turbocharged V12 producing 560 PS
- The car that catapulted the Bugatti brand back to the forefront of supercar design



In 1987, entrepreneur Romano Artioli founded Bugatti Automobili S.p.A. with a single, audacious goal: to restore one of motoring's most revered names to the forefront of innovation. He chose a new home in Campogalliano near Modena, Italy's epicenter of supercar development, and engaged Paolo Stanzani—engineering mastermind of the Miura and Countach—to shape a modern Bugatti worthy of Ettore's legacy. The clean-sheet design would harness cutting-edge materials and powertrain architecture, executed in *Fabbrica Blu*—a 242,000 square meter facility featuring marble and mosaic floors, a design studio, engine test facility, production halls, test track, showroom, and even a restaurant.

The stage was set for the next chapter in Bugatti's legacy, with the cast of characters including the finest designers and automotive talent the region had to offer. Styling proposals were solicited from Paolo Martin, Giorgetto Giugiaro, Nuccio Bertone, and Marcello Gandini, while early engineering work was entrusted to the Tecnostile team of Lamborghini veterans Tiziano Benedetti, Achille Bevini, and Oliviero Pedrazzi. Working under Technical Director Stanzani, the initial "FL12" concept placed advanced construction and compact, high-output propulsion at its core.

The chassis would be a lightweight aluminum honeycomb structure to reduce mass, and to give the

suspension a stable platform for the immense forces a 1990s supercar would generate. The engine, a compact, 3.5-liter, 60-valve V12 mirrored the architecture of 1987 Formula One engines. Stanzani envisioned the use of four turbochargers to reduce lag, while the engine and transmission would be combined into a single unit to position the driveshaft in the center of the car, sending power to all four wheels through a permanent four-wheel drive system. If the brief sounded ambitious on paper, it felt even more so in metal.

As the program matured—and as the realities of production, refinement, and homologation asserted themselves—Stanzani departed the company and Nicola Materazzi, fresh from spearheading Ferrari's F40, assumed technical leadership. Materazzi's approach was pragmatic yet purist: increase torsional stiffness, improve breathing and cooling, trim unnecessary weight, and tune the driveline for broader, more usable performance on real roads. The aluminum honeycomb chassis was replaced with a cutting-edge carbon-fiber tub—preceding the McLaren F1's similar technology by eight months—weighing merely 125 kg while providing exceptional torsional rigidity. The engine, delivering 560 PS at 8,000 rpm with its unprecedented quartet of turbochargers, was tuned to eliminate lag, while the all-wheel-drive system was adjusted to employ a 27:73 front-to-rear torque split to limit understeer.

The exterior design, initially under Marcello Gandini, followed the same uncompromising logic. Early forms were dramatic wedges, taut and technical, with scissor doors echoing the marque's rebirth as





something as fearless as it was fast. However, these forms did not completely align with the vision of Bugatti Chairman Romano Artioli, who preferred a softer, more artful exterior and well-appointed interior to reflect the luxurious tradition of the Bugatti brand. He also specifically requested the integration of the iconic Bugatti “horseshoe” grille. Artioli thus tasked Giampaolo Benedini—alongside Materazzi’s aerodynamic refinements in the Pininfarina wind tunnel—to make the requested changes. The resulting shape presented a clear Bugatti identity for a new era, preserving Gandini’s wedge shape now accentuated with a subtle horseshoe grille, retractable rear wing, distinctive rear lighting, glowing “EB110” logos on the B-pillars, and functional air intakes throughout, all shaped to serve the immense cooling needs of the mid-mounted V12.

Bugatti chose its moment and its symbolism carefully. Officially named the EB110 GT in honor of

Ettore Bugatti’s 110th birthday, the unveiling began on 14 September 1991 in a two-day pageant of unabashed opulence that announced not simply a new car but the return of a standard. Festivities opened at the Grande Arche de la Défense near Paris before more than 5,000 invited guests, where hours of speeches gave way to a lavish brunch staged amid seventy vintage Bugattis arranged in the shape of a horseshoe grille. The day closed with the EB110 being swept away with a blue-light motorcade of roughly fifty police motorcycles, two prototypes, and a fleet of historic Bugattis driving into central Paris. That evening, the celebration shifted to the gilded halls of the Château de Versailles, where 1,700 elegantly dressed guests toasted with Bugatti-branded champagne as Romano Artioli and his wife opened the dancing beneath glittering chandeliers. Even as the party lingered past midnight, the star of the show was quietly loaded for the journey to Molsheim, some 300 kilometers away, so that at dawn—exactly 110

years after Ettore’s birth—the EB110 could take its place at the intimate Château St. Jean, the historic Bugatti residence.

Contemporary reviews greeted the EB110 with clear admiration for its composure, braking, and high-speed capability, noting that its carbon structure, all-wheel drive, and quad-turbo V12 translated into unusual stability and refinement for a supercar of the era. At Volkswagen’s Ehra-Lessien proving ground, Formula One World Champion Phil Hill praised the Bugatti’s manners even in instrumented top-speed tests: “Though it looks like a lash-up with all that equipment inside, it drives like the most beautifully developed car you could imagine,” he said, adding, “It’s the most stable car I’ve ever driven here,” after recording 213.1 mph (≈343 km/h). Hill further emphasized the road manners at extreme velocity: “You can cruise at over 200 mph like you’re on an ordinary road... There is no tendency to steer peculiarly. It’s just amazing.

The steering is lovely, and the gearbox delightful. It’s just an outstanding car!”

Yet even for a car so convincingly executed, timing is everything. The early-1990s recession narrowed the pool of buyers for ultra-exotic machinery just as Artioli embarked on ambitious expansions—including the acquisition of Lotus—that stretched the young company and prompted the pointed *Road & Track* column titled “Bugatti: Where Does the Money Come From?” Rising costs, currency swings, and lavish marketing spend compounded the pressure, and in 1995 Bugatti Automobili closed. In all, approximately 139 EB110s were built including approximately 85 built to “GT” specifications.

CHASSIS 39053

Chassis 39053 presents as an exceptionally preserved, left-hand drive EB110 GT hailing from the second year of production, 1992, and finished in

elegant *Blu Bugatti* over a *Grigio Chiaro* (Light Grey) leather interior. Reportedly delivered new to Dubai, U.A.E., it wears the cleaner front treatment associated with non-U.S.-market cars, an appearance that underscores the model's original design intent without the taller bumper and added visual mass required by American crash regulations. Later registered in the United Kingdom on the plate "30 DCD," this EB110 later appeared in the 1998 BBC production *The Most Outrageous Jeremy Clarkson Video in the World... Ever!* Already then it was depicted on the distinctive, silver seven-spoke Super Sport-style wheels it rides on today.

Under current stewardship the car has been thoughtfully maintained and sparingly driven. A service sticker in the engine compartment records a full fluids and filters service in February 2020 at 7,890 kilometers, and the odometer now reads just 8,208 kilometers at the time of cataloging. The presentation is consistent with the minimal mileage. The *Grigio Chiaro* leather seats show minimal wear, the wood-veneer fascia remains unblemished, and the *Blu Bugatti* paintwork presents evenly with a deep gloss across the panels. Accompanying items include the seldom-seen original tool kit and a warning triangle. Underscoring its originality and fine presentation, 39053 was recently shown at *RétroMobile* in 2024. Reflecting the caretaker's enthusiasm for the marque, his ultra-exclusive Bugatti Centodieci was commissioned in Bugatti Blu to match this very EB110, drawing a clear line from Romano Artioli's vision to the modern era of Bugatti.



After Bugatti's rescue by the Volkswagen Group in 1998, the Veyron and later the Chiron firmly re-established the brand at the top of the supercar performance hierarchy, and today stewardship under Rimac points toward an electric future. None of that evolution would have been possible without Romano Artioli's decision to build a modern, technically advanced road car under the Bugatti name. The EB110 set that course by proving that composite structures, sophisticated turbocharging, and all-wheel drive all remain hallmarks of the modern Bugatti models. Chassis 39053 stands as a representative example of that achievement, combining a timeless specification, low mileage, and careful preservation. In the lineage that runs from Molsheim to Campogalliano and back again, it illustrates how the EB110 revived the marque's credibility on the road and laid the groundwork for the twenty-first-century Bugattis that followed.





LOT 145

1990 Ferrari F40

Offered from The Alegria Collection

Chassis No.	ZFFGJ34B000084250	Estimate.	€3.000.000 - €3.200.000
Engine No.	21078	Documents.	Spanish Permiso de Circulación

- A Classiche certified example offered with fewer than 10,400 kilometers
- Highly desirable “non-cat, non-adjust” specification
- Offered with its original books, fresh tires, and a new clutch installed in 2023
- Regularly maintained with a 2016 fuel tank service completed at Ferrari
- Attendee of the F40 35 Aniversario tour in 2023
- An exceptionally original European-delivery F40 noted to retain original paint



The F40 was created as a declaration—the final word from Enzo himself on what a Ferrari should be. Conceived to honor the company’s 40th anniversary, it was both a gift to the company and the *Tifosi* and a symbol of what Maranello had achieved in four decades of racing and road car excellence. No champagne toast, no sentimental speeches—just a machine built to embody everything Ferrari stood for.

In the years before its debut, rumors swirled as camouflaged Ferraris were seen pounding laps at Fiorano. Many assumed these prototypes were destined to succeed the 288 GTO. In truth, they were the 288 GTO Evoluzione, conceived for Group B racing before the series’ abrupt cancellation. Suddenly stripped of a purpose, the Evoluzione became experimental test beds for something more ambitious—a 40th-anniversary road car. Though purposeful in appearance, those five Evoluzione cars bridged the gap between the GTO and the machine that would carry Enzo’s signature into legend: the F40.

The public unveiling came on 21 July 1987 in Maranello. Enzo Ferrari, older but sharp-eyed, attended in person. According to *Car and Driver*, a microphone picked up his muttered reaction as the

cover lifted: “Bello, molto bello.” Theater, yes—but also a rare glimpse of total approval from the man himself. And with good reason. Pininfarina’s design, shaped under Leonardo Fioravanti and honed in the wind tunnel, was purposeful yet captivating. Eleven large composite panels formed the bodywork, with massive clamshells fore and aft that revealed every mechanical detail. NACA ducts, intakes, and scoops were placed with racing intent, feeding air to turbos, brakes, and intercoolers. Even the vast rear wing, an extension of function, became an instant icon.

The inside told a different story. Where rivals flaunted leather and computerized technology, the F40 rejected indulgence. Its cockpit was as raw as the race cars it mirrored—cloth racing seats, exposed composites, pull-strap door releases, even sliding Perspex windows on early cars. Ferrari put it plainly: there was no trim, only necessity.

The beating heart beneath the rear clamshell was rooted in the 288 GTO’s twin-turbocharged V8, but evolution had been swift. Displacement rose to 2.9 liters, IHI turbos and Behr intercoolers were fitted, and output climbed to 478 CV and 577 Nm of torque. The numbers were staggering for 1987 and paired with





a featherweight carbon/Kevlar structure—20 percent lighter and three times stiffer than the GTO—the F40 rewrote the rulebook. Zero to 100 km/h arrived in 4.1 seconds, and its top speed was an incredible 324 km/h, crowning the F40 the fastest road car in the world.

Ferrari originally announced 400 units, but demand proved insatiable. By the time production ended in 1992, about 1,315 examples had been built. Yet among them, purists recognize a hierarchy. The earliest cars, delivered before regulations softened the formula, are known as “non-cat, non-adjust.” Free of catalytic converters and the self-leveling suspension, these versions retained the F40’s most unfiltered character—lighter, sharper, and breathing without restriction. Today, they are regarded as the most

coveted, the closest to the raw vision Enzo Ferrari intended.

F40 chassis number 84250 is, indeed, a coveted “non-cat, non-adjust” model. According to its original service book, it was imported by Ferrari Deutschland and first sold via Exclusive Automobile Mayer based in Kleinostheim, Germany, on 19 April 1990 to Dr. Klaus Berg of nearby Karben who, at the same time, also owned the famed one-off Porsche 959 Cabriolet. Quite the pair they must have made! The service book records the good doctor’s F40 was sparingly used with an initial service in August of that year and later a 5,000 km service note in January 1994.

In 2011, F40 number 84250 applied for and received its all-important Ferrari Classiche Red Book

certification. In it, Ferrari records that the car retains its matching-numbers 2.9-liter twin-turbocharged V8 and that the car retains its original specification. It is believed that the F40 was retained by Dr. Berg before being acquired by Noo Nowvakheth based in Spain. It is believed that Nowvakheth kept the car in Europe while under his ownership. In 2016, likely in preparation for sale, Nowvakheth sent the F40 back to Maranello to have the fuel tank bags replaced at the factory for a total of €36,314. Later that year, in November, the car was acquired by the current owner also based in Spain.

While in the consignor’s care, chassis number 84250 has been the subject of regular servicing at Maranello Rosso in Madrid. Detailed invoices on file and available for review document the service

work. Beginning in 2019 at 9,191 kilometers, the F40 received a 10,000-km service that included fresh fluids, a new crankshaft seal, a new flywheel and clutch assembly, new engine mounts, and more for a total of €13,531. In February 2023, it received an annual service with a diagnosis, fresh fluids, replacement spark plugs, fuel filters, compression check, new timing belts and tensioners, and an air conditioning charge. In June of that year, it received fresh Pirelli tires, a systems check at 9,776 kilometers in preparation for the F40 35 Aniversario tour in 2023. The tour was an exclusive event held on the most beautiful roads of Provence and a unique opportunity to enjoy the power and poise of this well-maintained example among a number of other significant Ferraris, where it is noted to have acquitted itself impeccably.



This F40 represents an exceptionally original, European-delivery F40, coveted in its pure “non-cat, non-adjust” configuration and certified by Ferrari Classiche as a matching-numbers example. First delivered new in Germany in 1990 and later residing in Spain, it has been consistently maintained, including a factory fuel tank service in 2016 and a full suite of recent work with a new clutch, fresh belts, and new tires installed in 2023.

The F40 was more than an anniversary model. It was the last Ferrari supercar personally overseen by Il Commendatore, a car born from racing prototypes and shaped by necessity into one of the most uncompromising road cars ever built. This example, which retains its original paint and shows fewer than 10,400 kilometers from new, is perhaps the ideal representative example of Ferrari’s 40th birthday present. It was not only one of the greatest acts of self-gifting in the modern era, but also a reminder that no one builds a supercar like Maranello—and now, this well-preserved and documented example offers a new caretaker the chance to join the celebration.





LOT 146

1967 Ferrari 275 GTB/4

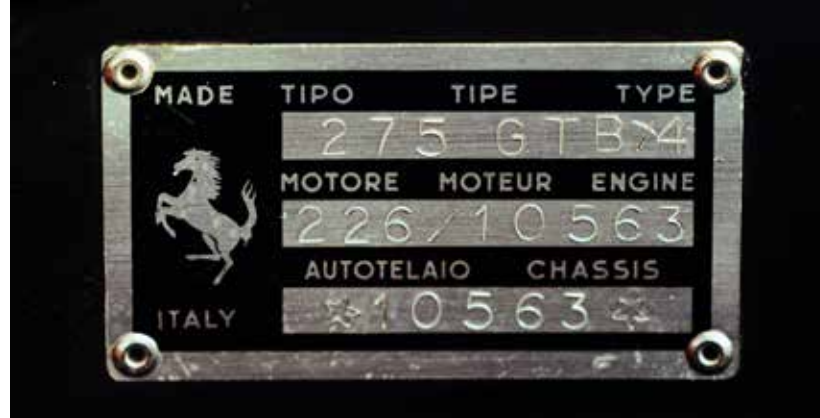
Chassis No. 10563
Engine No. 1892
Transmission No. 584 I/R

Estimate. €2.700.000 - €3.200.000
Documents. Japanese Export Certificate



- One of just 330 four-cam 275 GTB/4s produced, and one of only six finished in rare *Verde Pino* (Pine Green) livery from new
- Ferrari Classiche certified, fully matching-numbers example in original colors
- Impeccable documented provenance including ownership by Dr. Ronald Finger, Sherman Wolf, and Orin Smith
- Two-time Best in Class award winner at FCA National Meets
- Accompanied by a Massini Report, literature, tool kit, and jack
- Among the most revered front-engine V12 berlinettas ever produced





Introduced at the 1964 Paris Salon as successor to the elegant 250 GT Berlinetta Lusso, the 275 GTB showcased a combination of technologies that would define modern Ferrari GT design for decades: independent rear suspension, rear-mounted transaxle configuration, and aerodynamic Pininfarina coachwork. The new berlinetta achieved immediate acclaim both on road and track, with competition variants taking part in the Targa Florio, Nürburgring 1000 Kms, and the 24 Hours of Le Mans where the 275 GTB Competizione of Écurie Francorchamps claimed 3rd place overall and 1st in the GT class.

Produced from 1964 to 1968, these competition successes influenced 275 GTB's evolution from its original "short nose" Series I form, through the improved "long nose" Series II variant of 1965, culminating in the magnificent four-cam 275 GTB/4 introduced in 1966. The 275 GTB/4, with its distinctive

central hood bulge, was the first production Ferrari to utilize a four overhead camshaft version of the Colombo V12—derived directly from the 330 P2 sports racing prototype. Equipped with six Weber 40 DCN carburetors and dry sump lubrication like its Competizione counterpart, the Tipo 226 V12 produced 300 horsepower at 8,000 rpm. Combining racing-derived technology with grand touring refinement, the 275 GTB/4 established the template for subsequent Ferrari grand tourers during the marque's golden era.

Chassis number 10563 represents an exceptionally presented and original example of Ferrari's legendary four-cam berlinetta. According to a report compiled by Ferrari historian Marcel Massini, chassis 10563 was completed in the fall of 1967 and finished in the stunning and rare combination of *Verde Pino* (Pine Green) paintwork with an *Arancia* (Orange)

Connolly leather interior. Originally destined for Gastone Crepaldi's eponymous dealership in Milan, this particular GTB/4 was instead diverted to the United States as part of a package of 30 cars sold through Luigi Chinetti Motors in Greenwich, Connecticut, to Bill Harrah's Modern Classic Motors in Reno, Nevada. By January 1968, the Ferrari had found its first private owner with the Hodges Chemical Company in Burlingame, California, wearing California license plates "VYA 674." In 1971, ownership transferred to a successful motorcycle dealer, Roger Selby of Redwood City, California, before moving to Harley Cluxton's Grand Touring Cars in Phoenix, Arizona, during the mid-1970s.

A brief period with Mark Magruder in Grand Junction, Colorado, was followed by the car's return to Harley Cluxton in October 1977. Dr. Ronald Finger of Savannah, Georgia—a plastic surgeon and noted

Ferrari collector who is understood to have owned an alloy 275 GTB/4 and a 250 GTO both campaigned by Chinetti's North American Racing Team during this period—acquired the car in 1978 and retained it until 1981. The Ferrari's next custodian, James "Kirk" Kircher of Ludington, Michigan (1981-1983), initiated the car's show career, debuting in 1981 at the FCA National Meeting in Asheville, North Carolina. The car subsequently claimed back to-back Best in Class honors at Ferrari Club of America National Meetings in both 1982 and 1983.

Continuing to enjoy custodianship among the who's who of Ferrari collectors, the car then passed to Sherman M. Wolf of Amherst, New Hampshire. Well known in Ferrari circles, Mr. Wolf maintained the important berlinetta for 15 years from 1983 to 1998, followed by Mel Weiss of Kinnelon, New Jersey (1998-2009). Respected collector and former



Starbucks CEO Orin Smith of Vero Beach, Florida, owned the car from 2009 to 2017, after which the Ferrari was exported to Japan where it briefly formed part of an important car collection. The car later returned to Western ownership circa 2021 with its current European custodian.

Chassis 10563 exemplifies the ideal collector Ferrari, having been meticulously preserved in world-class collections for nearly six decades. Apart from being refinished and retrimmed in its wonderful factory livery, the car has never required a complete restoration and presents as a remarkably original example. All critical components remain matching, including the Tipo 226 four-cam V12 engine, Tipo 592 gearbox, Tipo 596 differential, and chassis data plates as confirmed by its Ferrari Classiche-issued "Red Book." Further period-correct features include genuine Marchal headlights, Borrani wire wheels, and a Blaupunkt AM/FM radio. Accompanying this GTB/4 is its leather-bound portfolio containing a service handbook, spare parts manual, and dealer network guide, alongside the equally well-preserved toolkit and jack.

The combination of its rare original *Verde Pino* livery, complemented by vibrant Arancia leather, its matching-numbers status, and unimpeachable provenance that includes world renowned Ferrari collectors, positions 10563 as an exemplary representative of what many consider Ferrari's greatest V12 front-engine berlinetta.





Unveiled to great acclaim at the 2004 Geneva Auto Salon, the one-off Aston Martin Vanquish Roadster prototype was Zagato’s study of the brand new Vanquish—Aston’s flagship of the 21st century. It was equipped with a modular roof system that allowed the driver to quickly mount included hard top or soft top—the latter of which fit neatly in the luggage compartment on fair weather days. The silhouette was archetypal Zagato—sporting the legendary design house’s signature double bubble canopy, a bespoke rear bumper, and DB AR1-style tail lights. While the car delighted journalists and potential buyers alike, the car was destined to remain a one-off but fully drivable prototype.

Following the Vanquish Roadster’s global reveal at Geneva, Zagato continued to show its newest creation at prestigious gatherings that year, including Villa d’Este and Pebble Beach Concours d’Elegance. It was there in Monterey that an American collector fell head over heels for the stunning Roadster and moved mountains to privately acquire the prototype. The car returned to Italy following its temporary import status and was readmitted to the United States through Massachusetts-based dealership The Bond Group via “Show or Display” regulations in May 2007. Its caretaker drove the car as it was meant to be driven, accruing the majority of the car’s miles during this time. The one-of-one Aston was displayed at prestigious gatherings, most notably at The Quail: A Motorsports Gathering in 2013. Two years later, the Vanquish appeared at the same event, before selling privately to its current owner in France, who has owned it for a decade.

The car is finished in vibrant Aysgarth Blue over a Red leather interior, which it has retained since its debut.

Mechanically similar to the production Vanquish, the prototype is powered by a 5.9-liter V12 but has been retrofitted with a six-speed Tremec T56 manual transmission by Aston Martin Works Service in Newport Pagnell—a desirable option from 2007

that cost approximately £15,000 at the time. This example boasts an extensive service history from leading Aston Martin specialists, which is well documented in its included Vanquish Zagato binder. Following U.K. registration in 2016, the car received over €51.000 of mechanical work at renowned Aston Martin restorer Desmond J. Smail, including a full engine-out service, transmission rebuild, wiring replacement, and suspension rebuild. Subsequent annual servicing has been carried out by Aston Martin Works and Aston Martin Paris, complemented by regular MOT testing and a full detailing, paint correction, and wheel refurbishment by Detailing Paris in 2017. The car was involved in an incident in May of that year, with an invoice from Zagato on file for repairs totaling €12.800 recorded the following month.

It remains a rare piece of Aston Martin and Zagato history; an inspired design study—well-optimized for driving season and absolutely unique. Indeed, the car recently was entered into a private rally in Italy and covered approx. 700 trouble-free kilometers, allowing its owner to enjoy that *Dolce Vita* feeling.



LOT 147

2004 Aston Martin Vanquish Zagato Roadster Prototype

Chassis No.	SCFAC13391B50PP19	→	One-off, fully drivable prototype; U.K. road registered with 17,911 miles at cataloging
Engine No.	00041		
Estimate.	€100.000 - €200.000 OFFERED WITHOUT RESERVE	→	Recognizable coachwork by leading design house Carrozzeria Zagato
Documents.	UK V5C	→	Finished in stunning Aysgarth Blue with a Red leather interior
		→	Powered by a 5.9-liter V12 making 466 PS and 542 Nm of torque
		→	Retrofitted with the desirable six-speed manual transmission through Aston Martin Works
		→	Comprehensive services by renowned Aston Martin specialists Desmond J. Smail and Aston Martin Works
		→	Shown at many prestigious events including the Geneva Auto Salon, Villa d’Este, and Pebble Beach Concours d’Elegance



LOT 148

2023 Aston Martin Valkyrie from the Collection of Daniel Ricciardo

Chassis No.	SCF4KRB48NGS70089	Estimate.	€2.400.000 - €2.800.000
Valkyrie No.	089 of 150	Documents.	Bill of Sale



- Originally commissioned by Formula One driver Daniel Ricciardo
- Maintained in essentially new condition with 160 kilometers on the odometer, having been kept in Ricciardo's private collection since delivery
- One of just 150 examples of Aston Martin's Formula One-bred hypercar
- Finished in Dichroic Dawn, nicknamed "Badger Blue" after Ricciardo's "Honey Badger" moniker, with matching roof strakes and wheel centers
- Well-optioned, with glossy lacquer finish on the roof and engine cover, Magnesium Performance Wheels, and exposed 2x2 twill satin carbon interior hardware
- Equipped with £141,500 in total bespoke options from Aston Martin's "Q" division
- Recently treated to Aston Martin's comprehensive 24-month service, and offered with the factory "Intensified" extended-warranty package valid through August 2027 (see text)



1,114 PS from the V12 alone. Such figures firmly put the Valkyrie in a class of its own, blurring the line between endurance Hypercar prototype and road car. The chassis and body, co-developed by Red Bull Advanced Technologies, featured radical aerodynamic sculpting—including an extensively venturi-tuned underfloor and open roof channels—capable of generating upwards of 1,800 kilograms of downforce at speed. In place of traditional mirrors and dials, the cockpit employed camera-based rear displays and a Formula One-style removable steering wheel with an integrated screen for instrumentation, all in pursuit of weight savings and an authentic motorsport atmosphere.

Despite the formidable expertise behind it, the Valkyrie's journey from concept to production was not without its challenges. Early promises targeted first deliveries by 2018, but the program faced numerous delays as engineers pushed the boundaries of what a road-legal car could achieve. Full production of the road-going coupe finally commenced in the early 2020s. Alongside the road cars, an even more extreme track-only iteration—the Valkyrie AMR Pro—had been unveiled in concept form at the 2018 Geneva Motor Show. Originally intended to spawn a Le Mans race entry, a limited run of 40 AMR Pros was built for exclusive track use, showcasing the

Initially codenamed “Nebula”—a portmanteau acronym derived from the names Newey, Bull (Red Bull), and Aston Martin Lagonda—the Aston Martin Valkyrie's story began as an ambitious joint venture between these parties aimed at creating the ultimate road-legal hypercar with F1 performance. In mid-2016, a prototype was publicly unveiled under the designation “AM-RB 001,” signaling Aston Martin (AM) and Red Bull (RB)'s first co-developed car. Designed by legendary Formula One engineer Adrian Newey, the carbon-fiber hypercar targeted an unprecedented 1:1 power-to-weight ratio—roughly 1,000 PS for 1,000 kilograms—thanks to its cutting-edge aerodynamics and hybrid V12 powertrain. Aston Martin soon announced the car's official name, “Valkyrie,” in 2017, fitting their tradition of “V” names and evoking the Norse demigods.

From the outset, the Valkyrie was engineered to be no ordinary hypercar. Its skeleton was an all-carbon composite monocoque with not a single steel component, yielding an ultralight curb weight of 1,270 kilograms. Mounted amidships was a Cosworth-built 6.5-liter naturally aspirated V12 engine paired with a hybrid KERS system, employing battery expertise from Rimac to produce a combined output reaching 1,176 PS—approximately





ultimate potential of the Valkyrie platform. By late 2021, roughly three years later than planned, Aston Martin finally completed the first customer Valkyrie delivery, with CEO Tobias Moers acknowledging that the program “tested everyone who has worked on it to the limit.”

In 2025, Aston Martin ushered the Valkyrie into top-tier motorsport, entering a competition version of the car in the FIA World Endurance Championship’s Hypercar class. This marked the first time a road-derived hypercar contended in the modern WEC premier category, as the Valkyrie LMH became the only entrant bred from a street-legal model. Its entry in the WEC allowed Aston Martin to contest the 24 Hours of Le Mans this past June, marking the company’s return to the top class of the endurance classic since taking overall victory in 1959. This bold racing program underscores the Valkyrie’s significance: a hypercar that not only pushed the boundaries for road cars but one that has now directly bridged the gap between road and endurance race machines.

CHASSIS NUMBER 089

Daniel Ricciardo, whose fearless racecraft earned him the “Honey Badger” nickname among fans, has been one of Formula One’s most charismatic frontrunners across fourteen seasons from 2011–2024. Racing for HRT, Toro Rosso, Renault, McLaren, AlphaTauri/RB, and Red Bull’s works outfit, he partnered some of the era’s most formidable talents, notably Sebastian Vettel, Max Verstappen, and Lando Norris. In an age dominated by Mercedes, Ricciardo amassed eight Grand Prix victories and 32 podiums, a résumé forged by late-braking heroics and calculated overtakes. The example offered here, Valkyrie chassis number 089 of 150, was ordered new by Ricciardo and delivered through Aston Martin Monaco. Built in left-hand drive to European specification and personalized via Aston Martin’s “Q” bespoke division, 089 represents Ricciardo’s singular vision of Aston Martin’s most technologically advanced road car to date.

Chassis 089 wears the spectacular Q special Dichroic Dawn finish—a £30,000 option nicknamed “Badger Blue”—an iridescent pale blue tone that

plays dramatically across the Valkyrie’s aero-sculpted bodywork. Further accentuating these lines, Ricciardo specified a matching Badger Blue roof strake graphics, while leaving extensive areas of bodywork in visible carbon. The “clam veins” and upper suspension shrouds are rendered in exposed 2×2 twill satin carbon, while the roof panel and engine cover showcase optional gloss lacquer carbon. The nose is adorned with an “ultrafine” stainless steel Aston Martin Wings badge as a jewel-like touch amid the carbon, and at the rear, optional Black tailpipes hint at the full Inconel exhaust system.

The Valkyrie rides on the optional ultra-lightweight Magnesium Performance Wheels, a costly £40,000 upgrade that further reduces unsprung weight for improved track performance. These center-lock wheels are finished in Matte Black featuring satin-painted centers in contrasting Badger Blue, joined by Black monobloc brake calipers machined from billet aluminum, clamping carbon-ceramic matrix discs. The Valkyrie’s suspension and chassis hardware, an inboard pushrod-operated setup, is

largely visible through the open wheel wells and is a spectacle of carbon fiber and anodized components.

Opening the dihedral doors reveals a cockpit trimmed to an uncompromising, driver-focused specification. Pure Black Debossed Alcantara is paired with exposed 2×2 twill satin carbon fiber hardware throughout—a £10,000 extra that brings an endurance-Hypercar character to the cockpit. Q details elevate every touchpoint, from the silver-anodized steering-wheel toggle switches and Pure Black steering-wheel rim to the fixed carbon fiber bucket seats with matching Pure Black Alcantara seat pads neatly contrasted with Silver stitching.

Exquisitely specified by Ricciardo with £141,500 in total factory options, chassis 089 remains virtually as new, showing just 160 kilometers at the time of cataloging. In preparation for sale, the car has received Aston Martin’s comprehensive 24-month service, and the owner has purchased the factory “Intensified” Valkyrie Ownership Experience Programme Service Plan which is valid through



Daniel Ricciardo celebrates on the podium after claiming victory at the 2018 Monaco Grand Prix. Photo courtesy of the Girardo Archive.

August 2027. This plan will transfer to—and be assumed by—the purchaser: the initial payment of £62.000 was remitted upon issuance, and the new owner will be responsible for four further annual installments of £23.000, payable through August 2029. As one of just 150 built, the Valkyrie is an exceedingly rare machine, and Chassis 089 is arguably one of the most significant. Infused with Formula One DNA and Le Mans-winning ambition, the Valkyrie stands at the summit of Aston Martin road car development, and Valkyrie 089, specified by a Formula One winner from the very team that co-developed it, only amplifies its exclusivity.

Representing a decade’s worth of innovation—from the early “Nebula” concept to its recent debut on the world endurance racing stage—the significance of this Valkyrie cannot be overstated. As one of the very few to be publicly offered for sale, chassis 089 offers a chance to own one of the most exclusive and technologically advanced automobiles of the 21st century.





The AMB 001 motorcycle, unveiled in 2020, represents the first collaboration between two of Britain's most storied performance marques—Aston Martin and Brough Superior. For the first time in Aston Martin's 107-year history, its iconic wings appear on a motorcycle, realized as a strictly limited production of just 100 track-only examples. Conceived as equal parts high-performance machine and rolling sculpture, the AMB 001 unites Aston Martin's celebrated design ethos with Brough Superior's century of engineering expertise to create an object of rare distinction.

At its core, the AMB 001 is powered by a 997-cc DOHC eight-valve 88-degree V-twin, water- and oil-cooled, and enhanced with a variable-geometry turbocharger and intercooler—the first V-twin turbocharged engine ever offered on a Brough Superior. Delivering an impressive 182 PS against a dry weight of only 180 kilograms, the result is extraordinary performance accompanied by immediate throttle response and abundant torque across the rev range.

The chassis is equal in its technical sophistication, employing a CNC-machined aluminum backbone bolted directly to the engine, with a structural carbon-fiber rear subframe and titanium interfaces to maximize rigidity and minimize weight. A Fior-type double wishbone fork suspends the AMB 001 up



LOT 149

2022 Aston Martin & Brough Superior Motorcycles AMB 001

Spine No.	063/100	→	The first motorcycle to wear Aston Martin's iconic wings produced in a limited, serialized edition of 100 examples
Engine No.	AMB001 063/100		
Estimate.	€150.000 - €250.000	→	Powered by a 997 cc turbocharged V-twin, producing 180-horsepower at only 180 kilograms dry weight
Documents.	Bill of Sale	→	Advanced chassis construction with CNC-machined aluminum, carbon fiber, and titanium components
		→	Finished as a Designer Specification example in Sterling Green and offered with its Brough Superior Certificate of Authenticity



front, while a CNC-machined rear swingarm includes a damping system with rocker. A bespoke braking system developed by racing specialists ensures precision and control. The fully carbon-fiber bodywork is finished with hand-stitched leather seating and grips, echoing Aston Martin's tradition of craftsmanship and luxury. Visually, the AMB 001 evokes Aston's mid-engined supercars, its sculptural spine and carbon fin running seamlessly from fuel tank to tail.

As just one of the 100 produced, AMB 001 spine number 063 completed production as a Designer Specification example in 2022 finished with a Sterling Green main body and a Body Gloss carbon belly pan. Additional detail finishes include a Lime Essence lower "V" and front spoiler underside, raw machined spine Satin Black forks and swingarm, Satin Black Wheels, Conker Saddle leather seat with Oxford Tan pads, and Conker saddle leather grips.

Bearing Aston Martin's laser-cut stainless steel wings set beneath the lacquer, AMB 001 number 063 is both a technical showcase and an exclusive collectors' piece offered with its Brough Superior Certificate of Authenticity and Owner's Guide.



LOT 150

1989 Mercedes-Benz 190 E 2.5-16 Evolution I

Chassis No.	WDB2010361F603434	→	One of only 502 Evolution I homologation models produced
Engine No.	102.991.10.000231		
Estimate.	€100.000 - €150.000 OFFERED WITHOUT RESERVE	→	Powered by its original, matching-numbers 2.5-liter engine with a Cosworth designed cylinder head
Documents.	Proof of EU Taxes Paid	→	Delivered new in Germany and retained by just two Swiss collectors until 2014 when purchased by the current owner
		→	Factory equipped with heated power adjustable Recaro seats, air conditioning, sunroof, height adjustable suspension, 16-inch wheels, and a limited slip differential
		→	Offered with just over 113,000 kilometers at cataloging

Marking Mercedes’ return to full factory works motorsports in the 1980s, the newly introduced 190 E 2.3-16 with its Cosworth designed cylinder head was entered into the inaugural Deutsche Tourenwagen Meisterschaft (DTM) touring car race in 1984. Having completed the FIA Group A homologation requirement to sell 5,000 production examples, the 2.5-16 was introduced as the replacement to the 2.3-16 after four years in September 1988. With the stroke increased, the 2.5-16 produced up to 204 PS, or 19 more than its predecessor.

While the increased displacement was praised in the road going version for its additional power, it proved unfavorable for sustained high RPMs on track. FIA rules required a new engine to enter production in at least ten percent of the homologation run. This led to the 190 E 2.5-16 Evolution, revealed in Geneva in March 1989. Featuring a high-revving 2.5-liter engine with a big bore and shorter stroke than its counterpart, it additionally featured uprated suspension and brakes, 16-inch wheels, extended fenders for a wider suspension track, and a prominent rear wing. In total, just 502 examples were built in Blue-Black Metallic and sold to motorsport-focused clients.

Produced in February 1989, this 2.5-16 was one of the 502 Evolution models produced to satisfy the FIA homologation requirements. Its service book shows the car was delivered new by Mercedes-Benz of Mannheim, Germany, to its original owner on 8 May 1989. Leaning into its inherent Mercedes ability to be a comfortable streetcar, but with the added racing pedigree, the car was factory equipped with the optional power sunroof, heated, power-adjustable Recaro leather seats, central locking, power windows, air conditioning, and a stereo radio.

After delivery, it moved to Switzerland and resided with a Swiss collector for many years before being passed on to gentleman racer Rik Glorieux. The car remained with him in Switzerland in wonderful condition until 2014 when it was acquired by its current owner, a passionate Belgian Mercedes 190 collector and enthusiast. Wanting to improve upon their stellar EVO, the car was refinished as originally specified in Blue-Black Metallic as a result of stone chips and minor wear consistent with its age and mileage at the time. With just over 113,000 kilometers at the time of cataloging, the car remains in superb condition throughout today. European taxes paid, this Evolution I is furnished with a Belgian demande d’immatriculation E705 and with its original Swiss carte Grise. For Mercedes-Benz, the Evolution I represents the turning point on Germany’s racing circuits, paving the way for a decade of DTM domination. For those fortunate enough, the Evolution I represents a chance to savor the delights of this seldom-seen road-legal, homologated Mercedes touring car.





LOT 151

1955 Abarth 207 A
Coachwork by Carrozzeria Boano

Chassis No.	008	Estimate.	€250.000 - €350.000
Engine No.	1166059	Documents.	French Certificat d’Immatriculation

- Carlo Abarth’s first sports racer; one of just 11 examples produced
- Stunning Michelotti-designed coachwork by Boano
- Beautifully restored, retaining a charming patina to the interior
- An exciting entry into vintage races, tours or concours worldwide
- Offered from a renowned private European collection and French road registered



The Abarth Boano 207 A was Abarth & Co's first original racecar, created in partnership with renowned coachbuilder Felice Mario Boano. With coaxing from racecar driver Gino Valenzano and enigmatic Italian make importer Tony Pompeo, Abarth developed the 207 A to tap into the booming American sports car racing market and challenge Porsche and Lotus on track. The sleek open-topped 207 A debuted at the 1955 Turin Motor Show, exhibiting styling from renowned designer Giovanni Michelotti at Carrozzeria Boano. Underneath its new pressed steel body was a bevy of parts from the Fiat 1100, including the suspension and 1,089 cc motor. The inline-four sported Abarth's venerable tuning kit—its twin Weber carburetors and a custom exhaust header nearly doubling the power output of the Fiat four-cylinder. Perhaps the most noticeable feature was the side-exit Abarth exhaust pipes prominently displayed on both flanks of the 207 A's two-tone bodywork. It is widely believed that a mere 11 examples of the 207 A were built, alongside two one-off derivatives,

the 208 A Convertible and 209 A Coupe, and all were sold in the United States through Tony Pompeo. The 207 A made its racing debut at the 1955 12 Hours of Sebring, and although it failed to finish, Abarth's first official racer paved the way for the scorpion-badged motorsport powerhouse of the following decades.

This 1955 Abarth Boano 207 A is finished in silver and red with matching red upholstery. It was delivered new to Tony Pompeo in New York alongside the rest of the 207 A run; originally finished in a two-tone blue livery. It is said to have raced locally in period by Durst and Hagstrom and was acquired by renowned Connecticut-based *Alfista* Keith Goring in the 1980s. It was subsequently acquired by David J. Walmsley of Malibu, California, and sold in January 1988 to Franco Lombardi of Genoa, Italy, who immediately commissioned a full cosmetic and mechanical restoration of the retired racecar. Acclaimed racecar restorer Gabriele Terzi finished refreshing the

Abarth's mechanicals in 1990, sourcing parts from the Fiat 1100 and additionally fitting the car with a "sports" cam and Formula Junior steel rods and crankshaft for a gentle power increase. The 207 A's bodywork had been retained in good condition and many hard-to-source parts came with the vehicle, and, as a result, Gianni Torelli was able to preserve much of the Abarth's cosmetics during his restoration, which concluded in 1992. The car was painted in its current silver and red livery, as suggested by Gino Valenzano as Carlo Abarth's supposed preferred color scheme. The owner also had a removable passenger windshield made to complement the wrap-around driver-only windshield and registered the car for road use. It was driven on two vintage Italian historic road rallies before being offered for sale publicly in May 2003. The car remained in the Firenze region of Italy until going via a private sale through Alessandro Bruni to its current owner in 2018, joining a celebrated collection of other high end vintage automobiles. The current owner showed the

car at an international Abarth meeting at Savignyles-Beaune in Burgundy in 2019 where it won a special award for the quality of the restoration and the rarity of the model.

This Abarth 207 A is offered today as an exceptionally rare opportunity to own one of just 11 examples ever built and an important milestone in Abarth & Co.'s competition design history, with striking bodywork from Michelotti at Boano. Abarth 207 A chassis number 008 is not only a collector's gem but also a highly unique and thrilling entrant for prestigious races and road rallies worldwide.



Available in Berlinetta, Spider, and targa-top GTS body styles from 1995, the lighter, more rigid chassis of the fixed hardtop Berlinetta configured with three pedals is the preferred driver's choice when in the market for an F355. Such is the specification of this outstanding European-market F355, which is additionally complemented by a stunning *Blu Chiaro Metallizzato* (Light Blue Metallic) exterior over a Beige leather interior. The original service and warranty book records that the car was initially delivered through the famed Ferrari dealer Charles Pozzi S.A. in Paris on 15 June 1995 to a Mr. Rodriguez, a resident of Mougins, France.

The remainder of the service and warranty book records consistent, chronological entries by authorized Ferrari service centers, evidencing fastidious care, corroborated mileage, and use as intended, with entries as follows: 17 December 1996 (11,231 km), 5 May 2000 (20,776 km), 16 December 2001 (33,302 km), 8 August 2006 (47,363 km), 12 February 2008 (49,537 km), 18 December 2009 (50,326 km), 13 September 2014 (56,217 km), 3 April 2016 (56,800 km), 20 June 2020 (57,376 km), 28 September 2022 (59,056 km), and most recently on 26 March 2024 (59,389 km) which included a cam belt replacement.

Following more than twenty-five years and just under sixty thousand kilometers of enjoyable use, the car underwent a fully photo-documented major restoration by Stradale Vintage Cars in the Netherlands. Cosmetic work encompassed a full repaint in its original Blu Chiaro Metallizzato, Speedline wheels chemically de-lacquered and powder-coated, restored undertrays and inner wheel arches, "sticky-button" remediation, leather and carpeting deep-clean and reinstallation, and new floor mats. Discreet upgrades included Gladen door speakers and a period-appropriate Blaupunkt 46 SQR Bremen head unit.

The mechanical restoration comprised a comprehensive major engine service featuring Hill Engineering tensioner bearings, an uprated water pump, fresh cam belts, and new Tubi-style manifolds. Both cylinder heads were reworked with new valve guides, while the catalytic converters were refurbished and new cooling hoses installed throughout. The drivetrain also benefited from a new clutch and pressure plate, as well as a new flywheel treated with Klüber grease, while the fuel pumps were thoroughly inspected and refurbished.

The suspension received attention with rear bushings replaced and rear shock absorbers refurbished. Braking components were completely refreshed with new discs, pads, and lines. The comprehensive restoration was completed by mounting a fresh set of Michelin Pilot Sport tires.

Presented with its original owner's manual pouch, service book, tool kit, spare key, and a detailed digital restoration photo archive, this F355 Berlinetta is a superb and painstakingly restored example of one of the last truly analog Ferraris, offering tactile steering and the "click-clack" gated gear shifts unavailable in modern supercars. With its exquisite presentation, this example is surely one of the best of its kind available.



LOT 152

1995 Ferrari F355 Berlinetta

Chassis No.	ZFFPR41B000102348	→	Naturally aspirated 3.5-liter V8 paired with a six-speed gated manual transmission
Estimate.	€200.000 - €250.000	→	Finished in stunning <i>Blu Chiaro Metallizzato</i> (Light Blue Metallic) over Beige leather
Documents.	Cancelled French Certificat d'Immatriculation	→	Desirable early example equipped with Motronic 2.7 engine management, delivered new via Charles Pozzi in Paris, France
		→	Subject of a major, photo-documented cosmetic and mechanical restoration by Stradale Vintage Cars in the Netherlands
		→	Offered with its original service book showing consistent maintenance by authorized Ferrari service centers
		→	Showing just under 59,400 kilometers at the time of cataloging



LOT 153

1970 Ferrari 365 GTB/4 Daytona “Plexi”



Chassis No.	13357	Estimate.	€800.000 - €900.000
Engine No.	B 262	Documents.	Belgian Kentekenbewijs

- One of approximately 400 early “Plexi” Daytonas with the coveted original Plexiglas nose treatment
- One of only two Daytonas finished in *Avorio* (Ivory) according to Ferrari historian Marcel Massini
- Ferrari Classiche-certified example retaining its original matching-numbers Tipo 251 Colombo V12 engine and correct-type transaxle
- Delivered through Jacques Swaters’ Garage Francorchamps and has remained in Belgium since new
- Documented ownership by just three Belgian owners since new
- Recent concours-level restoration to its rare original scheme completed in 2025

Ferrari publicly introduced the 365 GTB/4 “Daytona” in the autumn of 1968—but this announcement was preceded by three prototypes featuring varying design cues. While the first two prototypes, chassis 10287 and 11001, featured a frontal treatment resembling its 275 GTB/4 predecessor—exhibiting the classic oval eggcrate grille and covered headlamps—the final prototype and the definitive production model debuted a much more radical design.

Penned by Leonardo Fioravanti, the Daytona’s Scaglietti-built body featured an expansive hood section that swept down into a wedge-shaped, full-width Plexiglas panel covering fixed headlights. This dramatic pinstripe effect extended into the side indicator assemblies and around the leading edges of the front wings—a now-iconic styling detail recently revived in Ferrari’s latest V12 flagship, the 12Cilindri. At the rear, a set-back cabin flowed into a steeply-raked fastback profile punctuated by a Kamm tail. The result was a stunning conclusion to a legendary lineage of short-block Colombo V12-powered Ferraris, and the last flagship model produced before Fiat assumed control of the production of Ferrari road cars in 1969.

Unfortunately, the Daytona’s original Plexiglas nose treatment only enjoyed a brief moment in the sun before it became the target of the U.S. Federal Safety Standards of the late 1960s. Among other things, the new regulations resulted in the covered headlamp arrangement being replaced by paired retractable



units in mid-1971—an alteration made in all markets for the sake of uniformity. Therefore, approximately 400 of 1,406 total GTB/4 and GTS/4 Daytonas produced—affectionately named “Plexi” Daytonas—are estimated to have left Maranello before the change took effect, made even more rare by the fact that some Plexi cars were later converted to a retractable configuration.

This Belgian-delivery example, completed on 17 April 1970, is one of these desirable early Plexi Daytonas. Chassis number 13357 is further distinguished as one of a mere two examples finished in the exceedingly rare shade of *Avorio* (Ivory) paintwork according to Ferrari historian Marcel Massini, which was paired with a *Beige Scuro Connolly* leather interior. Chassis 13357 was delivered on 25 June 1970 to Jacques Swaters’ Garage Francorchamps SA in Brussels, selling later that year to its first owner.





By the early 1980s, the car passed to its second Belgian owner—a member of Ferrari Club Belgio and the Daytona’s sole caretaker for the next three decades. In this ownership, chassis 13357 was restored in 2006 by Carrozzeria Francorchamps in Zaventem, Belgium, which saw the car refinished in red with a black interior. The berlinetta was subsequently submitted for Ferrari Classiche certification which it received in October 2011, with its “Red Book” noting that the car retains its original, matching-numbers Tipo 251 Colombo V12 engine and a correct-type transaxle.

The car passed to the current caretaker in 2015, and after ten years of enjoyment, in early 2025, the Daytona was desirably returned to its original *Avorio* over Beige Scuro leather with Nero inserts under the supervision of Gipimotor in Evere, Belgium. The bare-metal respray was entrusted to Carrozzeria Piemontaise in Evere while a full re-trimming of the interior was undertaken by the artisans at Interni Auto Maieli in Mantua, Italy.

Today, chassis 13357 emerges as one of the most compelling examples of Ferrari’s iconic Daytona, combining the coveted early “Plexi” nose configuration with this exceptionally rare factory color combination—a specification shared by only one other example. With its matching-numbers engine, Ferrari Classiche certification, documented ownership by just three Belgian owners, and concours-level restoration to original specification, this Daytona exemplifies the perfect intersection of rarity, authenticity, and intriguing motorsport heritage in one of the most defining sports cars of the era.





By the mid-1980s, the market for exotic GT sports cars was brimming with choice. There was the race-inspired Porsche 911 Turbo, the muscular Aston Martin V8 Vantage, and the Lamborghini Countach and Jalpa. As good as the rest were, Ferrari captured the decade’s imagination with the Testarossa. More than a supercar, the Testarossa became a cultural touchstone, appearing on television, arcade games, music videos, and the driveways of the fortunate few.

Styled by Pininfarina, the Testarossa was a bold reinvention of the Berlinetta Boxer. To solve chronic cabin heat issues, Ferrari moved the radiators to the sides of the mid-mounted 4.9-liter, 180-degree twelve engine. Massive side intakes, veiled by horizontal strakes, both met regulatory requirements and defined the car’s aesthetic. The result was an instantly recognizable silhouette that was simultaneously functional and extravagant. It epitomized 1980s excess while securing the Testarossa’s legacy as one of Ferrari’s most iconic creations.

Sold new in Germany in May 1985, this classic *Rosso Corsa* Testarossa was specified with a *Nero* (Black) leather interior. As an early production example, the car was equipped with the famous single, high-



LOT 154

1985 Ferrari Testarossa “Monospecchio”

Chassis No.	ZFFTA17B000057277	→	Desirable early production Testarossa featuring the famous single, high-mounted “Monospecchio” mirror
Engine No.	00230		
Estimate.	€120.000 - €180.000 OFFERED WITHOUT RESERVE	→	Finished in iconic <i>Rosso Corsa</i> over <i>Nero</i> leather
Documents.	German Fahrzeugbrief	→	Delivered new in Germany and has resided in Switzerland for most of its life
		→	Powered by its original matching-numbers 4.9-liter, 180-degree twelve mated to a five-speed manual transmission
		→	Benefits from nearly €32.000 in service work rendered in 2022 by Modena Motorsport of Langenfeld, Germany
		→	Upgraded with a set of 16-inch single-bolt wheels, and furnished with a set of original 415-mm “Monodado” single-bolt Cromodora wheels



mounted “Monospecchio” mirror and 415-mm “Monodado” single-bolt Cromodora wheels. From Germany, the car was sent to Grancia on Lake Lugano in Switzerland in 1988, where it is believed to have remained with just two owners until 2011 when it was acquired by the current owner who later brought the Testarossa back to Germany. Since taking delivery of this lovely early Testarossa the current owner has used it frequently and in 2022 nearly €32.000 was invested in maintenance which included replacing the injectors, hood struts, engine oil, and most importantly, replacing the timing belts. The original wheels were also replaced with a 16-inch set from a later-production example, offering a greater selection of tires, with the original set of metric wheels accompanying the sale. A complete and detailed accounting of the work rendered can be reviewed in the digital history file. In preparation for sale, the brake fluid was changed in July 2025, with the car currently displaying just under 87,000 kilometers at cataloging. As presented today, this classic Testarossa represents a stellar opportunity to acquire an early and well-preserved example of Ferrari’s most extravagant 1980s icon.



≈ LOT 155

2021 Aston Martin Vantage F1 Edition Roadster

Chassis No.	SCFSMGBW2MGP50036	→	Offered in like-new condition with 133 kilometers shown at cataloging
Estimate.	€175.000 - €225.000	→	Track-focused F1 Edition variant bringing 535 PS and enhanced chassis dynamics
Documents.	German Fahrzeugbrief	→	Finished in Aston Martin Racing Green over Haircell Onyx Black leather and Phantom Grey Alcantara
		→	Equipped with the Comfort Pack, Technology Collection, and Aston Martin Premium Audio

Aston Martin’s open-air Vantage Roadster arrived for 2021 with the same AMG-sourced, 510-PS twin-turbo V8 and a persona that, as *Car and Driver* put it, is “a beautiful, attention-grabbing beast.” Their road test praised the Roadster’s quick-shifting eight-speed transmission, storming exhaust, and 306-km/h potential, noting its well-sorted dynamics and grand-touring civility beneath the glamorous shape.

Into that already compelling package came the Vantage F1 Edition, created to celebrate the marque’s Formula One return and to homologate the engineering developed for the Official F1 Safety Car. Power rose by 25 PS to 535 PS, while transmission mapping was sharpened for crisper up and downshifts. Chassis revisions brought reworked damper internals and increased rear spring rate and front-end stiffness for sharper steering feel. A comprehensive aero kit featuring front splitter, dive planes, underfloor turning vanes, and fixed rear wing delivered up to 200 kg more downforce at top speed. Offered as Coupe or Roadster, the F1 Edition also wore a vaned grille, 2x2 twill carbon fiber exterior detailing, quad exhaust, and exclusive Satin Black Diamond-Turned 21-inch alloy wheels.

The virtually new, delivery-mileage F1 Edition offered here is a 2021 Vantage Roadster finished in Aston Martin Racing Green over a cabin trimmed in Haircell Onyx Black leather with Phantom Grey Alcantara. Exclusive to its F1 Edition specification, it features the dark vaned grille, smoked tail lamps, distinctive aero kit, and the signature 21-inch Satin Black diamond-turned wheels. Inside, the model’s Comfort Pack (including 16-way power seats with memory and heating) and Technology Collection (360-degree camera, auto-park, keyless entry, blind-spot detection, electric steering column, and cruise control) are standard equipment. This example is further enhanced by the optional Aston Martin Premium Audio system.

The owner’s manual records that the Roadster was initially delivered on 22 July 2021 to Aston Martin Dresden, and has traveled a mere 133 kilometers since at the time of cataloging. Representing the top of the Vantage range for 2021, this spectacular F1 Edition Roadster is presented in like-new condition and in the marque’s historic racing livery, offering a compelling opportunity to acquire the road-going, open-air counterpart to Aston Martin’s Formula One Safety Car.



LOT 156

1975 Porsche 911 Turbo

Chassis No.	9305700122	Estimate.	€250.000 - €300.000
Engine No.	6750128	Documents.	German Fahrzeugbrief

- One of only 274 early “H-Series” homologation examples built during the inaugural year of 911 Turbo production, 1975
- Comprehensive service conducted by Sportwagen & Mobiler Rennsportservice in recent years, exceeding €23.000 invested from 2020-2025
- Matching-numbers 3.0-liter, air-cooled flat-six engine rated at 260 PS
- Desirable German-delivery example
- Finished as delivered in iconic Grand Prix White over Black leather with MacLachlan tartan seat inserts
- Equipped with a factory electric sunroof

Known for its lack of restrictions on engine power and aerodynamics, the Cam-Am racing series provided an ideal venue for Porsche to experiment with turbocharging. Partnered with Penske Racing, Porsche definitively conquered the Can-Am championship in 1972 with George Follmer behind the wheel, and again in 1973 with Mark Donohue driving turbocharged variants of the 917 racer. When Can-Am's organizers effectively banned the all-dominant 917/30 for 1974 by imposing a fuel limit on turbocharged cars, Porsche looked for a different application for its turbocharging technology.

The path forward lay with the FIA's Group 4 category, which required Porsche to homologate its 934 contender for the inaugural 1976 season. Introduced at the 1974 Paris Motor Show, the 911 Turbo (Type 930) would serve as the 934's homologated counterpart, featuring a 3.0-liter flat-six engine fitted with a single turbocharger, flared wheel arches to accommodate wider wheels and tires, upgraded suspension, and a "whale tail" rear spoiler. Zero to 100 km/h occurred in 6.1 seconds on the way to a 230-km/h top speed—figures few other cars of the period could match.

One of just a mere 274 built in the first year of production to meet the homologation requirements of FIA Group 4—which mandated 400 units within the first 24 months of manufacture—this "H-series" 930 epitomizes the raw, purpose-first character of the earliest Turbos. These pioneering cars are readily identified by 1975-only features like body-colored



flag mirrors and cabins that—by Porsche's typically luxurious standards—are deliberately spartan, featuring provisions for roll-cage mounting points and, on RoW examples, omit both the double-stitched door panels and center console. The result is a lighter, more responsive driving experience, standing apart from later, more luxuriously trimmed 930 variants. Completed in April of 1975, this example was finished as it presents today in iconic Grand Prix White over Black leather upholstery, accented by bold MacLachlan tartan seat and door inserts. Factory equipment included staggered 7 by 15-inch front and 8 by 15-inch rear Fuchs alloy wheels with low-profile 50-series Pirelli P7 Cinturato tires and an electric sunroof, and it was distributed new via MAHAG in Munich, Germany.

The car is believed to have resided in Germany during its early life and later found its way to Italy. There, it was purchased by the current owner after it had undergone a comprehensive restoration which saw

the odometer reset to zero. The current owner brought the car back to Germany in 2020 and has since traveled only some 7,000 kilometers as indicated by the odometer.

In recent years, the 122nd Turbo ever built has been expertly maintained by Sportwagen & Mobiler Rennsportservice in Langenfeld, where the car was comprehensively recommissioned in 2020 with an engine-out service including a new clutch and flywheel, rebuilt CIS fuel distributor and warm-up regulator, comprehensive electrical work, and new sunroof seals, followed by new front brake discs and pads. In 2021, the transaxle was overhauled with fresh synchros and shift components, 2022 brought routine service with oil/brake-fluid changes and renewed oil lines, and in 2023 both fuel pumps and the V-belt were replaced. In 2024, the Turbo received fresh Pirelli P6000 tires, while in 2025 the turbo hardware was replaced to original-type specification—including the factory rear silencer and turbo/wastegate

carrier—as well as a new battery and radio antenna. The total investment between 2020-2025 has exceeded €23.000, documented in invoices on file.

Presented in lovely, largely original condition and wearing its era-evoking livery, this early 911 Turbo crucially retains its matching-numbers engine, with the number corresponding to a copy of the factory data card on file. Well-maintained, the car has benefitted from recent mechanical work and is fitted with the original exhaust system, a rare feature indeed. A compelling, first-series Turbo with the desirable early features, this H-series 930 offers a rare opportunity to acquire an extremely early homologation model (the 122nd built) of the iconic 911 Turbo, which had reached a staggering 87,520 examples by 2019.



≈ LOT 157

2008 Ferrari 430 Scuderia

Chassis No.	ZFFKZ64B000158751	Estimate.	€275.000 - €350.000
		Documents.	Czech Osvědčení o Registraci Vozidla

- Classically finished in *Rosso Scuderia* (Red) over an Alcantara and synthetic *Tessuto* (woven) fabric-trimmed interior
- Additionally optioned with *Grigio Corsa* racing stripes and Rosso-finished brake calipers
- Just 334 kilometers traveled since last October 2024 annual service
- Offered with owner’s manuals, two keys, and a comprehensive history file
- Blistering performance from a naturally aspirated 4.3-liter V8 rated at 510 PS and 470 Nm of torque
- Developed with and unveiled by Michael Schumacher—regarded as a rare, road-going expression of Ferrari’s mid-2000s F1 supremacy



March 2015, the car had passed to DK Engineering who performed a major service. After a brief subsequent U.K. ownership, the car returned to DK Engineering before selling the car in 2016 to Robert Challis of Bristol, under whom Ferrari Dick Lovett Swindon maintained it in 2017 (21,236 km), 2018 (22,736 km), and 2019 (25,019 km). The car then passed to a Czech owner in 2020 with Ferrari Warszawa stamps documenting consistent maintenance in 2021 (25,733 km), 2022 (28,530 km), and 2023 (29,998 km).

Under current ownership, October 2024 brought a full annual service with engine oil, brake fluid, and filters, then a second visit for spark plugs, drive belt replacement, gearbox oil, air filters, new tweeter speakers, and cosmetic repair of the right-front wheel (30,625 km). Most recently, a clutch measurement conducted in September 2025 by Formula Automobile Lyngby yielded a wear percentage of 47.1 percent.

Now showing 30,959 kilometers at the time of cataloging, this superb road-legal, track-ready Ferrari is offered with its owner's manuals, two keys, and a comprehensive history file. As the ultimate road-going iteration of the F430 platform, this 430 Scuderia is ready to be enjoyed for its blistering performance, whether thrilling on the road or dominating the track. Shaped with input from Michael Schumacher, it remains the definitive road-going expression of Ferrari's mid-2000s Formula One dominance.

The term *Scuderia* is inextricably linked with the Scuderia Ferrari Formula One Team—the oldest and winningest constructor in the history of the sport. In 2007, following an immense period of success in the early 2000s, the Scuderia bounced back from the challenge posed by Renault from 2005-2006, securing both the Drivers' and Constructors' Championships after McLaren's disqualification due to the infamous "Spygate" espionage scandal. At the 2007 Frankfurt Motor Show, a new road car was unveiled by seven-time Formula One World Champion Michael Schumacher, who also contributed to its development. Christened the 430 Scuderia, it distilled Ferrari's previous decade of Formula One dominance into the most focused and significant evolution of the F430. Built in comparatively smaller numbers than the F430, it remains a landmark link between Maranello's road cars and its title-winning single-seaters.

The seven-time Formula One World Champion was instrumental in the Scuderia's development, culminating in a lighter, more powerful, track-oriented version of Maranello's eight-cylinder model. Power was up from 490 PS to 510 PS thanks to an improved intake manifold and a lightweight sports exhaust similar to that in the F430 Challenge racer. Approximately 100 kilograms were shed through the extensive use of carbon fiber, plastic composite bumpers, a Lexan engine cover, and a spartan interior lacking carpets or floor mats for an extraordinary power-to-weight ratio of 2.5 kg/PS. In conjunction with its sophisticated aerodynamics, F1 SuperFast2 transmission and E-Diff coupled with the race-derived F1-Trac traction control system, the focused new model combined ultra-precise handling with remarkable acceleration.

Completed in 2008, this European-market 430 Scuderia was classically specified in *Rosso Scuderia* (Red) paintwork complemented by optional *Grigio Corsa* racing stripes, along with Rosso-finished brake calipers. Inside, the Alcantara and synthetic *Tessuto* (woven) fabric-trimmed interior was additionally specified with color-matched stitching, while a prominent Rosso tachometer faces the driver. Its original warranty and service book shows that the Scuderia was initially delivered on 4 March 2008 to a Mr. Colombo Vittorio of Bissone, Switzerland.

The accompanying history file shows the Scuderia received its EU Certificate of Conformity on 4 March 2008 and was registered in Germany by 5 November 2008. In February 2010, it was serviced at Joe Macari in London showing 13,192 km. In June 2014, it was sold to Nicholas Cowley of Surrey, and by





To celebrate the finale of the 2022 Formula One season, Mercedes-AMG launched the SL 63 “Motorsport Collectors Edition,” a roadster that mirrors the design of the AMG Formula One W13 E Performance car. This example, completing production on 3 July 2023, is one of just 100 produced. Its paint finish flows from High-Tech Silver Metallic to Obsidian Black Metallic, accented by a star pattern on the flanks and Petronas-colored details on the front apron, side skirts, diffuser, and the 21-inch AMG forged wheels in Matte Black with Petronas-colored rims.

Powering the SL 63 is a 4.0-liter twin-turbo V8, delivering 577 PS at 5,500 rpm and 800 Nm of torque at 2,500 rpm, paired with a nine-speed automatic transmission and all-wheel drive. This enables astonishing straight-line pace: zero to 100 km/h in just 3.0 seconds, a quarter-mile sprint in 11.2 seconds at 200 km/h, and a manufacturer-claimed top speed in excess of 300 km/h.

Performance and style are elevated by the AMG Aerodynamics package, which integrates larger flics, an extended diffuser, and an active underbody profile to improve stability, downforce, and efficiency at speed. For added convenience, the front axle lift system is included with the package. Visual impact is further enhanced by the AMG Night and Night II packages, which add High-Gloss Black and Black-Chrome finishes to exterior details, along with darkened lighting units and black-painted brake calipers.

Inside, the cabin strikes a balance between sport and luxury, featuring AMG Performance seats upholstered in Black Nappa leather and Microcut microfiber with yellow stitching. Carbon-fiber trim and a heated AMG steering wheel with a carbon-fiber

rim to reinforce its motorsport character. Standard features include Burmester 3D surround sound, ambient lighting, MBUX with Track Pace, a head-up display, and illuminated AMG door sills.

Once completed, the SL was sent to AutoTorino S.p.A., the official Mercedes-Benz dealer in Turin, Italy, where it was sold on 26 July. With a base price in excess of €170.000, the Motorsport Collectors Edition added nearly €75.000 to the base price, with the total invoiced price reaching nearly €250.000. Since then, the car has been used on a limited basis, covering just 1,254 kilometers at the time of cataloging. As a result of this limited use, the vehicle remains in fantastic condition today while offering a nearly new car experience. More than just an AMG-tuned SL, this car combines the best of the AMG with the heritage of the SL range to celebrate the triumphant 2022 Formula 1 season. With only 100 examples produced, it should be a welcome addition to any Mercedes or Formula One enthusiast’s collection.



≈ LOT 158

2023 Mercedes-AMG SL 63 Roadster Motorsport Collectors Edition

Chassis No.	W1KVK8BB8RF016573	→	One of just 100 Motorsport Collectors Editions produced
Estimate.	€200.000 - €240.000	→	Offered with 1,254 kilometers at cataloging
Documents.	Italian Libretto	→	Powered by the 4.0-liter twin-turbo V8 rated 577 PS and mated to a nine-speed automatic transmission
		→	Finished in High-Tech Silver Metallic that flows into Obsidian Black Metallic, accented by a star pattern on the flanks and Petronas-colored details
		→	Original invoiced price totaling nearly €250.000



≈ LOT 159

2011 Ferrari 599 GTO

Chassis No.	ZFF70RDT3B0176942	Estimate.	€750.000 - €850.000
Documents.	Cancelled Luxembourg Certificat d'Immatriculation		

- One of just 599 examples produced worldwide
- Ferrari Classiche certified
- Powered by a naturally aspirated 6.0-liter, 670-CV Enzo-derived V12 engine
- Exceptionally low mileage showing just 2,766 kilometers from new at cataloging
- Delivered new to Kuwait and maintained by Ferrari authorized service centers
- Finished in *Rosso Corsa* with *Grigio Silverstone* Opaco roof

The 599 GTO (*Gran Turismo Omologato*) is only the third Ferrari to carry Maranello’s most revered designation, following the 250 GTO and 288 GTO. Born from Ferrari’s experimental 599XX track program, this road-legal evolution transformed cutting-edge circuit knowledge into a strictly limited production run of just 599 examples worldwide.

Under its aggressively louvered hood rested the 6.0-liter naturally aspirated V12 derived from the Enzo, tuned to deliver 670 CV. This tremendous output was channeled through a six-speed F1-derived automated transmission capable of 60-millisecond shifts—almost twice as quick as in the standard 599 GTB Fiorano. Thanks to nearly 100 kg in weight savings over the Fiorano, it accelerated from a standstill to 100 km/h in just 3.3 seconds on the way to a top speed exceeding 335 km/h. Advanced magnetorheological suspension and massive carbon-ceramic Brembo brakes, bolstered by 144 kg of downforce from the fine-tuned aerodynamics, allowed the 599 GTO to famously lap Ferrari’s Fiorano test circuit a full second faster than the Enzo.

Yet perhaps more surprising than its performance was its approachability as a road car. *Car and Driver* praised the GTO’s “wonderfully precise damping as well as astonishingly comfortable ride quality on public roads,” adding, “the GTO will take care of its driver to the extent the driver finds comfortable, but its soul is omnipresent.” In Ferrari’s own words it was their “most extreme sports car”



ever produced, blending track-honed speed with the refinement expected of the marque’s world-class grand tourers.

Completed in October 2010 as a “Gulf version,” the car offered here, chassis 176942, presents in the model’s striking launch livery. Its Rosso Corsa (Red) bodywork is dramatically set off by a Grigio Silverstone Opaco (Grey) finish applied to the roof, C-pillars, and side sills—an arresting, technical contrast that accentuates the GTO’s wind-tunnel-sculpted lines. Giallo Modena (Yellow) calipers frame the carbon-ceramic rotors behind factory 20-inch dark-finished Challenge wheels, neatly matching the inlaid Scuderia Ferrari shields on the front wings. Further exterior highlights include the desirable carbon-fiber headlight buckets.

In contrast to the more commonly specified *Tessuto* cloth interiors seen on many GTOs, this example was ordered with a more luxurious *Nero* (Black) leather

and Alcantara cockpit. The fully electric Recaro seats feature Daytona-style inserts in Nero Alcantara, Rosso seatbelts, and matching Rosso contrast stitching. Additional carbon-fiber trim includes lateral dashboard accents and carbon-fiber door and trunk sills. Practical amenities including iPod connectivity, satellite navigation, front and rear parking sensors, a Bose Hi-Fi system, and a fire extinguisher indicate the first owner’s embrace of the GTO’s grand-touring usability.

According to the original warranty and service booklet, the GTO was delivered new on 29 December 2010 through Kuwait Automobile & Trading Co. to its first owner, Mr. Fawaz Al-Hasawi—a prominent Kuwaiti businessman and former owner of Nottingham Forest Football Club—who maintained residence in Yarmouk, Kuwait. The supplying dealer recorded early maintenance with service stamps in March 2012 at 755 km and again in February 2013 at 1,011 km. The Ferrari subsequently departed the

Middle East in the mid-2010s based on stamps from Ferrari Francorchamps Motors Luxembourg in July 2017 (1,777 km) and October 2018 (2,013 km). Invoices on file show that the GTO returned to Francorchamps Luxembourg on two further occasions, receiving an annual service in August 2020 and an oil-and-filter change in February 2022.

Now displaying a mere 2,766 kilometers from new, this collector-grade 599 GTO is accompanied by its Ferrari Classiche “Red Book,” attesting that it retains its original engine and transmission and that its major mechanical components correspond to factory records. The sale includes the complete complement of owner’s manuals housed within their “GTO” branded folio, along with a spare key, car cover, tool pouch, tire inflator, and spare. The car is also accompanied by a Ferrari Technical Certificate stating that the car meets European Type Approval, enabling it to be sold and registered in the EU.



As a model, the 599 GTO remains a turning point for Ferrari's front-engine V12 evolution, representing a revival of the marque's dual-purpose formula that defined the legendary machines of the 1950s and 1960s, and paving the way for future front-engine V12, track-focused models like the F12tdf and 812 Competizione. With its impeccable presentation and low mileage, this Ferrari 599 GTO represents one of the finest and most collectible examples of its type. It is not only one of the most thrilling and exclusive Ferraris of the modern era, but also a superbly preserved example complete with Classiche certification. This 599 GTO would stand out in any collection, encapsulating the very best of Ferrari's dual-purpose engineering philosophy and the GTO legacy.



LOT 160

1935 Aston Martin 1½-Litre Mark II Long-Chassis Sports Saloon

Chassis No.	E5/577/L	→	Only three previous owners prior to joining the collection of Fuad Majzub in 1975
Engine No.	E5/577/L		
Estimate.	€65.000 - €85.000 OFFERED WITHOUT RESERVE	→	Long-term single-family ownership for 50 years
		→	Incredibly rare, believed to be one of only three Mark II two-door Sports Saloons
Documents.	UK V5	→	A compelling Pebble Beach-worthy restoration project
		→	Supplied with its early registration documents from 1935
		→	Among the most attractive Pre-War Aston Martin Bertelli designs
		→	A matching numbers example with original coachwork

The Aston Martin Mark II Sports Saloon was the pinnacle of the marque's Series-3 range. A decisive evolution of the earlier Le Mans model, it was the last Aston to receive the proven 1.5-liter four-cylinder from the previous model, now tuned between 84 and 100 PS—an impressive performance number for the day. Combined with its stiffened, simplified chassis, the Mark II delivered both elegance and genuine sporting credentials—a reflection of Aston's new focus on motor racing under Aston director A.C. Bertelli. The Mark II was offered on both short- and long-wheelbase chassis in a variety of body styles, the Sports Saloon stood apart as one of the most exclusive, with approximately 20 examples ever constructed.

This 1935 Aston Martin 1½-Litre Mark II is thought to be one of just three such two-door long-chassis Mark IIs in the Sports Saloon configuration. First registered in England in 1935 as confirmed by its early registration book, the Mark II saw just three prior owners before joining the esteemed collection of Fuad Majzub in 1975. The Aston was clearly a treasured piece of the collection, remaining under the family's ownership for 50 years as confirmed by its 1975 Christie's invoice.

The car retains its early 1935 log-book plus matching numbers and original coachwork. This spectacular barn find makes for an alluring restoration project; a rare chance to restore such a unique and stunning Aston Martin back to its full potential. In fact, one of its sister cars was displayed at the 2025 Pebble Beach Concours d'Elegance in Monterey, California, and won the prestigious Montagu of Beaulieu Award—crowned the most significant British car at Pebble Beach.

Aston Martin MK II Two-Door Sports Saloon chassis number E5/577/L offers a rare glimpse into the storied marque's pre-war history, and the opportunity to return such a charming classic to the stature it so richly deserves.



LOT 161

1976 BMW 3.0 CSL Group 2

Engine No.	3120141 (see text)	Estimate.	€500.000 - €600.000
		Documents.	Bill of Sale

- Overall winner at the 1976 24 Hours of Spa, and Group 2 class winner at the 1976 24 Hours of Le Mans
- Privateer 3.0 CSL Group 2 prepared by Emilio Alonso and campaigned by Jean-Marie Detrin in the 1976 season
- Faithfully restored circa 2006 to its Spa-winning Association Interim/Veedol livery with start number 5
- Repeat entrant in the Spa Classic, Dix Mille Tours, Monza Historic, and Zoute Concours d'Elégance
- Replacement engine assembled and installed in 2018 by Gipimotor, and new cylinder head in 2019 performed by Laranca Motorsport
- Highly eligible for historic touring car events including Le Mans Classic, Peter Auto, and CER events

This outstanding 1976 BMW 3.0 CSL Group 2 began life as a bare, non-stamped E9 rolling shell without an engine, gearbox, or brakes, delivered from BMW directly to Dewilde Motors in Brussels on behalf of the shop foreman, Mr. Jean-Marie Detrin. Unable to keep up with the Alfa Romeos prepared by Emilio Alonso of Braine l'Alleud in his BMW 2002, Detrin turned his greatest rival into his ally, asking him to prepare the E9 shell for the 1976 season. Alonso prepared the car with some assistance and parts supplied by Detrin, modifying the bodywork and fitting the iconic “Batmobile” rear deck spoiler. In a signed letter on file, Alonso unequivocally confirms the car’s authenticity (translated from French): “I, the undersigned Mr. Emilio Alonso, retired preparer... declare, without the slightest doubt, the authenticity of this car because, after observing and examining it, I was able to find certain construction details that had been carried out by me at the time, when I personally prepared this BMW. This coupé brought me my first victory in the 24 Hours of Spa as a young preparer.”

The BMW made its competition debut in the European Touring Car Championship (ETCC) at the Trofeo Mario Angiolini, held on 28 March 1976 at Autodromo Nazionale di Monza. Joined by co-driver Roland De Jamblinne, the pair qualified in eighth position but failed to finish. Four weeks later, the car was entered in the Netherlands Toerwagen Kampioenschap (NTK) at Zandvoort on 19 April 1976, carrying race number 41. Detrin qualified the car in sixth position and secured a respectable fourth-place finish in the over 2.0-liter class. The car was then entered for the 24 Hours of Le Mans in June with drivers including Jean-Louis Ravanel, Jean “Jacky” Ravanel, and Detrin. Sponsored by BP and Les Maisons du Week-End, the BMW carried number 95 and started toward the back of the grid.

The Le Mans effort proved remarkably successful. Despite qualifying 54th among 57 starters, the BMW



Jean-Marie Detrin behind the wheel of the number 5 BMW 3.0 CSL at the 1976 24 Hours of Spa.

methodically cut through the field to finish 24th overall and claim a phenomenal victory in the Group 2 class. Making this privateer victory even more remarkable was the fact that only two of the seven BMW entries completed the grueling 24-hour distance, the other being the Group 5 works entry. Encouraged by this excellent result, Detrin committed to the Spa 24 Hours in July. Racing under Association Interim/Veedol sponsorship and carrying number 5, the car featured an all-Belgian driver lineup of Detrin, Charles Van Stalle “Chavan,” and Nico Demuth. After a camshaft problem in practice, the team was forced to revert to the used Le Mans motor, nursing it through the race with a measured pace. This setback ultimately worked in their favor, as the car steadily climbed the order before taking the lead as the track dried out, capturing an overall victory!

Further appearances that year came at the Access RAC Tourist Trophy at Silverstone on 19 September, followed by the 4 Horas de Jarama at Circuito del Jarama on 3 October. Detrin subsequently sold the car at season’s end to Richard Lorenian, who entered it under the pseudonym “La Torche” in the French Hill Climb Championship. Lorenian claimed Class 4 titles



The BMW 3.0 CSL Group 2 of Détrin, Van Stalle, and Demuth charging to overall victory at the 1976 Spa 24 Hours.

in both 1977 and 1978, placing sixth and tenth overall, respectively. Lorenian subsequently sold the BMW to fellow hill climb competitor J-M Marion, who ran it intermittently over the next several decades before parting with the important BMW in October 2005. The new caretaker initiated a faithful restoration the following spring in preparation for the BMW’s participation in the Hermès-sponsored Le Mans Classic concours d’Elégance that July.

Acquired by the current enthusiast owner in 2011, the BMW has since been exercised in numerous world-class historic motorsport events and concours including the Monza Historic in June/July 2017, the Dix Mille Tours at Paul Ricard in October 2017, three iterations of the Spa Classic in 2017–2019, and the Zoute Concours d’Elégance in October 2019. Between these outings, the BMW received thorough preparation and post-event servicing courtesy of Gipimotor. Following an engine failure at the Dix Mille Tours in 2017, a freshly built replacement engine was assembled and installed in 2018 with the block bored and honed, a new crankshaft, connecting rods, pistons, bearings, valve gear, and cam chain, the dry-sump tank cleaned, the oil cooler replaced, and the differential rebuilt with new bearings and hardware.

In 2019, a cracked cylinder head was diagnosed and Laranca Motorsport supplied and machined a correct big-port head to race specification, including new valve guides and re-cut valve seats. It should be noted that because the BMW was built on a non-stamped, bare body shell, the car does not carry a chassis number and is currently being offered on its presently installed engine number (no. 3120141). The final stage of work carried out in 2020 consisted of completely stripping the bodywork and shell, effecting some necessary minor repairs, followed by a full respray and finishing to the current high standard. This work is documented by an extensive photographic report on file with dozens of photographs taken at this stage.

Today, the BMW is presented in its distinctive 24 Hours of Spa-winning Association Interim/Veedol livery with start number 5, and remains an authentic piece of BMW’s dominant legacy in the European Touring Car Championship. This pedigreed Group 2 racer will surely continue to be enjoyed in future events by its next owner, offering eligibility for premier historic racing events including the Le Mans Classic, Peter Auto’s Heritage Touring Cup and Tour Auto, and Classic Endurance Racing (CER) events.



LOT 162

2007 Lamborghini Murciélago LP 640

Chassis No.	ZHWBA37S17LA02289	→	Rest-of-World market car previously owned by a member of the UAE Royal Family
Estimate.	€250.000 - €300.000	→	Highly optioned, updated Murciélago LP 640-4 offered with 5,510 kilometers at cataloging
Documents.	Bill of Sale	→	Impeccable carbon fiber weave showing through the striking <i>Oro Adonis</i> paint work
		→	Equipped with a 6.5-liter V12 and six-speed e-Gear automatic transmission
		→	One of 423 Murciélago Coupes produced for 2007

Introduced at the 2006 Geneva Motor Show, the facelifted Lamborghini Murciélago LP 640-4 was a decisive evolution of the marque’s flagship V12 supercar, elevating both performance and presence of the original Murciélago. Its uprated 6.5-liter V12 delivered 640 PS and its upgraded six-speed e-Gear automatic transmission now featured launch control, rocketing the Raging Bull to 100 km/h in just 3.4 seconds on the way to a top speed of 340 km/h. Redesigned front and rear fascias, larger center-exit exhaust, and enhanced aerodynamics sharpened its visual aggression. The LP 640-4 notably featured asymmetrical side intakes, the left of which routed to the car’s oil cooler. Refined interior appointments included more headroom and a new dashboard with upgraded stereo, pairing the Murciélago’s new performance with enhanced livability. Lamborghini produced only 423 coupes for the 2007 model year, primarily for the European and American markets.

This 2007 Lamborghini Murciélago is a rare Rest of World market example finished in *Oro Adonis*, and the carbon fiber weave can still be seen through its striking golden paint. Inside is a two-tone Brown interior with Tan Q-Citura diamond pattern quilted leather throughout, including on the roof, seats, and center arm rest. Equipped with nearly every available

option, the car features carbon-ceramic brakes, a glass engine cover, chrome paddle shifters, crested headrests, contrast stitching, satellite navigation, and a front axle lift.

The Murciélago was originally ordered by Sheikh Mualla Bin Ahmed Al Mualla in Dubai, United Arab Emirates, and was owned by the Royal Family of the UAE for much of its life. It later changed hands landing with a new owner in Tokyo, Japan, in May 2021 as indicated in its CarVX Vehicle History Report. The report records an inspection that month and a last registration in Sano, Japan, in February 2025 prior to export. Today this Murciélago LP 640 is offered with just 5,510 kilometers and a recent full service at DK Engineering in the United Kingdom ahead of the auction.

With its rare finish, exhaustive list of options, remarkable condition, and extraordinarily low mileage, this LP 640 stands apart even among Murciélagos. As indicated by its prior long-term royal ownership, a Murciélago of this rarity, provenance, and preservation is a crown jewel for any serious Lamborghini collector.



coachbuilders, such as Zagato, Fissore, and Touring. When production of the 1600 ended in 1963, just 128 1600s had been produced, with the majority receiving Zagato bodies, while only 24 examples were dressed in Fissore coachwork.

Of the three 1600 Cabriolets produced, chassis number 119 was one of just two examples to feature the aluminum Fissore coachwork on the tubular space frame chassis. It made its grand public debut when it was shown on the Carrozzeria Fissore stand during the 1963 *Salone dell'Automobile di Torino*, finished in burgundy and equipped with optional hubcaps on the Amadori alloy wheels. Later in the car's life, it was imported to the United States, where it was part of the Larry H. Miller collection, followed by the noted David Vogel Uihlein Sr. collection. In 2006, the car ventured back across the Atlantic to the United Kingdom

with Hugh Taylor. Remaining under his care for six years, the car passed to its next steward in 2012 who commissioned a full mechanical overhaul of the car making it a delight to drive while maintaining its originality. Once this work was completed, the car passed to its current caretaker, a renowned European collector, in 2016.

As presented, the car remains in largely original condition and displays just 39,765 kilometers at cataloging, which are believed to be original. Included in two of the most well-regarded collections in the United States and one in the U.K., the car has benefited from the stewardship of dedicated preservationists, culminating in its excellent presentation today. As a limited production model from Italy's golden age of sports cars, and as one of just three 1600 GT2 Fissore Cabriolets, its highly original condition would surely grant it entry to numerous concours events or would be an ideal touring car suited for pre-1965 historic driving events, just like the Maserati brothers intended.



LOT 163

1963 O.S.C.A. 1600 GT2 Cabriolet

Coachwork by Carrozzeria Fissore

Chassis No.	00119	→	One of just three aluminum-bodied Fissore Cabriolets built, and one of two on a tubular space frame chassis
Engine No.	00119		
Estimate.	€200.000 - €300.000		
Documents.	French Certificat d'Immatriculation	→	Shown by Fissore at the 1963 <i>Salone dell'Automobile di Torino</i>
		→	Powered by an Aurelio Lampredi-designed, 105-PS 1.6-liter inline-four with dual overhead cams mated to a four-speed manual transmission
		→	Formerly part of the Larry H. Miller, David Vogel Uihlein Sr. and Hugh Taylor collections
		→	A largely original example benefiting from mechanical recommissioning in 2012

Founded in 1947 by the Maserati brothers in their hometown of Bologna, Italy, O.S.C.A. set out to produce purpose-built racing cars for the competitive Italian 1,100-cc racing class. Their first car, the MT4, featured a 1,092-cc engine producing 55 PS at 6,000 rpm, with an in-house designed block, alloy head, and two-seater cycle-fendered roadster bodywork. It debuted in 1948 at the Pescara Circuit, and the following month at the Grand Prix of Naples, it was piloted to victory by Luigi Villoresi. Continued success was found in 1954 when Stirling Moss and Bill Lloyd drove an O.S.C.A. MT4 to win the 12 Hours of Sebring for the Briggs Cunningham Team. In 1955, a more powerful 1,500-cc TN-engined MT4 chassis with a streamlined body, known as the “Simpson Special,” set several records at the Bonneville Salt Flats. Consistent results were seen by O.S.C.A. in the World Sportscar Championship as well, ranking 10th in 1953, 4th in 1954, 6th in 1957, 5th in 1958, and 4th in 1961.

Debuting in 1961, the 1600 marked the first ever road car from O.S.C.A., and featured an Aurelio Lampredi-designed 1.6-liter dual-overhead-cam four-cylinder engine, placed inside its tubular space-frame chassis. This chassis was clothed by Italy's famous



≈ LOT 164

2019 Ferrari 812 Superfast

Chassis No.	ZFF83CMB000244301	Estimate.	€300.000 - €400.000
		Documents.	Belgian Kentekenbewijs

- Belgian-delivered via Ferrari Monza NV, offered from its single owner from new with 14,166 km at cataloging
- Finished in Ferrari Historical Color of *Verde British Racing* (Green) over a tailored cabin with *Verde* Daytona Racing seats and *Nero* (Black) Alcantara trim
- Naturally aspirated 6.5-liter V12 rated at 800 PS, capable of zero to 100 km/h in 2.9 seconds and a 340 km/h top speed
- Well-optioned with a suspension lifter, front and rear parking cameras, High Power JBL hi-fi system, and more
- Comprehensive dealer service history since new, with just 310 km traveled since the most recent maintenance
- Accompanied by its service book, two keys, and Certificate of Conformity



Introduced for 2017 as the successor to the F12berlinetta, the 812 Superfast—named as a nod to its high-performance 500 Superfast forbear of 1964—reaffirmed Ferrari’s front-mid-engined V12 GT as a reference point for both speed and engagement. Its naturally aspirated 6.5-liter twelve revved to a screaming 8,500 rpm and developed 800 *cavalli vapore*, making it the most powerful naturally aspirated engine ever fitted in a Ferrari road car at the time of its introduction.

This enormous thrust was delivered to the rear wheels through a seven-speed dual-clutch transmission, with Ferrari’s *Passo Corto Virtuale*, or “Virtual Short Wheelbase” four-wheel steering system, Version 5.0 of the Side Slip Control (SSC), and Electric Power Steering (EPS) harnessing the car’s visceral output. Contemporary road tests praised the 812’s dual character—effortlessly rapid cross-continent pace paired with the ear-piercing shriek of the last-of-

its-kind, non-hybrid V12. Ferrari quoted zero to 100 km/h in 2.9 seconds and a 340 km/h maximum, numbers that sit comfortably beside the model’s reputation among enthusiasts and the automotive press as one of Maranello’s most complete modern grand tourers.

The example offered here is a 2019 Ferrari 812 Superfast finished in Ferrari Historical Color of *Verde British Racing* (British Racing Green)—a sophisticated alternative to the pervasive red hues. The exterior specification is completed by 20-inch forged dark-painted wheels over glossy black brake calipers with carbon-fiber center caps, titanium exhaust pipes, and adaptive headlights with Static Bending Light (SBL) function. The cockpit features Daytona Racing Seats trimmed in Verde (Green) leather with the carpets and parcel shelf trimmed in Nero (Black) Alcantara. “Extra-range” colored details abound—Verde contrast stitching, matching

Cavallino headrest embroidery, and Verde leather-detailed floor mats—and are set against a yellow rev counter that anchors the driver’s view. Desirable road-use options including High Emotion Low Emission (HELE) idle-stop, a suspension lifter, front and rear parking cameras, and the High Power JBL hi-fi system make the most of the 812’s long-legged capability.

Delivered new on 20 April 2019 by Ferrari Monza NV in Belgium and first registered on 5 February 2020, this well-specified Superfast has had just one owner and shows 14,166 km at the time of cataloging. Since delivery, maintenance has been consistently performed by the supplying dealer, with service stamps at 3,008 km (14 July 2020), 8,571 km (25 August 2021), 10,408 km (27 June 2022), 11,104 km (8 August 2023), and 13,856 km (21 November 2024); fewer than 200 km have been driven since the most recent service. This level of care is also supported

by the car’s like-new presentation, which is further backed by comprehensive paint protection film aiding the continued preservation of its finish. It is accompanied by its original service book, two keys, a valid technical inspection, and a Certificate of Conformity.

With a historic exterior hue, single ownership with documented dealer servicing, low mileage, and desirable options, this 812 Superfast is an especially appealing example of Ferrari’s definitive front-engine V12, equally at home carving a favorite road as it is crossing a continent at speed. For the collector seeking a tastefully specified, diligently maintained 812 in an uncommon and period-evocative shade of green, this car makes a compelling case.



LOT 165

1964 Alfa Romeo Giulia 1600 Sprint Speciale

Chassis No.	AR 380963	→	One of just 1,400 Giulia 1600 Sprint Speciales produced, inspired by Bertone's experimental BAT show cars
Engine No.	ARO 0121 01211		
Body No.	87 2222		
Estimate.	€70.000 - €90.000 OFFERED WITHOUT RESERVE	→	Powered by a 1.6-liter dual-overhead-cam four-cylinder mated to a five-speed manual transmission
Documents.	Italian Libretto	→	Finished in Bianco Alfa over a blue and grey cloth interior
		→	Retained by a single owner for the past 10 years; purchased from one of the noble Barons of Sicily

Franco Scaglione, working without computers or wind tunnels, relied on instinct and artistry to shape some of the most striking and aerodynamically efficient automobiles of the mid-20th century. Over more than two decades, his designs left a lasting imprint on the Italian *carrozzeria* tradition. Among his most influential works were two interpretations of the Alfa Romeo Giulietta: the elegant Sprint and the racy Sprint Speciale. His creative peak came through his partnership with Nuccio Bertone, where bold concepts met production reality in cars that remain celebrated today.

First shown at the 1957 Turin Motor Show, the Sprint Speciale drew directly from Bertone's experimental BAT (*Berlina Aerodinamica Tecnica*) cars and Carrozzeria Touring's futuristic Disco Volante. Initially based on the Giulietta chassis, the model continued into the Giulia era beginning in 1962. With the Giulia's larger 1,570-cc twin-cam engine, the Sprint Speciale combined power with its remarkably low 0.29 drag coefficient and streamlined profile, achieving 191 km/h—a remarkable top speed for such a small-displacement car in its time.

Purchased by the current owner in September 2015, the car was previously held by one of the noble Barons of Sicily. Under their stewardship, the car participated in numerous Veteran Car Club Panormus tours and historic Targas, with the tech inspection tags that remain hanging from the steering column. Today, the car remains a well-presented example in Bianco Alfa, featuring a blue and grey cloth interior. It has the added benefit of being powered by the correct type 121 1.6-liter four-cylinder engine with original series stampings. With its sprightly 1,570-cc twin-cam engine delivering spirited performance and its eligibility for numerous driving events and club gatherings, this Sprint Speciale would be a superb addition to any collection of rare Italian sports cars where the thrill of vintage motoring is paramount.



LOT 166

2009 Mercedes-Benz SLR McLaren Roadster 722 S

Offered from The Aleggia Collection

Chassis No.	WDDAK76F29M001973	Estimate.	€700.000 - €800.000
		Documents.	German Fahrzeugbrief

- One of just 150 722 S Roadsters produced
- Displaying just 6,869 kilometers at cataloging
- The most potent and highly sought after variant of the SLR Roadster
- Powered by the hand assembled AMG supercharged 5.4-liter V8 rated at 650 PS
- Finished in Crystal Palladium Grey with a Black leather and Alcantara interior



At precisely 7:22 a.m. on 1 May 1955, Stirling Moss and Denis Jenkinson surged out of Brescia in a Mercedes-Benz 300 SLR to take on the Mille Miglia, the grueling 1,000-mile race across Italy. Averaging an incredible 157 km/h, they crossed the finish in 10 hours, 7 minutes, and 48 seconds. It is an achievement that stands forever as the fastest run in the event's history. Their car bore the number 722, marking their departure time, and that figure would later become one of the most evocative symbols in Mercedes-Benz lore.

More than half a century later, on 28 September 2006, Mercedes-Benz and McLaren revealed the SLR McLaren 722 Edition at the Paris Motor Show. Limited to 150 hand-built examples, the car paid direct homage to Moss's triumph while pushing the envelope of modern performance engineering. Each was crafted at McLaren's Woking facility, blending Formula One know-how with Mercedes-AMG power.

At its heart was a hand-assembled, supercharged 5.4-liter V8 tuned to deliver 650 PS and 820 Nm of torque. This translated to blistering sprint to 100 km/h in 3.6 seconds and a maximum speed of 337 km/h. The performance leap came courtesy of sharper engine mapping, a quicker-shifting transmission, stiffer springs with retuned dampers, lightweight forged 19-inch wheels, and massive 390-mm carbon-ceramic brakes with red-painted calipers. The result was sharper turn-in, greater stopping confidence, and heightened driver engagement.



The 722 Edition's aerodynamic package provided both visual aggression and functional gains. A deeper front splitter, reworked rear diffuser, and adjustable airbrake increased stability while the carbon-fiber composite body trimmed nearly 44 kilograms off the curb weight. Inside, the cabin featured purposeful accents: darker trim, embroidered "722" insignias, and sport seats that reinforced its exclusive, track-bred character.

The following year, the range expanded with the SLR Roadster, its carbon-fiber chassis ensuring rigidity and crash protection despite the absence of a roof. A soft top that deployed in under ten seconds preserved refinement even at 200 km/h. In 2008, Mercedes expanded the 722 legacy with the SLR McLaren 722 S Roadster to create an open-air supercar that retained 650 PS, a 3.7-second sprint to 100 km/h, and a 335 km/h ceiling. Like the coupe, it combined aerodynamic precision,





sharpened suspension, and design cues worthy of its racing inspiration.

One of just 150, 722 S Roadsters produced, this example was ordered new in Abu Dhabi and specified in Crystal Palladium Grey with a Black leather and Alcantara interior. Inside, the body-contoured seats for the driver were specified in medium, while a large size was selected for the passenger seat. Contrasting this dark livery is a vibrant Red seat stitching, seat belts, and fabric soft top.

Acquired by the current owner in June 2018, the SLR has remained in remarkable condition since. Displaying just 6,869 kilometers at cataloging, the car remains an extraordinary example of the most potent SLR Roadster produced. Combining the use of innovative, cutting-edge technology with an avant-garde, motorsports-inspired design, the SLR Roadster provides an extraordinary driving experience utilizing the finest characteristics of Mercedes-Benz and McLaren. The attributes have become exceptionally desirable since its debut, especially when found in the limited-edition Roadster 722 S. Boasting an excellent color combination, low mileage, and outstanding condition, this particular example might just be the most captivating of them all.



LOT 167

1987 Porsche 959 Komfort

Offered from The Aleggria Collection

Chassis No.	WP0ZZZ95ZHS900083	Estimate.	€1.700.000 - €1.900.000
Documents.	Andorran Certificat de Matriculació		

- One of just 34 959s finished in rare Graphite Metallic
- From the exclusive production run of just 266 959 Komforts
- Originally optioned with rarely seen *Wagenfarbe* “W9” body-color wheels
- 2.85-liter twin-turbocharged flat-six rated at 450 PS
- German-market example with just over 49,869 kilometers recorded





The German language is famous for its hyper-specific expressions: *Kalkulationsfehler* (financial mistake), *Glück im Unglück* (silver lining), and *Tausendkünstler* (jack of all trades). All of these descriptions, and more, apply to the Porsche 959, the brand's first true supercar. A technological marvel born in the mid-1980s, the 959 was an engineering test bed that filtered its advancements down to the 911 lineup for well over a decade. But it was also a financial headache. The project was riddled with delays and massive cost overruns that created a cloud of uncertainty around its production. Today, that fog has lifted, revealing the 959 for what it truly is: a dramatic showcase of advanced technology and speed.

In the early 1980s, Porsche was driven to prove its technological dominance honed through decades of racing. The "Gruppe B" 959 project was created

for this very purpose. Turbocharging, which first appeared on the 1972 917/10 Can-Am racer, made its way to their first turbocharged road car, the 1975 911 Turbo, and eventually to the 959. It was a similar story with engine cooling. Porsche's racing program had reached the thermal limit of its air-cooled flat-six engines, so water-cooled heads appeared on the victorious 956 endurance prototype in 1982, and just a few years later, the 959 was the beneficiary of these successful experiments. Self-leveling suspension, traction control, tire pressure monitoring, ABS, and composite body construction all seem commonplace today, but each of these systems was still in its infancy when it was first applied to the 959.

Porsche wasn't content with simply piecing together a supercar from existing race parts. The company entered the 959 in two of the most demanding arenas

in motorsport: the 24 Hours of Le Mans (as the 961) and the Paris-Dakar Rally. The 959 was triumphant in both. At its 1986 debut at Le Mans, it finished first in class and seventh overall. It fared even better crossing the desert sands of Africa in the ultimate test of durability and endurance, finishing first, second, and sixth in the 1986 Paris-Dakar Rally. By the time the 959 was ready for production, all the incredible technology, testing, and racing led to an issue that additional power or better handling couldn't solve: the program had drastically exceeded its budget. As a result, Porsche lost money on every single 959 sold. In effect, those lucky enough to purchase a new 959 for roughly DM 430.000 were getting a massive discount on the actual production cost due to the high levels of engineering investment typical of Porsche.

Despite the 959's outsized reputation, just 266 959 Komforts and, later, a smaller number of Sports were produced. Chassis number 900083, a "C00" German-market example, is one of these rare 266 Komforts produced in 1987 and finished in November of that year. The original owner optioned the car in the rare shade of Graphite Metallic, one of just 34 so selected. Even rarer is the "Z-Code" Special Wishes *Wagenfarbe* or body-color wheels option selected when new as noted on the build sheet as Option Code 03981. Furthermore, the groundbreaking supercar was ordered with a Dark Grey Metallic leather interior optioned with Heated Front Seats, Left and Right Electric Height Adjustable Sports Seats, and an Alarm System. Naturally, the front and rear seats were selected in the iconic tri-color pattern so emblematic of 1980s-style Porsche.



The 959's service book records that this 959 was first sold to Frank Maser of Bielefeld, Germany in November 1987. Later it was registered on Böblingen number plates "BBY959" and then imported to Italy at the end of 1999. Its second Italian owner, who acquired the car in 2013, is noted as the owner of Napoli Calcio and SRL Filmauro. Service book stamps show regular maintenance at the factory and then Centro Porsche Padova, including work in 2013, 2014, and in 2018. In 2018, chassis number 900083 joined The Aleggria Collection. The car's current excellent condition is commensurate with the indicated odometer reading of 49,869 kilometers with just 484 km added by the current custodian during their seven years with the car.

The Porsche 959 was a ground-breaking supercar featuring an array of technological feats wrapped up in one amazing package and today it remains the exemplar 1980s supercar. Chassis number 900083 includes its German-delivery owner's manual and combination service book as well as an Italian language version from its time in Italy, multi-piece tool kit, and VIN Analytics build sheet. Rare is the opportunity to acquire a well-documented and unmodified 959 in a rare color at auction. This excellent example of Porsche's first supercar awaits its next caretaker.



LOT 168

1961 Mercedes-Benz 300 SL Roadster

Chassis No.	198.042.10.002818	Estimate.	€1.100.000 - €1.400.000
Engine No.	198.980.10.002872		
Body No.	198.042.00080	Documents.	Swedish Registreringsbevis
King Pin No.	002875		
Steering Box No.	002884		
Rear Axle No.	002991		

- Desirable ultimate “iron-block, disc brake” Roadster specification; one of only 270 produced
- Matching-numbers chassis, engine, body, steering box & rear axle
- Long-term Californian and Swedish documented ownership
- Recent major service by official Mercedes-Benz Center Legends Duda-Cars
- Highly original example with incredibly preserved 1970s paint retaining a beautiful patina
- Comes with extensive history file including a Datenkarte, pouch and books
- A more usable and refined successor to the legendary 300 SL Gullwing



Only a few short years after emerging from the devastation brought about by World War II, Mercedes-Benz created the technologically advanced W194 300 SL race car. A sports racing car like no other, it not only recorded overall victories at the 24 Hours of Le Mans and the Carrera Panamericana, but it is also responsible—along with Max Hoffman—for the creation of the 300 SL “Gullwing” Coupe. An instant sales success, the road-going Gullwing became a feather in Max Hoffman’s cap providing the persuasive U.S. importer with the required political capital to convince Mercedes’ board members that a convertible variant for the 300 SL Coupe would be equally successful if aimed squarely at the California market.

The creation of the Roadster involved more engineering than simply removing the roof and adding a few strengthening braces. For starters, the advanced space frame required a redesign to accommodate conventional doors instead of the coupe’s roof-hinged Gullwing doors. The removal of the roof created a knock-on effect in other areas. Additional trunk space was required due to the loss of rear seat storage when the convertible top was retracted. Reducing the fuel tank capacity to 100 liters allowed the spare tire to be stored beneath the trunk floor. These changes then allowed the inclusion of two pieces of fitted luggage, if so optioned.

The Roadster featured a host of technical improvements benefiting the driver as well. A



redesigned rear suspension with a low pivot swing axle reduced mid-corner, off-throttle snap oversteer. This change, along with softer springs, created a more forgiving suspension and produced a wonderfully compliant yet capable car. The engine, in typical Mercedes-Benz style, was at the forefront of technology. Working in partnership with Bosch to develop not only the world’s first fuel injected production car, but one with direct fuel injection! This system delivered a precise amount of highly pressurized fuel directly into each cylinder at just the right moment for optimal performance. Alpine passes could now be easily traversed without a single adjustment to the engine for optimal running. The previously optional competition camshaft now became a standard feature on all Roadsters. Offering a 15 PS increase over the Coupe, the Roadster was an extremely strong runner with 215 PS at 5,800 rpm in standard form.

Chassis number 002818 is one of just 250 examples manufactured in 1961 at the Mercedes-Benz factory in Stuttgart-Untertürkheim according to the Gull Wing Group. Built to U.S. specifications, it was fitted with sealed beam headlights (code 720) and originally finished in the refined and timeless shade of White (050) with red leather interior. First sold in the United States in 1962, the car was known to be in San Diego, California, before being registered, according to its archives, in 1978 (already repainted in silver at that point) in the upscale coastal city of Rancho Palos Verdes, California—a location known for its serene residential streets and commanding views over the Pacific Ocean—under the names of Earl and Betti Eichhorn, with whom it remained through 1987, bearing California blue plate number 487 NXZ. This distinctive registration may well have reflected the profession of its owner, Earl Eichhorn, a former U.S. Army helicopter pilot serving in the 210th Aviation Battalion whose daring background echoed the spirit of the 300 SL itself.

In 1987, the car embarked on a new chapter, being exported to Europe and registered in Sweden under the number CLP 380-4 (Bill of sale for \$35,000 dated 1987 available on file). Presented then as it remains today, the owner treasured the car and kept it in his possession for 27 years, until it was exported to Germany in 2014. Extensively documented, this 300 SL Roadster is offered with its correct pouch, owner’s manual, and history file including Datenkarte as well period photos and invoices for work carried out.

The oil service sticker from 1976, adhered to the paintwork, together with recent coating thickness measurements, confirm that the car has likely only been resprayed once, with high-quality in-period work believed to have been carried out in the 1970s, some fifty years ago. Presented today in a lovely condition with beautifully preserved paint and its original leather interior, enhanced by an appealing patina.



According to the accompanying Datenkarte, this 300 SL 'disc-brake' Roadster is a matching-numbers example, retaining its original factory plates and stampings on the chassis, engine, body, king pin, steering box and rear axle. Even the four wheels plus spare wheel are original and correctly date stamped. Apart from the replacement of the transmission with an original Mercedes-Benz factory unit and the conversion of the headlights to the desirable European specification, the car appears to be impressively original with no signs of any major previous restoration work carried out. Recently the car has benefited from important mechanical work by official Mercedes-Benz Center Legends Duda-Cars. Works included a new fuel tank, new fuel sender and revision of the all-important injection fuel pump system. Moreover, the car received a major service with invoice on file and at the same time the engine bay has benefited from meticulous dry-ice cleaning.

This example, equipped with both disc brakes and the cast iron engine block from new, ranks among the ultimate specification 300 SL Roadsters with approximately 270 produced, and in light of its rarity and exceptional level of authenticity, it represents a truly remarkable opportunity for discerning collectors.





The AC Ace was a highly influential British sports car of the early post-war era, produced from 1953 to 1963. Built in Thames Ditton, England and penned by legendary designer John Tojeiro, the Ace blended traditional British craftsmanship with genuine competition potential. Early cars carried AC's own two-liter overhead cam straight-six that had been in service since the end of World War I, but the model reached its full potential in 1956—when it could be optionally fitted with Bristol's 122-PS, triple-carbureted straight-six and four-speed transmission. With improved acceleration, a 187 km/h top speed, and standard front disc brakes by 1958, the Ace-Bristol became a formidable presence on the open road and racetrack alike. Competitive across North American circuits and an entrant at Le Mans from 1957 to 1959, the AC Ace cemented its reputation as a purebred sports racer. Only 466 examples were built with the coveted Bristol engine, carrying the Ace to the end of its production.

Sporting the “BEX” designation, this 1958 AC Ace-Bristol is a left-hand-drive export model powered by the more potent Bristol motor. This example was delivered new in May 1958 to Count François Cossé de Brissac in Paris via Garage de Lorraine, originally finished in Azure Blue over a black interior and fitted with Bristol engine 100B2 828. Carlos Lucky, a former



1993 Tour Auto: A. Prunet - G. Noblet.
Photo courtesy of the Grégory Noblet Archive

LOT 169

1958 AC Ace-Bristol

Chassis No.	BEX 454	→	Finished in Vineyard Green with a Tan leather interior
Engine No.	100B2 4288	→	Long term ownership by noted automotive and Ferrari historian Antoine Prunet
Estimate.	€225.000 - €275.000		
Documents.	Cancelled French Certificat d'Immatriculation	→	French delivery and to LHD specification from new
		→	Driven in the 1986 Coppa d'Oro delle Dolomiti and Tour Auto in 1993 and 1997
		→	Features the desirable 2.0-liter Bristol inline-six and four-speed manual transmission



Garage de Lorraine mechanic, later acquired the car. He conducted several engine swaps which was current practice in the era, on French-market AC Bristols in the 1970s and during this time fitted BEX 454 with Bristol engine 100B2 4288. The car subsequently passed to fellow Parisian J.N. Roques via British Garage, before being acquired in late 1984 by esteemed automotive historian and author Antoine Prunet, who registered it in the French Pays-Basque as 8589 SJ 64 and stored it at his family villa. Prunet raced the car with best friend Grégory Noblet son of ex-endurance racer Pierre Noblet, at the 1986 Coppa d'Oro delle Dolomiti as well as the Tour Auto road rallies in both 1993 and 1997. After acquiring another AC Bristol in 2003, Prunet sold BEX 454 the following year after 20 years of ownership to Paris resident Jacques Lafond, who too retained the car for nearly 20 years until the summer of 2025.

Sporting long-standing French provenance, period competition history, and coveted Bristol power, this example embodies the AC Ace at its finest—an elemental sports car as exhilarating to drive on winding roads today as it was in period, and a jewel of British motoring heritage for any discerning collector.



LOT 170

1953 Porsche 356 Pre-A “Knickscheibe” 1500 Cabriolet

Chassis No.	60077	→	Collectible, early bent-window Pre-A 356 Cabriolet; Porsche’s most expensive model in 1953
Estimate.	€175.000 - €200.000 OFFERED WITHOUT RESERVE	→	Finished as originally specified in <i>Elfenbein</i> as per a copy of its Kardex warranty card
Documents.	UK V5C	→	Delivered through Hahn Porsche of Fellbach, Germany
		→	Originally optioned with a Blaupunkt Telefunken radio, Hirschmann antenna, and Bosch-Aggregate Heater
		→	Recent comprehensive carburetor rebuild, accompanied by fuel tank and line flush
		→	An attractive example of a rare and desirable early 356 Cabriolet

The classification system for early “Pre-A” Porsche 356s can seem bewildering at first, yet it is simply explained. The earliest production Porsche 356 models, built of aluminum in Gmünd, Austria, are known as Gmünd coupes. After production returned to Germany in 1950, the earliest of these now steel-bodied 356s continued to be built retaining the original-style two-piece windshield and are commonly known as “split window” 356s. Towards the start of the 1952 model year, Porsche updated the two-piece affair with a *Knickscheibe* or “bent window” windshield for both the Coupe and Cabriolet models, which remained until the emergence of 356 A production in late 1955.

According to a digital copy of its Porsche-issued Kardex warranty card, this 1953 356 Pre-A Knickscheibe Cabriolet was completed in Stuttgart-Zuffenhausen on 4 April 1953. Finished in R 504 Elfenbein (Ivory) with a Red leather interior, it was destined for the Hahn Porsche dealership located in Fellbach, Germany. In addition to key codes and an initial service recorded with Hahn, its Kardex lists a Blaupunkt Telefunken radio, Hirschmann antenna, and Bosch-Aggregate Heater as additional cost options. Furthermore, it records an engine serial number that shows it was ordered with the largest capacity pushrod engine available at the time, the 1,500-cc Type 546 in “Normal” 55 PS specification. An inspection of the Cabriolet and Kardex reveals that after 72 years, this rare and desirable Cabriolet remains largely original with recent restoration work.

This rare Pre-A Cabriolet is said to have been part of a prominent U.S. collection before returning to Germany. Most recently, it was imported to the United Kingdom in 2015, where it was first stored and later registered in January 2024. Today it shows 80 kilometers since restorative work, during which it was resprayed in a creamy hue evocative of its original Ivory, fitted with a new black soft-top, and retrimmed with a black leatherette interior and charcoal-colored square-weave carpeting. It rides on correct diameter grey-painted 16-inch steel wheels with chrome hubcaps and whitewall tires and is offered with a digital copy of its factory Kardex warranty card, restoration invoices, and records of servicing by The Light Car Company in November 2023.

As a rare bent-window Cabriolet equipped with Porsche’s desirable 1500 engine, it is among the most sought-after specifications built during the early Pre-A era. Elegant in its restored presentation yet retaining authentic period character, it stands as a highly collectible example of Porsche’s formative styling and engineering.



Chassis number 7335 represents a rare and desirable “interim” example of the 330 GT 2+2, combining the first series’ four-headlamp front end with the upgraded five-speed gearbox and suspended pedals introduced on the second series. According to a report compiled by marque historian Marcel Massini, the car was completed in October 1965, finished in *Nero* (Black) with matching upholstery and was delivered new through Auto Becker in Düsseldorf, Germany. The car was later exported to the United States where it appeared for sale in Virginia by 1981. Later that year, the car was purchased by Brent D. Kennedy of Salt Lake City, Utah, who in turn sold it to Adam P. Leighton of Jupiter, Florida, in 1983. By 2006, the Ferrari was back in Kennedy’s possession before returning to Europe under a new German owner in 2007.

Today, 7335 is presented in the lustrous shade of *Verde Metallizzato* (Metallic Green), an uncommon and sophisticated color seldom seen on the 330. The restoration, carried out under previous ownership, presents wonderfully with its dazzling paintwork showing off to great effect all the subtle curves of the Pininfarina body. Along with fine strips of chrome around the windows, lower body edges, and the front and rear lights, broader areas of chrome including the bumpers, grille, and Borrani wire wheels create



LOT 171

1965 Ferrari 330 GT 2+2 Series I “Interim”

Chassis No.	7335	→	Rare “Interim” model, one of only 124 built
Engine No.	7335 (internal no. 1210)	→	Retains its matching-numbers engine, benefiting from a recent rebuild by Roelofs Engineering
Transmission No.	123/65	→	Desirable five-speed transmission example
Estimate.	€180.000 - €240.000	→	Finished in wonderful <i>Verde Metallizzato</i> (Metallic Green) over a <i>Nero</i> (Black) leather interior
Documents.	Dutch Kentekenbewijs	→	Delivered new via Auto Becker to Düsseldorf, Germany
		→	Accompanied by a history report compiled by Marcel Massini



jeweled reflections in the paintwork. Inside, the cabin has been completely renewed with quality *Nero* leather, with neat areas of carpet and wood offset and outlined by strips of beveled chrome.

Mechanically, the matching-numbers engine has been fully rebuilt by respected Dutch Ferrari specialist Piet Roelofs, with careful retention of as many original components as possible. According to Massini’s research, this example retains its original Tipo 209 V12 engine (no. 7335, internal no. 1210), while the suspension, brakes, and underside are all reported to be in excellent order.

Too often overlooked beside their more exotic siblings, Ferrari’s grand tourers—exemplified by the 330 GT 2+2—were conceived as stout, long-legged passenger cars with a classical, polished presence. Their appeal is quiet confidence rather than spectacle, or as *Cavallino* magazine put it, “This was a car not meant to impress the locals or terrorize the neighborhood, but one which would, we feel, transport a group of self-confident people from the townhouse to the country house, from the country club to the yacht club—all in relative speed, safety, and comfort.”



LOT 172

1973 Alfa Romeo GTA 1300 Junior Stradale

Chassis No.	AR 776142	→	Homologated, “Stradale” configuration of Alfa Romeo’s European Touring Car Championship Division 1 contender
Engine No.	AR0055905371		
Estimate.	€175.000 - €225.000		
Documents.	Italian Libretto	→	Presented in its exceedingly rare <i>Biancospino</i> (white) factory livery
		→	Reportedly retained by its first private owner for nearly four decades
		→	Fully restored in 2018 under current ownership
		→	Accompanied by its Alfa Romeo <i>Certificato di Origine</i>

Alfa Romeo rebuilt its touring-car standing in the early 1960s via Autodelta, the outfit launched by Carlo Chiti and Lodovico Chizzola and formalized as the works competition arm in 1963 by Alfa Romeo president Giuseppe Luraghi. With Autodelta’s backing, Alfa Romeo created the Giulia GTA 1300 Junior—GTA standing for *Gran Turismo Alleggerita* (Lightweight)—introduced in 1968 expressly to attack the European Touring Car Championship’s (ETCC) small-displacement class. By de-stroking the proven 1.6-liter twin-cam to 1.3 liters and pairing it with the lightweight GTA package, Alfa built a cost-effective, homologation-ready contender tailored to those regulations. Their efforts paid off—Alfa Romeo secured the ETCC Manufacturers’ titles in 1971 and 1972, with GTA 1300 Juniors taking Division 1 wins at every 1971 round except Spa.

Completed on 23 November 1973 and dispatched six days later to Auto Becker in Germany, this exceptional GTA 1300 Junior left Arese finished in *Biancospino* (white) with *tessuto plastificato nero* (black vinyl) upholstery—confirmed by its accompanying Alfa Romeo *Certificato di Origine*—an extremely rare factory shade for a GTA and a striking counterpoint to the *Rosso* finishes that

predominated. According to research conducted under previous ownership, the car remained in dealer inventory until 1979 before transfer to another German dealer, from which it ultimately passed to its first private owner. In 1983, that owner reportedly imported AR 776142 to Japan, where it was registered in 1985 with plate number “68 33” and carefully retained for the next 35 years. The car was then relocated to Italy after its decades in Japan, where AR 776142 was restored in 2018 to correct *Stradale* (Street) specification, presenting crisply in its rare, factory-specified *Biancospino* and showing a believed-original 52,000 kilometers. Significantly, its lightweight magnesium equipment including the bellhousing, valve cover, and oil cooler remains in place, and the cabin retains its original upholstery in very good condition.

As one of the most sought-after Alfa Romeos of its era—combining ETCC-winning pedigree, tractable road manners, and a distinctive livery—this GTA 1300 Junior has been sparingly used since restoration, and would be a welcome entrant at leading European touring or track events, offering its next owner the satisfying blend of agility, responsiveness, and potent performance that made the model a legend.



LOT 173

1973 BMW 3.0 CSL

Chassis No.	2275279	→	Offered in as delivered shade of charming Golf Yellow over a black interior
Engine No.	2275279		
Estimate.	€200.000 - €250.000	→	Long term German ownership
Documents.	Belgian Kentekenbewijs	→	Documented history with regular services and inspections performed
		→	A proven homologation special that propelled BMW to glory in the European Touring Car Championship, FIA Group 4, IMSA GT, and more
		→	The predecessor to the BMW M brand furnished with its BMW Classic Birth Certificate

Introduced in 1972, the BMW 3.0 CSL was a lighter, performance-honed evolution of the 3.0 CS grand touring coupe. The all-important “L” stood for *leicht* (light), a nod to the thinner steel, aluminum panels, Perspex windows, and pared-back trim and soundproofing that made the CSL a true “wolf in sheep’s clothing.” Created as a homologation special for BMW to dominate the European Touring Car Championship, the CSL used a slightly enlarged version of the 3.0 CS’ twin-carbureted inline-six, now putting 206 PS through a Getrag four-speed manual transmission to the rear wheels. Developed by BMW Motorsport GmbH—the precursor to BMW M GmbH—the 3.0 CSL is widely considered the father of the M car that has spawned such a storied line of high-performance everyday vehicles.

This 1973 BMW 3.0 CSL is finished in Golf Yellow just as delivered new with a black leather and cloth interior. It was delivered new in January 1973 to its first owner in Frankfurt, Germany. The car remained in Germany for decades held by a handful of owners, with regular inspections and servicing performed, before passing to an owner in Belgium at the beginning of 2014. After enjoying the exceptional BMW for eight years, the owner sold it to its current

Denmark-based curator in October 2022. The following February, it received a thorough inspection and service totaling €18.500 via Classic Sports Car in Odense, Denmark, who primarily refreshed the CSL’s engine, cooling system, and brakes.

The car’s provenance and originality are authenticated by a coveted BMW Classic Certificate, issued in 2013. It retains its lightweight hood, door panels, trunk lid as well as an interior that remains original and well-preserved. The CSL comes with a readily mountable roof spoiler, owner’s manual, car cover, Belgian registration, BMW Classic Certificate, and a file of service invoices totaling over €20.000.

This 1973 BMW 3.0 CSL is an outstanding example of BMW’s original M car, sporting documented provenance. Well-maintained, restored, and retaining originality where it counts, this strong and usable classic is ideally poised to reward its next caretaker both on the road and in any collection focused on the best European homologation cars.



LOT 174

1959 Alfa Romeo Giulietta Sprint Veloce

Chassis No.	AR1493E09220	→	A matching numbers example with long term original ownership by renowned Ferrari and Alfa Romeo Formula One chief mechanic Abele Cavicchioli
Engine No.	131532523		
Estimate.	€70.000 - €90.000 OFFERED WITHOUT RESERVE	→	Rare and desirable 750E Interim variant of the top-of-the-line Veloce model, only some 200 of which are estimated to have been built
Documents.	Belgian Kentekenbewijs	→	A highly preserved example presented in what is believed to be largely original paint with just over 32,000 original kilometers shown
		→	Extensively documented ownership and service history including an Alfa Romeo Certificate of Origin

Introduced in 1954, the Alfa Romeo Giulietta Sprint Veloce transformed the elegant Giulietta Sprint into a formidable racing platform. It sported a high-revving aluminum twin-cam engine, upgraded suspension and brakes, a floor-mounted shifter, and a strengthened gearbox.

This 1959 Alfa Romeo Giulietta Sprint Veloce is finished in Tornado Blue with a two-tone grey and white interior with brown carpeting. It is one of approximately 200 750E “Interim” Veloces—featuring a pressed steel body and 337 PS more than the standard Giulietta. First registered in March 1959 as the personal car of celebrated Italian-Venezuelan motorsport mechanic Abele Cavicchioli, former chief mechanic for Alfa Romeo and Ferrari’s Formula One teams, it remained in Caracas, Venezuela, for much of its life under Cavicchioli’s care. It was registered to Antonio Rafael Yanes Lima in November 2013 as confirmed by Venezuelan registration documents. The car sold to its current owner based in Belgium in 2017. A connoisseur of only the highest echelon of preserved and documented classics, its present caretaker has upheld the Alfa’s condition for the past eight years.

Presented today in predominantly original paint (touched up in various areas) and original, very straight bodywork, this example is essentially a snapshot of how this rare competition model was built in 1959. Minor period upgrades were made to the engine by Cavicchioli, and now produces some 110 horsepower. The interior is largely original with the door panels now wrapped in protective

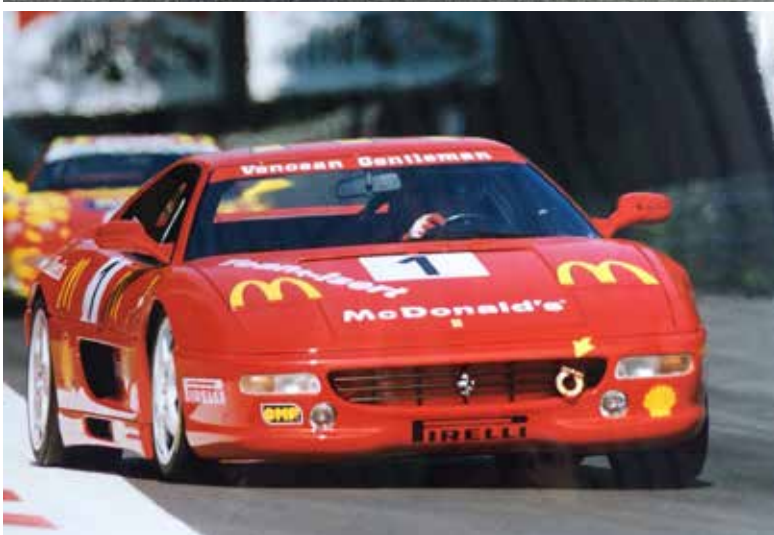


plastic; only the front seats are known to have been re-upholstered many years ago. Under current ownership, the car was sent to Italian car specialist Tralli Franco in 2019 for an in-depth engine service, with further engine work through Classic Car Garage Vanluche.

This remarkably preserved Alfa Romeo Giulietta Sprint Veloce is offered with 32,341 kilometers recorded at cataloging and is furnished with its original owner’s manual, period Venezuelan license plates, and extensive documentation including service invoices totaling €22.335, decades of Venezuelan registration cards, a 2021 FIVA identification card, and dozens of period photographs depicting the car and its well-connected owner. A certificate from Museo Storico Alfa Romeo confirms this example’s provenance and numbers-matching engine.

As an exceptionally rare 750E Interim example—carefully preserved and mechanically maintained—and with connections to storied Formula One mechanic Abele Cavicchioli and a well-chronicled history, it is a compelling acquisition for those seeking authenticity, rarity, and historical depth in a GT car born to win.





F355 Challenge no. 104660 racing during the 1996 Italian GP weekend at Monza.

LOT 175

1996 Ferrari F355 Challenge

Chassis No.	ZFFPR41B000104660	Estimate.	€275.000 - €350.000
		Documents.	German Fahrzeugbrief

- One of just 300 F355 Challenge examples produced
- Retained by 1994 and 1995 Ferrari Challenge Europe Champion Harald Brutschin from new
- Presented in its iconic McDonald's livery as raced under the Neuser team name in 1996
- Benefits from extensive, photo documented restoration
- Powered by a 3.5-liter V8 mated to a six-speed manual transmission
- Furnished with its original owner's manual, service book, original Fahrzeugbrief, and three binders documenting its race and restoration history
- A rare opportunity to own a road legal challenge car



When Ferrari introduced the F355 in 1994, it signaled a decisive return to form. Pininfarina refined the 348's profile into a classically beautiful shape, highlighted by elegant flying buttresses, while beneath the surface, the car was a technological showcase. Its 3.5-liter V8, equipped with five valves per cylinder, titanium connecting rods, and Bosch engine management, produced 380 PS, placing it among the most advanced engines of its day. Combined with an aerodynamically sculpted underbody and electronically adjustable dampers, the F355 was more than five seconds faster around Fiorano than its predecessor.

Building on this foundation, Ferrari unveiled the F355 Challenge in 1995 for its one-make Ferrari Challenge series. Developed from the Berlinetta, all Challenge cars began life as road cars and were converted with a factory kit supplied through dealers costing nearly €25.000. The package included a

full roll cage, racing seats and harnesses, a fire extinguisher, a competition clutch, a lightweight exhaust, and upgraded Brembo brakes sourced from the F40. Magnesium Speedline wheels wearing Pirelli tires, solid suspension bushings, cooling ducts, and tow hooks completed the specification, while a perforated rear grille improved cooling.

While the engine output and dimensions are the same as the roadgoing F355, the Challenge's six-speed manual transmission was sealed against modification to ensure parity on track. Just 300 examples were created between 1995 and 1998, making the F355 Challenge one of the rarest and most desirable modern-era competition Ferraris.

First registered on 19 March 1996, the car was delivered by legendary Ferrari Scuderia Auto Neuser in Nürnberg to Harald Brutschin. Already a seasoned driver, Brutschin won the Ferrari Challenge Middle

European Championship in 1994 in a 348 Challenge, and again in 1995 behind the wheel of an F355 Challenge. For the 1996 season, this new F355 Challenge car was finished in the iconic start number 2 McDonald's livery and raced under the Neuser team name. Following this season, the car was used on a more limited basis.

In recent years, the car underwent a comprehensive, photo documented restoration. This extensive work is said to include an engine-out service with the timing belts replaced. A compression test was performed at this time, with the results available for review in the accompanying history file. After one and a half years of work, the car was brought to its current stunning condition.

Today, this iconic McDonald's-liveried F355 Challenge remains in outstanding condition display-ing just 43,478 kilometers at cataloging. It is furnished with

the original Fahrzeugbrief still in Brutschin's name, leather folio housing its owner's manual and service book, as well as three binders documenting its race history, service invoices, and more. More than just a beautifully restored Ferrari race car, this F355 has the added distinction of being retained by a single private owner from new, with a fantastic racing pedigree. The F355 also has the added benefit of being one of the only Challenge cars to be legal for road use in one of the most iconic liveries. Whether for concours use or continued track use, this F355 surely is one of the finest currently available and would be the ideal addition to any noteworthy Ferrari stable.



LOT 176

1988 Ferrari Testarossa

Chassis No.	ZFFAA17B000079066	→	Finished in uncommon and sophisticated <i>Argento</i> (Silver) over <i>Rosso</i> (Red) leather
Engine No.	15091		
Estimate.	€160.000 - €200.000	→	Delivered new via Symbol Car S.p.A. in Italy
Documents.	Belgium Kentekenbewijs	→	Matching-numbers chassis and engine
		→	Just over 1,000 km traveled since a 2021 cam belt service by L’Officina Brussels
		→	4.9-liter, 180-degree V12 rated at 390 PS and paired with a five-speed manual

The Ferrari Testarossa carries one of the most revered names in motorsport—*Testa Rossa* Italian for Red Head, honoring the distinctive red camshaft covers of Ferrari’s 250 TR sports racing machines. When whispers of a “new Boxer” bearing this badge emerged from Maranello, the automotive world watched with anticipation.

What emerged was nothing short of revolutionary. The new Testarossa’s form followed function in the most dramatic way possible, with every line carved by Pininfarina’s then-new wind tunnel. The clean front air dam echoed the 512 BB LM, while massive side strakes—housing relocated radiators—created a visual signature unlike anything before it. Initially polarizing, the Testarossa’s radical design language would prove prophetic, becoming the defining aesthetic of 1980s supercars, and influencing everything from bedroom posters to Hollywood films. As the world-famous Belgian racer and writer Paul Frère would later observe, “Surely the Testarossa deserves its glamorous name.”

This European-market Testarossa was completed in late 1988, placing it within the latter half of the production run that collectors particularly favor for daily enjoyment. Beginning with chassis number 75997 in June 1988, Ferrari made the practical switch from the early center-lock TRX 415-mm wheels to five-bolt 16-inch wheels, making modern tire sourcing significantly easier. Delivered on 15 December 1988 via Symbol Car S.p.A. in Turin, Italy, this example retains its matching-numbers Tipo F113B 180-degree twelve engine (no. 15091) as confirmed in its replacement service book. Bought by the current owner 10 years ago, the matching-numbers



Testarossa benefited from a service courtesy of noted Ferrari specialists L’Officina Brussels in 2021 which saw the replacement of the cam belts and a complete fluid change at 66,458 km—just over 1,000 km ago.

Offered with 67,571 kilometers shown at the time of cataloging, the car is finished in sophisticated *Argento* (Silver) over striking *Rosso* (Red) leather. The silver coachwork retains a fine luster, while inside the predominantly *Rosso* leather interior maintains fine condition throughout, with the adjustable bucket seats showing only minor age-related creases. The iconic three-spoke MOMO steering wheel with its yellow horn button remains in excellent condition. The quintessentially-1980s Veglia Borletti instrumentation features four main dials with black faces and orange numerals, while center console gauges complete the purposeful driver-focused layout. Throughout the cabin, the overall condition reflects the respect this Testarossa has commanded from its caretakers.

The Tipo F110 Testarossa remains one of the most coveted and widely recognizable models of the marque for its era-defining styling, superb drivability, and legendary performance. With its uncommon livery, chassis 79066 is a fine example of the breed.



The excitement was palpable as rumors swirled in early 1996 that Ferrari was readying a “New Daytona” to replace the aging Testarossa. Code-named “Project 133,” the new model would share its underpinnings with the 456 GT, showcasing the same 65-degree, 5.5-liter, 48-valve V12 enhanced with a lighter crankshaft, connecting rods, and pistons which raised output to 485 PS. When it was unveiled that July at the Nürburgring as the 550 Maranello, the Pininfarina-penned design paid clear homage to the Daytona at first sight, with its long sloping nose and short rear deck. The automotive press embraced Ferrari’s return to front-engine form, with *Road & Track* declaring, “Going back to its old technique, Ferrari has produced a great car for the future.”

This exceptional 550 Maranello was manufactured as a left-hand-drive, European-specification example, beautifully presented in the classic combination of *Rosso Corsa* with Beige leather upholstery and *Castoro* (light brown) carpeting. The car’s original Swedish custodian, Leif Wahlström, acquired it directly through Scandinavian Ferrari distributor Damgaard-Nielsen. Having previously served as a member of Ferrari’s Formula One team, Wahlström likely utilized his Maranello connections to obtain what is believed to be among the first 550s delivered to the Scandinavian market. He traded his red Mercedes-Benz SL 600 for the Ferrari and cherished it for several years, covering approximately 9,900 kilometers before de-registering the car and storing it in a museum. Following its acquisition by the current caretaker, the car has remained off the road and displays just 9,994 kilometers on the odometer at the time of cataloging.

The 550 presents magnificently in its original factory livery, enhanced by an exceptionally well-maintained cabin and engine compartment. Complete documentation accompanies the car, including its original owner’s literature, service documentation, and the distinctive Schedoni leather tool kit. The car has also benefited from comprehensive recent maintenance at an authorized Ferrari Classiche facility, encompassing timing belt and water pump replacement along with additional service items. This 550 Maranello exemplifies Ferrari’s front-engine grand touring mastery, combining Pininfarina’s timeless design language with thrilling V12 dynamics to create a driving experience that remains as compelling today as it was upon its debut.

LOT 177

1997 Ferrari 550 Maranello

Chassis No.	ZFFZR49B000105811	→	Single registered caretaker from new with less than 10,000 kilometers recorded
Estimate.	€180.000 - €220.000	→	Timeless Rosso Corsa exterior with Beige leather interior
Documents.	Swedish Registreringsbevis	→	Recent maintenance completed at an authorized Ferrari Classiche workshop
		→	Complete with original documentation, service records, and Schedoni leather tool kit



LOT 178

2018 Porsche 911 Turbo S TECHART GTstreet R Cabriolet

Offered from The Aleggria Collection

Chassis No.	WPOZZZ99ZJS159167	→	One of just 87 GTstreet R Coupes and Cabriolets produced by TECHART
GTstreet R No.	032		
Estimate.	€325.000 - €400.000	→	Presented with just 8,673 kilometers at cataloging
Documents.	German Fahrzeugbrief	→	Finished in Carrara White Metallic with extensive use of carbon-fiber and Lava Orange accents throughout
		→	Powered by a twin-turbo 3.8-liter flat-six with TECHART TA092/T2.1 tuning rated at 800 PS and mated to a seven-speed PDK transmission
		→	Boasts a wind-tunnel-developed aerokit that includes a carbon front spoiler, ventilated fenders, side skirts, and a fixed rear wing

Upon rolling off the assembly line in Stuttgart, the 2018 Porsche 911 Turbo S Cabriolet was already one of the most accomplished open-top sports cars in the world. With its 3.8-liter twin-turbo flat-six producing 580 PS and 700 Nm of torque, channeled through a seven-speed PDK gearbox and all-wheel drive, it delivered relentless acceleration from zero to 100 km/h in just 2.9 seconds on the way to a top speed of over 330 km/h. Yet for TECHART, this was merely a foundation.

Through its GTstreet R Cabriolet program, TECHART took the standard Turbo S to the extreme. Performance upgrades began with the TechTronic TA092/T1.1 powerkit, raising engine output to 710 PS and 900 Nm. A further TA092/T2.1 stage pushed figures to 800 PS and 950 Nm, edging top speed to around 350 km/h. Power delivery could be tailored by switching between normal and Sport driving modes.

The transformation was not simply limited to power. A wind-tunnel-developed aerokit added a carbon front spoiler, ventilated fenders, side skirts, and a vast fixed rear wing, combining dramatic presence with increased downforce. Sport springs lowered the ride height by 25 mm, with coilover options available

for an adjustable stance. A valve-controlled sports exhaust amplified the flat-six soundtrack to match the performance.

Finished in Carrara White Metallic, this GTstreet R Cabriolet features countless carbon fiber accents throughout that contrast with the Lava Orange accents found on the decals, wheel rims, and brake calipers. Inside, hand-stitched Black leather was used on nearly every surface and complemented by extensive use of carbon fiber trim. The Lava Orange accents continue through the interior as used on the seat piping, steering wheel, trim, door panels, and on the gauge cluster faces.

With just 8,673 kilometers at cataloging, this rare TECHART GTstreet R Cabriolet remains in fantastic condition. The GTstreet R blends Porsche’s beloved 911 with TECHART’s artistry and ferocity to create an exquisite Cabriolet that is equally suited to autobahn sprints and Riviera boulevards.



The 1997 Porsche 911 Carrera 4S, part of the celebrated 993 generation (1995–1998), represents the final chapter of the air-cooled era. Pairing the wide-body design of the Turbo with a naturally aspirated 285-PS flat-six and all-wheel drive, it offered a rare blend of style, performance, and usability. Distinctive features included “Turbo-look” 18-inch alloy wheels, wider tires, larger brakes with red calipers, and suspension components shared with the 911 Turbo. The result was a car admired for its aggressive stance, refined handling, and enhanced capability over the standard Carrera. As one of the last Porsche models with an air-cooled flat-six, the Carrera 4S remains a firm favorite.

Finished on 19 November 1996, this German-market 993 Carrera 4S was ordered in the exceptionally rare shade of Forest Green Metallic (*Tannengrün Metallic*) over a coordinated interior in Classic Grey Supple leather. It features the sporting six-speed manual transmission and was optioned with Infra Red Security System, Green-tinted Windshield, Raised Brake Light, Porsche CDR 21 CD-Radio, Heated Front Seats Package, Instrument Dials Painted in Interior Color (X45), Five Open CD Holders in Console (X52), Rear Window Wiper, Left-side Full Power Seat, Hi-Fi Sound Package with Speakers, and On-Board Computer.



Its original service book accompanying the sale reveals that this Carrera 4S was regularly maintained by Official Porsche Centers by its original owner until 2001. That year it was imported to France with less than 60,000 km, remaining with the same French family for the next 21 years. Beginning in 2010, while under their care, independent specialists Ets O-One have been responsible for its regular maintenance. In 2022, the car was acquired by its most recent owner who, like nearly everyone who sees it, fell head over heels for the C4S’s incredible color combination. That same year it received its most recent service at 95,840 km with just 1,500 km added since then.

Presented at the time of cataloging with just 97,800 kilometers and in highly original condition, this desirable 911 Carrera 4S represents perhaps the ultimate “all-rounder” among air-cooled 911s—borrowing key components from the 911 Turbo to deliver a driving experience that is both rewarding and confidence-inspiring. As a matching-numbers example, it is well-optioned and supported by a consistent service history; it is further elevated by the highly desirable six-speed manual transmission. Finished in the seldom-seen Tannengrün Metallic, this Carrera 4S proves that when it comes to air-cooled 911s, the best ones leave others green with envy.



♦ LOT 179

1997 Porsche 911 Carrera 4S

Chassis No.	WPOZZZ99ZVS311823	→	Delivered new to Germany; matching-numbers engine
Engine No.	63V02331		
Estimate.	€120.000 - €180.000 OFFERED WITHOUT RESERVE	→	Finished in the exceptionally rare shade of <i>Tannengrün Metallic</i> over a Classic Grey leather interior
Documents.	Cancelled French Certificat d’Immatriculation	→	Equipped with the desirable six-speed manual transmission and 3.6-liter last-of-the line air-cooled flat-six
		→	Optioned with Supple Leather, Heated Front Seats Package, Full Power Driver’s Seat with Lumbar Support, and Instrument Dials Painted Interior Color
		→	Long-term 21-year French ownership and offered with 97,800 kilometers
		→	Highly collectible, final air-cooled 911 that shares the same widebody and components with the 911 Turbo



LOT 180

1995 Porsche 911 Carrera RS

Chassis No.	WPOZZZ99ZTS390324	Estimate.	€300.000 - €350.000
Engine No.	63S85927	Documents.	Belgian E705

- One of only 787 examples specified with the M002 *Strassenversion* package and M470 small rear wing from new
- Powered by a 3.8-liter flat-six mated to a six-speed manual transmission
- German-delivery example finished in desirable Black over a Black leather interior with air conditioning and power windows from new
- Accompanied by a history file with nearly €40.000 in service invoices
- Homologation pedigree while maintaining the 911's renowned usability
- Hailed as the ultimate road-going naturally aspirated, air-cooled Type 993 variant



For more than half a century, the Porsche 911 has served as the definitive sports car benchmark, with the *Rennsport* derivatives representing its purest and most uncompromising form. Following in the footsteps of the legendary Carrera RS of 1973, the 3.0 RS of 1974, and the SC RS of 1984, Porsche revived the RS designation with the 1992 964 RS for it to be further enhanced upon the release of the 993.

Power came from the 3.8-liter Type M64/20 flat-six, the largest engine fitted to a road-going 993. Featuring large valves, Porsche's Varioram intake, lightweight forged pistons, dual oil coolers, and lightened rocker arms, it produced 300 PS and 355 Newton meters of torque. The close-ratio G50/31 six-speed transmission offered shorter gearing in the lower ratios and a crisper shift, emphasizing acceleration over outright speed.

Chassis enhancements included a front strut brace, ball-joint damper mounts, and fully adjustable

anti-roll bars. Braking was entrusted to an ABS sourced from the 993-generation 911 Turbo along with its four-piston brake calipers. A limited-slip differential and ABD traction control further underscored the car's competition pedigree. Purpose-built 18-inch Speedline three-piece alloy wheels, nine inches wide in front and 11 inches in the rear, wore massive 225/40 front and 265/35 rear tires. In keeping with *Rennsport* tradition, weight savings were extensive with thinner glass, an aluminum hood, reduced soundproofing, and deleted rear seating. Even the washer fluid reservoir was reduced to 1.2 liters while airbags, a radio, and air conditioning remained optional.

Only produced in 1995 and 1996, just 1,014 993-generation Carrera RS were built, including the example presented here. Built on 13 July 1995, this Black RS was sold new in its homeland of Germany just under a month later, on 11 August as one of just 787 examples produced with the M002

Strassenversion package and the M470 small, fixed rear wing. This option combination struck the ideal blending of homologated performance with the road going drivability Porsche is known for. Complete with a Black leather interior, the car featured the optional Blaupunkt radio, air conditioning, power windows, power steering, and dual front airbags.

Accompanying the car is a reprinted Guarantee and Maintenance booklet with stamps going back to 1995, with the first service stamp entered by Porsche Zentrum Limburg, Germany, on 30 October 1995 at 2,927 kilometers. The car remained in Germany, with regular services taking place through 2007, covering 91,557 kilometers. The next entry indicates that the car was in France in 2009, with 101,144 kilometers on the odometer with additional paperwork showing it was imported to France in 2010, and later to Belgium in 2015. The most recent service book entry is from April 2020 at 107,898 kilometers in Belgium.

According to the accompanying history file, an overhaul of the suspension and other mechanical components was completed in June 2020 by JM Performance of Fleurus, Belgium. In total, the history file comprises nearly €40,000 in service records dating back to 2011.

As one of the most potent iterations of the final road-going air-cooled 911 generation, the 993-generation 911 Carrera RS remains highly sought after by collectors for its rarity and by enthusiasts for its praised driving characteristics. With nearly thirty years passing since the final example was produced, finding well-preserved examples such as this car is an increasingly difficult task. Benefiting from a documented maintenance history and displaying just under 108,000 kilometers at cataloging, this striking and rare Black/Black Carrera RS is the ideal example for continued enjoyment.



Documentation on the original build of this 1971 914/6 from Jürgen Barth reveals it to be a rare six-cylinder equipped example built for the U.S. market. Barth’s records further reveal the car to retain its original, matching-numbers flat-six. The original Maintenance Record records that the 914/6 was sold via Hilltop Porsche to its original owner Kenneth W. Andrews of Norfolk Virginia, USA in June 1971. It is believed that Andrews was a U.S. Air Force pilot. At a point during combat, the pilot was killed in action and, as a result, the Signal Orange 914/6 remained little used and was later removed from the road and stored until 2011. A photo of its discovery, sourced from Glenn Stazak’s 914/6 Registry, shows a very original, unmodified example that retains its original shade of Signal Orange, 15-inch Fuchs wheels, and more.

It is noted that the car was recommissioned for the road and then, for the first time in 43 years, brought back to Germany. It was perhaps the ideal restoration candidate noted to have “hardly any rust with a straight unibody.” The car was completely gone through at this time with fresh Signal Orange paint by Oldtimer Zentrum Flensburg, new body seals, and refinished brightwork. The matching-numbers flat-six and transmission were removed, disassembled, and overhauled. The 2.0-liter engine’s pistons and cylinders were noted to be in good condition while the heads received new valve seats and a new timing chain before a reseal. In addition, the 914/6’s forged five-lug Fuchs wheels—a hallmark of the 914/6 model—were refinished and shod with fresh tires along with a braking system overhaul.

The Porsche 914/6 offers an attractive, mid-engine alternative to the early 911, and this nicely restored example in Signal Orange presents an especially compelling choice! Well sorted, this collectible 914/6 carries an interesting U.S. history, German restoration in correct Signal Orange paint, its matching-numbers engine as documented by Jürgen Barth, and, above all, offers a thrilling, nimble driving experience.

LOT 181

1971 Porsche 914/6

Chassis No.	9141430196	→	A U.S.-market example with its matching-numbers engine
Engine No.	6414045		
Estimate.	€70.000 - €90.000 OFFERED WITHOUT RESERVE	→	Stored between 1981 and 2011
Documents.	Italian Libretto	→	Discovered in an unmodified state and imported to Germany for restoration in 2013
		→	Desirably finished in Signal Orange over a Black <i>Kunstleder</i> interior
		→	Documented by Jürgen Barth and offered with its Maintenance Record, tool kit, and jack



LOT 182

2017 McLaren 675LT Spider

Offered from The Aleggria Collection

Chassis No.	SBM11SAB8GW675705	→	One of only 500 675LT Spiders produced; offered with low original mileage
Estimate.	€200.000 - €300.000	→	Finished in exclusive Titanium Silver with a McLaren Orange interior
Documents.	Spanish Permiso de Circulación	→	Boasts almost €29.000 in desirable options including the Carbon Fibre Exterior Upgrade
		→	Powered by McLaren’s proven 3.8-liter, twin-turbocharged V8 producing 675 PS and 700 Nm of torque

The McLaren 675LT Spider brought open-air exhilaration to one of McLaren’s most focused modern supercars. Unveiled in 2015 just months after its Coupe sibling, the Spider retained near identical performance while adding a retractable hard top. Despite its added folding roof, the Spider weighed just 40 kilograms more than the Coupe at a dry weight of 1,270 kilograms, maintaining the 675LT’s lightened, track-focused philosophy. It was powered by the same 3.8-liter twin-turbocharged V8 producing 675 PS and 700 Nm of torque through a seven-speed dual-clutch transmission, sprinting from zero to 100 km/h in an incredible 2.9 seconds and could reach a top speed of 326 km/h. The 675LT Spider was the second model in two decades to wear the revered Long Tail regalia, reserved only for McLaren’s most special models, and featured the signature Longtail Airbrake that distinguished it from standard McLaren road cars. Just 500 examples were produced, the same as the Coupe, and all were spoken for within two weeks of the Spider’s debut.

This 2017 McLaren 675LT Spider is finished in Titanium Silver with a two-tone Alcantara black and McLaren Orange interior. The car has been optioned with approximately €28.800 in options, most notably

featuring the €7.800 Carbon Fibre Exterior Upgrade, which trims the front wing end plates, lower side intakes, and other exterior pieces in visual carbon fiber. Additional highlights from its extensive options list include Super-Lightweight 20-Spoke Forged Alloy Wheels with a Titanium Diamond Cut Finish, McLaren Track Telemetry Cameras, Vehicle Lifter, and the full set of McLaren security features.

This 675LT Spider was ordered new in December 2016 through Ginion Sports Cars in Brussels, Belgium—McLaren’s premier dealer in the country. The car moved to Madrid under current ownership and was serviced by McLaren Barcelona in February 2024 and is now offered with low original mileage at cataloging. As a rare McLaren 675LT Spider, just one of 500 produced specified with many coveted factory options, this example combines rarity with exceptional presentation. With the exclusivity of the Longtail name paired with the thrill of open-air driving, this is a truly exceptional supercar to own.



When Ferrari unveiled the Dino 308 GT4 in 1973, it marked a significant shift in the company’s road car philosophy. After two decades of curvaceous Pininfarina designs, Ferrari handed the assignment to Bertone, whose sharp-edged, wedge-shaped coupe introduced a new design aesthetic, representing the dawn of Ferrari’s mid-engine V8 era. Positioned transversely behind the cabin, its 2.9-liter, dual-overhead-cam engine delivered 255 PS through a five-speed gearbox positioned below the engine, allowing the 2+2 layout. This enabled Ferrari to compete directly with the likes of Lamborghini’s Urraco while offering a fresh alternative to the brand’s long lineage of front-engine V12s. The car’s development even benefited from input by Formula One champion Niki Lauda, who praised its balance and drivability. Today, the 308 GT4 is appreciated not only as a capable driver’s car but also as the foundation of Ferrari’s V8 bloodline, setting the stage for icons like the 308/328, F355, 360 and beyond.

Delivered in July 1974 through Motor S.p.A. in Rome, the Dino went to Amedeo Mario Ortolani, a prominent Italian entrepreneur, political figure, and journalist. The car is reported to be one of only 134 finished in *Marrone Dino Metallizzato* (Metallic Brown) with a Beige velour interior. Lavishly, the car was optioned with the expensive Borletti air conditioning system. Following his purchase, the car was diligently maintained by Gioacchino Vari for its first three services through October 1974 at 5,000 kilometers. To celebrate his appointment as the president of the major Roman electronics company Voxson in April 1975, the Ferrari was upgraded with a Voxson Stereo 8 radio.

Following this joyous appointment, Ortolani was kidnapped on 10 June 1975, only to be released after the one billion Lire ransom was paid 11 days later. Following this incident, the car was placed in storage as the family wanted to keep a low profile. It remained there until 1989, when it was sold with under 7,000 kilometers. Despite successive changes in ownership, the car remained in storage until late 2023, when it was displayed as found during the Milano AutoClassica.

Remaining untouched and highly original today, the odometer continues to read under 7,000 kilometers at cataloging. As a result, this early-production Dino offers its next caretaker the opportunity to resurrect the car to its glory, likely as one of the lowest-mileage and most original examples extant.

LOT 183

1974 Ferrari Dino 308 GT4

Chassis No.	08424	→	Offered in original, untouched condition, displaying fewer than 7,000 kilometers at cataloging
Engine No.	00147		
Estimate.	€50.000 - €70.000 OFFERED WITHOUT RESERVE	→	Finished in rare <i>Marrone Dino Metallizzato</i> (Metallic Brown) over Beige velour
Documents.	Italian Libretto	→	Powered by a 2.9-liter V8 mated to a five-speed manual transmission
		→	Furnished with its owner’s manual, sale and service agents book, warranty card, and owner’s service book

Conditions of Sale

1. CONDITIONS OF SALE.

By accepting these terms and conditions, and/ or by registering to bid or placing a bid on any item consigned to auction (collectively, a “Lot”) with Broad Arrow Deutschland GmbH and its affiliated companies (herein referred to as “BA”), whether you do so directly, through an agent, or through anyone else that obtains control of your bidding credentials or bid paddle (collectively, “Bidder”), Bidder agrees to the following conditions of sale — together with any Lot notices or addenda announced before the sale of a Lot, or posted in the auction room, auction catalog, or online through www.broadarrowauctions.com at the time of your bid (collectively, the “Conditions”). Bidder agrees the Conditions are binding upon Bidder’s agents, heirs, executors, legal representatives, successors, and assigns. No person may bid at a BA auction without first registering with BA and providing an acceptable form of government-issued identification and evidence of adequate financial capability, and BA may accept, reject, waive or condition such registration in any way at its sole discretion. BA reserves the right to request additional information that supports identity and/or financial capability from any Bidder for purposes of registering to bid or placing a bid on any Lot. Bidder acknowledges and agrees that the ownership of the Lot shall be transferred after (a) the tap of the hammer, which closes the bidding on that Lot, and (b) payment in full for the Lot.

2. BA ACTS AS CONSIGNOR’S AGENT.

All Lots are offered at auction by BA as the agent for the Lot’s seller (“Consignor”) and not on behalf of BA directly, unless otherwise disclosed. At the conclusion of the auction of each Lot, a sales contract is formed directly between Consignor and the winning Bidder of the Lot (if any). BA is not a party to that sales contract, and BA shall have no liability or responsibility for any breach or default by Consignor. Occasionally, BA may have a legal, beneficial, or financial interest in a Lot, which will be disclosed (e.g., through auction catalog symbols within a Lot description).

3. RESERVE PRICES AND ESTIMATES ON LOTS.

A Consignor may offer a Lot subject to a “Reserve” (i.e., the minimum sale proceeds acceptable to Consignor before deducting Consignor’s applicable commissions or expenses). As is common practice in auctions, all Lots are offered subject to a Reserve unless otherwise disclosed and a Reserve is confidential with the Consignor and not disclosed to the public. A Consignor may lower (but not increase) the Reserve at any time. BA may at its sole discretion sell any Lot below its Reserve. The amount of the Reserve will always be an amount lower than or equal to any published low estimate of the Lot. Any

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4. ROLE OF AUCTIONEER.

The auction of the Lot will be conducted by BA’s on-site or online representative (“Auctioneer”), who will solicit and accept bids aided by other personnel as determined by BA. BA and its auctioneer will have sole and absolute discretion with regard to the Lot as to: (a) whether to accept or reject bids in any amount; (b) whether and in what amount to place bids on behalf of Consignor up to and including the Lot’s Reserve, if the Lot is offered subject to a Reserve; (c) the conduct of the auction (including bid increments, use of a bid display or currency converter, whether to restart the auction of the Lot in whole or in part for any reason, whether to withdraw the Lot from auction for any reason or cancel the auction, and settling any disputes regarding bidding on the Lot); (d) recognition of any sale to Bidder at the auction or whether the Lot has instead been “passed” for sale at the end of its auction; and (e) whether to rescind or terminate the sale of any Lot if BA determines in its sole discretion that it cannot complete the transaction for any reason, in which case BA shall refund any payment by Bidder that has not yet been transferred to Consignor as well as any Buyer’s Premium paid to BA in full satisfaction of BA’s obligations, and Bidder shall have no further remedy of any kind against BA notwithstanding anything to the contrary in the Conditions. Bidder agrees that BA shall have no liability whatsoever to Bidder or any other party for the exercise of any of the foregoing rights, or for any errors in the execution or failure to execute any bid in any medium, including bids submitted online (including at bid.broadarrowauctions.com or the Broad Arrow Auctions app), over the phone or via absentee bid (including using the telephone or absentee bid forms at broadarrowauctions.com), regardless of any circumstances.

5. USE OF BID DISPLAY OR CURRENCY CONVERTER.

For the avoidance of doubt, the bid price stated by the Auctioneer is the prevailing and binding bid price. BA may use a bid display or currency converter, which is provided solely for bidder convenience, may not reflect real-time bids or currency conversions, and should not be relied upon by any bidder. Errors, inaccuracies, and time delays may occur in the operation of a bid display or currency converter. Neither BA nor its agents shall be responsible

for any errors or omissions in any bid display or currency converter.

6. SALES PROCEEDS AND BUYER’S PREMIUM.

Where Bidder is the winning bidder of the Lot, Bidder is responsible for promptly paying to BA the following “Sales Proceeds”: (a) the last accepted auction bid once the Lot has cleared its Reserve, if any (the “Hammer Price”); (b) the applicable “Buyer’s Premium” based on the Hammer Price of the Lot; and (c) all applicable taxes and duties, expenses, and other disclosed fees (including but not limited to removal and storage fees). Unless otherwise modified in writing by BA for a particular auction or Lot, BA’s standard Buyer’s Premium is: (i) if the Lot is a motor car, then the sum of fifteen percent (15%) (plus VAT on the Buyer’s Premium) of the first £250,000, €250,000, or CHF250,000 of the Hammer Price and twelve and one-half percent (12.5%) (plus VAT on the Buyer’s Premium) of the amount by which the Hammer Price exceeds £250,000, €250,000, or CHF250,000; and (ii) if the Lot is not a motor car (including but not limited to memorabilia, automotive parts or accessories, motorcycles, boats and watercraft, trailers and machinery, books, photographs, posters, art, jewelry, and furnishings), then twenty-five percent (25%) of the Hammer Price (plus VAT on the Buyer’s Premium at live auctions, and inclusive of VAT on the Buyer’s Premium at automobilia-only auctions).

7. PAYMENT METHOD AND DEADLINE.

Unless prior arrangements have been agreed to by BA, Sales Proceeds are due in full to BA by the winning Bidder by 5pm local auction time on the first business day (meaning any day other than a Saturday, Sunday or public holiday where the auction is held) following the auction (the “Payment Deadline”). All payments must be made with funds payable by wire transfer in the auction’s announced default currency, which will be either Great British Pounds (GBP), Euros (EUR), or Swiss Francs (CHF). For non-motor car purchases only, Bidder authorizes any credit card on file with BA to be charged for Sales Proceeds up to and including £5,000, €5,000, CHF5,000. Purchases by corporate card shall be subject to a service fee of up to 3.49% of the portion of the Sales Proceeds charged to a corporate card. At BA’s discretion, the sale of the Lot may be invoiced to any Bidder by BA (whereby all Sales Proceeds will be received by BA), or implemented and documented directly between Consignor and the Bidder (with some or all of the Hammer Price paid by the Bidder to Consignor, and the remainder of the Sales Proceeds (if any) separately invoiced and paid to BA).

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Conditions of Sale

8. NON-PAYMENT BY BIDDER.

Bidder agrees that in the event of any non-payment by Bidder of the full Sales Proceeds by the Payment Deadline, BA shall be entitled to in its sole discretion exercise one or more of the following remedies, without notice to Bidder and in addition to any other remedies BA may have available at law or in equity: (a) remove and store the Lot at the risk, cost, and expense of Bidder and enforce payment against Bidder of the full Sales Proceeds and all other Lot storage fees, late charges, and costs of collection (including lawyers' fees), including by seeking either damages or specific performance; (b) cancel the sale of the Lot or any other Lot to Bidder, and return the Lot to Consignor or sell the Lot to another person, whether by auction or private sale, with or without Reserve, and hold Bidder liable for the (i) applicable Buyer's Premium based on the original Hammer Price of the Lot and (ii) payment of any deficiency in the Sales Proceeds upon resale plus all costs and expenses of resale, lawyers' fees, late charges, and any incidental damages; (c) charge Bidder interest on the unpaid Sales Proceeds from the Payment Deadline in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is less; (d) offset any sums due from BA to Bidder against the outstanding Sales Proceeds, or retain or sell any proceeds or property of Bidder in BA's possession or control and apply the net sale proceeds from such sale against the outstanding Sales Proceeds; (e) repossess any Lot from Bidder for which the Sales Proceeds are overdue and resell such Lot; or (f) reveal Bidder's identity and contact information to Consignor for Consignor to exercise any available remedies.

9. NON-REMOVAL BY BIDDER.

Unless prior arrangements have been agreed to by BA, the Lot must be removed by the Payment Deadline. Bidder agrees that if the Lot is not removed by the Payment Deadline, then BA shall have the right (but not the obligation) to remove and store any Lot at Bidder's sole risk and expense at a daily rate of £50, €50 or CHF50 plus VAT (if applicable) until the Lot is removed (and Bidder authorizes BA to charge such expenses to any valid credit card or account of Bidder on file), and Bidder shall be responsible for all costs of removal, storage, transportation, and handling, at a storage location of BA's choice. Bidder hereby grants BA an irrevocable power of attorney to remove and store such Lot at Bidder's expense. Except in BA's sole discretion, no Lot shall be released to Bidder until the Sales Proceeds have been fully paid and Bidder has fully complied with the Conditions.

10. BIDDER REPRESENTATIONS AND WARRANTIES.

By participating in a BA auction and/or bidding, Bidder represents and warrants that: (a) Bidder is complying with and agrees to comply with all applicable laws, rules and regulations, and the Conditions; (b) neither Bidder nor any guest of Bidder (including any entity that owns either in whole or in part or other third person where Bidder is the agent of a principal) is directly or indirectly subject to, or controlled by any individual or entity that is subject to, restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, United Kingdom, Switzerland, or other any applicable jurisdictions, Bidder's purchase of and payment for a Lot are not connected with any criminal activity (including money laundering, tax evasion or terrorist financing), and Bidder is neither under investigation for nor has been charged with or convicted of such criminal activity; (c) Bidder has the financial ability and intention to pay the Sales Proceeds for any Lot on which Bidder bids, and Bidder is acting as a principal when bidding unless BA expressly agrees in writing before Bidder places a bid that Bidder acts as an agent for another disclosed principal; (d) Bidder and any guest of bidder attending or participating in a BA auction agrees to comply with all applicable policies and procedures BA may communicate, including any posted signage or notices; (e) Bidder is responsible for any damage to a Lot by Bidder and any guest of bidder, whether negligently or intentionally, and Bidder agrees to be liable for all resulting damage and loss and shall pay or reimburse BA (and its principal or agent, as the case may be) in full to compensate for any such damage; (f) any bid made by Bidder is binding and irrevocable, and Bidder may not change or rescind any bid once made; (g) Bidder is solely responsible for Bidder's own diligence before bidding on any Lot and Bidder is solely relying upon Bidder's own inspection of the Lot, and BA makes no representations or warranties regarding the Lot (including whether any Lot satisfies any emissions standards, can be exported to any jurisdiction, or otherwise regarding the mechanical or cosmetic quality or condition, history, authenticity, originality, title, registration, fitness for purpose, safety or roadworthiness of any Lot); (h) Bidder has not relied on any BA description, inspection, or condition report of the Lot, Bidder shall not be entitled to rely on any oral statement made by anyone regarding the Lot, including by BA or any of its agents, and Bidder shall hold BA harmless for any oral or written statements in any medium made by BA that accurately repeat the Lot information supplied by Consignor or any description approved by Consignor; and (i) BA shall not be liable for any loss, damage, or injury sustained by any Bidder and any guest of Bidder while attending a BA auction or on BA's premises (including the premises where

an auction, pre-auction preview, inspection or test drive of any Lot may be conducted), except where such loss, damage, or injury is caused by the sole negligence or intentional act of BA, its agents, or employees.

11. ALL LOTS ARE SOLD AS IS, WHERE IS, AND BA DISCLAIMS ALL EXPRESS AND IMPLIED WARRANTIES.

ALL LOT SALES ARE "AS IS, WHERE IS" AND "WITH ALL FAULTS" AND NEITHER BA NOR CONSIGNOR MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER REGARDING ANY LOT. BIDDERS ARE STRONGLY ENCOURAGED AND SOLELY RESPONSIBLE FOR INDEPENDENTLY INSPECTING ANY LOTS BEFORE BIDDING, AND BIDDERS MUST SATISFY THEMSELVES AS TO THE CONDITION OF THE LOTS AND ALL MATTERS REGARDING LOTS BEFORE BIDDING, INCLUDING HISTORY, AUTHENTICITY, ORIGINALITY, ANY NECESSARY OR DESIRED REPAIRS, RESTORATION, OR MISSING PARTS AND ACCESSORIES, AND APPLICABLE DUTIES AND TAXES. BA AND CONSIGNOR HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION, HISTORY, AUTHENTICITY, OR ORIGINALITY OF A LOT, TITLE OR REGISTRABILITY OF A LOT, ROADWORTHINESS OR MERCHANTABLE QUALITY OF A LOT, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT OR INFORMATION SET FORTH IN ANY CATALOG OR LOT DESCRIPTION, NOR ANY ESTIMATES, INVOICE, BILL OF SALE, TITLE DOCUMENT, CONDITION REPORT, NOTICE, ADVERTISEMENT, OR ANY OTHER WRITING OR ANY ORAL STATEMENT REGARDING A LOT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION ABOUT A LOT.

12. TRANSFER OF OWNERSHIP AND RISK.

The Lot shall remain Consignor's property until BA or the Auctioneer has announced the sale of the Lot (e.g., the Auctioneer has confirmed the sale with a tap of the hammer) and after payment in full for the Lot, at which point ownership rights to the Lot transfers to the Bidder. However, all risk of loss of the Lot will transfer from Consignor to a Bidder as soon as BA or the Auctioneer announces that bidding is closed. The Bidder is then responsible for and assumes all risk of loss or damage to the Lot. BA, and its employees, officers, directors, and agents, shall not be liable for any loss or damage to any Lot at any time, and Bidder shall look solely to its own insurance for any theft, loss, or damage to the Lot during Bidder's ownership.

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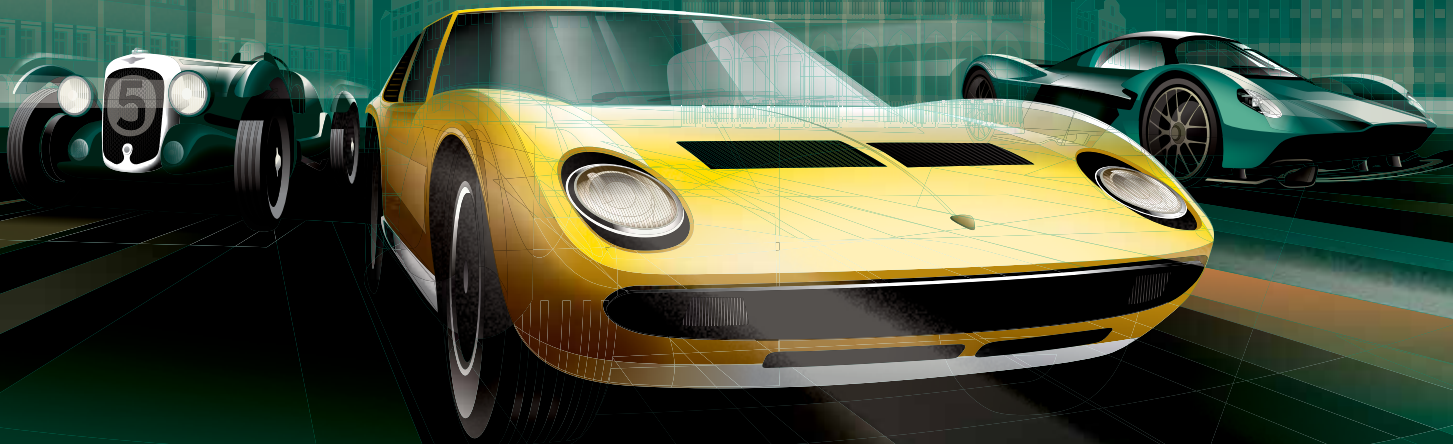


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Belgian Historic Vehicle Association



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13. TRANSFER OF OWNERSHIP, EXPORT, AND REGISTRATION.

Unless BA manages ownership reassignment or registration of a Lot on Bidder's behalf, Bidder is responsible for obtaining necessary title, ownership, and registration documentation for the Lot, and BA makes no representations or warranties regarding title, ownership, or registration (except that Consignor has represented to BA that Consignor has the authority to sell such Lot). Notwithstanding, BA can provide reasonable assistance in coordinating the transfer of certain title or ownership (where applicable) to Bidder at Bidder's expense. Certain Lots may be sold with a "Title in Transit" such as where Lot titles have liens, or Lot titles are not yet in BA's possession. Title in Transit means that Bidders should expect longer lead times for receiving ownership or title documents (where applicable), which may exceed 30 days following the auction, depending on processing times with various third parties. Unless prior arrangements have been agreed to by BA, Bidder is responsible for registering a motor car at its final destination promptly upon receipt of a title or ownership documents. Bidder shall also be solely responsible, including the payment of any costs or fees, for timely obtaining any necessary licenses or permits to export a Lot and/or to import a Lot into a foreign jurisdiction. Bidder is responsible for paying all taxes due, unless exempt by law. Bidder is responsible for supplying any proof of exemption, which is subject to BA's verification. In any jurisdiction where BA does not collect sales tax and registration fees on registrable vehicles, or in the event BA fails to collect such taxes or fees for any reason, Bidder shall be solely responsible for the payment of any sales or use taxes arising from the sale and delivery of any Lot. BIDDER HEREBY AGREES TO DEFEND, INDEMNIFY, AND HOLD HARMLESS BA AGAINST ANY CLAIMS, DAMAGES, LOSSES, OR ASSESSMENTS BY ANY COUNTRY, STATE, COUNTY, CITY, OR OTHER GOVERNMENTAL AGENCY FOR ANY FAILURE TO REGISTER A MOTOR CAR LOT, FOR ANY UNPAID SALES OR USE TAXES, AND FOR ANY UNPAID DOCUMENTATION AND LICENSING FEES (INCLUDING ANY INTEREST AND PENALTIES THAT MAY ACCRUE OR BE ASSESSED THEREON) ARISING FROM OR RELATED TO THE SALE OF A LOT TO BIDDER.

BA will use its reasonable efforts to assist with the transfer of ownership; however, it is the responsibility of Bidder to transfer ownership in compliance with their jurisdictional rules and regulations. Some Lots may have entered the country or jurisdiction where the Auction is held and will be sold on a temporary import bond, which must be discharged by the Bidder either by directly re-exporting the Lot or by paying the relevant customs duty, import VAT

and other applicable fees to permanently import the Lot into that country or jurisdiction. Any Lot subject to temporary import restrictions cannot be released from BA's custody without the completion of customs procedures and receipt of full payment of the relevant customs duty, import VAT and other applicable fees. Customs charges will be assessed based on the Lot's value and according to the circumstances of each sale and may be payable either to BA and/or directly to the relevant tax authority. The Bidder is solely responsible for payment of these charges.

14. POST-SALE LOT ISSUES.

If Bidder promptly raises a claim regarding a Lot after purchase before BA has paid Consignor the Hammer Price, BA in its sole discretion may retain some or all of the Hammer Price and attempt to broker a solution among Consignor and Bidder. In such event, and if BA in its sole discretion deems Bidder's claims valid, then BA may cancel or rescind the sale of the Lot and reimburse Bidder any portion of the Hammer Price still in BA's possession.

PLEASE READ THIS SECTION 15 CAREFULLY, AS IT AFFECTS YOUR LEGAL RIGHTS AND REMEDIES.

15.1. GOVERNING LAW AND BINDING ARBITRATION.

The Conditions and all claims or causes of action (whether in contract, tort or statute) that may be based upon, arise out of or relate to the Conditions or a Lot, or the negotiation, execution or performance of the Conditions (including any claim or cause of action based upon, arising out of or related to any representation or warranty made in or in connection with the Conditions), shall be governed, construed, and enforced in accordance with the laws of England, without regard to choice of law principles. ANY DISPUTE, CLAIM, OR CONTROVERSY ARISING OUT OF OR RELATING TO THE CONDITIONS, A LOT, OR THE BREACH, TERMINATION, ENFORCEMENT, INTERPRETATION, OR VALIDITY OF THE CONDITIONS, INCLUDING THE DETERMINATION OF THE SCOPE OR APPLICABILITY OF THE CONDITIONS AND WHETHER THE CLAIMS ASSERTED ARE ARBITRABLE, SHALL EXCLUSIVELY BE SUBJECT TO ARBITRATION. THE ARBITRATION SHALL BE ADMINISTERED IN ACCORDANCE WITH THE JAMS INTERNATIONAL ARBITRATION RULES UNDER ITS EXPEDITED PROCEDURES (AVAILABLE AT [HTTPS://WWW.JAMSA-DR.COM/INTERNATIONAL-ARBITRATION-RULES/](https://www.jamsadr.com/international-arbitration-rules/)). THE TRIBUNAL WILL CONSIST OF ONE ARBITRATOR. THE PLACE OF ARBITRATION WILL BE LONDON, ENGLAND. THE LANGUAGE TO BE USED IN THE ARBITRAL PROCEEDINGS WILL BE ENGLISH.

JUDGMENT UPON THE AWARD RENDERED BY THE ARBITRATOR MAY BE ENTERED IN ANY COURT HAVING JURISDICTION THEREOF. FOR ANY CLAIM WHERE THE TOTAL AMOUNT OF THE AWARD SOUGHT IS £50,000, €50,000 OR CHF50,000 OR LESS, JAMS, BIDDER, AND BA MUST ABIDE BY THE FOLLOWING RULES: (A) THE ARBITRATION SHALL BE CONDUCTED SOLELY BASED ON WRITTEN SUBMISSIONS; AND (B) THE ARBITRATION SHALL NOT INVOLVE ANY PERSONAL APPEARANCE BY THE PARTIES OR WITNESSES UNLESS OTHERWISE MUTUALLY AGREED BY THE PARTIES. This clause shall not preclude the Parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction. In the event that either Party brings action against the other, arising from or relating to the Conditions or a Lot, the prevailing Party, as determined by the arbitrator or court, shall be entitled to recover its reasonable lawyers' fees and costs, including through appeals.

15.2. LIMITATION OF LIABILITY.

TO THE FULLEST EXTENT PERMITTED BY LAW, BIDDER AGREES BA'S MAXIMUM LIABILITY RELATED TO THE CONDITIONS OR A LOT IS EQUAL TO THE GREATER OF (A) THE AMOUNT OF BUYER'S PREMIUM THAT BIDDER ACTUALLY PAID TO BA (IF ANY), AND (B) THE ADMISSION OR REGISTRATION FEES BIDDER PAID (IF ANY) OR THAT WERE APPLICABLE TO ATTEND THE BA AUCTION OF THE LOT OR BID ON THE LOT. BIDDER HEREBY EXPRESSLY AND KNOWINGLY WAIVES AND AGREES NOT TO SEEK ANY SPECIAL, INDIRECT, PUNITIVE, OR CONSEQUENTIAL DAMAGES OF ANY KIND ARISING OUT OF OR RELATING IN ANY WAY TO THE CONDITIONS OR ANY LOT, INCLUDING ANY LOST PROFITS, REGARDLESS OF THE ACTS OR OMISSIONS OR FAULT OF BA.

15.3. WAIVER OF JURY AND CLASS ACTION RIGHTS.

THE PARTIES AGREE THAT BY ENTERING INTO THIS AGREEMENT, THEY ARE EACH WAIVING THE RIGHT TO TRIAL BY JURY OR TO PARTICIPATE IN A CLASS ACTION. THE PARTIES AGREE THAT EACH MAY BRING CLAIMS AGAINST THE OTHER ONLY IN EACH OF THEIR INDIVIDUAL CAPACITIES, AND NOT AS A PLAINTIFF OR CLASS MEMBER IN ANY PURPORTED CLASS OR REPRESENTATIVE PROCEEDING. ANY ARBITRATION WILL TAKE PLACE ON AN INDIVIDUAL BASIS; CLASS ARBITRATIONS AND CLASS ACTIONS ARE NOT PERMITTED.

16. ENTIRE AND CONTINUING AGREEMENT.

The Conditions constitute the entire agreement between BA and Bidder and except as stated herein, contain all of the representations, conditions, and warranties

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Conditions of Sale

between them with respect to any purchased Lot and their relationship. For the avoidance of doubt, these Conditions shall govern the Parties at any future BA auctions and by bidding at any future such auction, Bidder re-affirms their consent to be governed by these Conditions. The Conditions may only be modified or superseded in a writing signed by BA's duly authorized representatives.

17. CONSTRUCTION AND SEVERABILITY. If any term of the Conditions is invalid or unenforceable, that term shall be deemed modified or deleted, but only to the extent necessary to comply with the statute, regulation, ordinance, order, or rule, and the remaining provisions of the Conditions shall remain in full force and effect. The Parties agree that any rule of law providing that ambiguities shall be construed against the drafting party, shall be of no force or effect. Time is of the essence for Bidder's performance of the Conditions.

18. NOTICE. Any notice to be given by any Party may be given by Federal Express, UPS, or similar registered courier with copies sent via email to Bidder's email on file and to BA at BALegal@hagerty.com.

19. CLIENT CONFIDENTIALITY AND ANTI-MONEY LAUNDERING. BA shall not be required to disclose the identity of any Consignor to Bidder without a court order or except in accordance with government regulations. Bidder acknowledges BA may use information provided by Bidder for identity verification using third-party service providers for KYC (Know Your Client) and AML (Anti-Money Laundering) compliance. Bidder agrees to provide all information and assistance reasonably requested by BA to comply with KYC/AML processes, laws, and regulations.

20. PRIVACY POLICY. Bidder consents to BA and its partners storing and using Bidder's personal information in accordance with BA's privacy policy, located on www.broadarrowauctions.com and the GDPR legislation.

21. COPYRIGHT POLICY. BA owns or licenses the copyright in all photographs, videos, and descriptions of any Lots created by or for BA, and BA in its sole discretion shall have the right to use, reproduce, and publish any of them for any purpose in any media at any time. Bidder shall have no right, title or interest to any of the foregoing in the event of buying a Lot, and Bidder agrees not to use, reproduce, or publish such copyrighted materials without BA's prior written consent.

22. LIKENESS. Bidder and any guest of Bidder grant all necessary rights to BA and agree BA has permission and license to use their likeness for video, photography, and any other recording, display, broadcast, or publication for any and all purposes (including advertising and marketing purposes) at any time. Bidder and any guest of Bidder waive all rights or claims (including rights of privacy and publicity) that might arise from such use under any applicable law.

23. NO TAX OR LEGAL ADVICE. Bidder is solely responsible for ensuring its own tax compliance with all amounts due under the Conditions. Bidder authorizes BA to collect any taxes, duties, VAT, or any other applicable tax on Bidder's behalf, where required by law. BA has not provided Bidder with any tax or legal advice in connection with the Conditions, and Bidder has had an opportunity to consult its own tax or legal advisors regarding the Conditions. For the avoidance of doubt, BA makes no representations regarding Bidder's ability to claim any tax exemption in connection with any purchase of any Lot, including any Lot with proceeds designated for charity in whole or in part.

24. CONSUMER PROTECTION RIGHTS. In certain jurisdictions, certain buyers may have the right to avail themselves of consumer protection rights or warranties notwithstanding this Agreement and the governing law selected by Consignor or the Bidder. While Bidder should seek independent legal advice, BA notes two potential examples: (a) EU Online Purchase Cancellation Right. For certain online-only auctions, if (i) Bidder is a "consumer" (i.e., acting for purposes that are mainly outside its trade, business, craft, or profession) who habitually resides in the European Union or United Kingdom and (ii) Consignor is a "business" or "trader" (i.e., acting for purposes relating to its trade, business, craft, or profession, whether personally or through another person), then the Bidder may have the right to cancel the online purchase of goods (the "EU Consumer Cancellation Right") under certain countries' laws during the period of fourteen (14) calendar days after the Bidder or their designated agent acquires physical possession of the Lot. If such a Bidder exercises the EU Consumer Cancellation Right, BA will notify Consignor and cancel the sale of the Lot. A Bidder who exercises the EU Consumer Cancellation Right is responsible for any and all expenses associated with the Lot, including transportation, storage, insurance, duty, and taxes. If a Bidder exercises the EU Consumer Cancellation Right, such Bidder bears all risk of loss, and is therefore advised to insure the Lot until Consignor retakes possession. BA reserves the right to make the reasonable

determination as to whether a Consignor meets the definition of a business or trader under this section; and (b) Legal Warranty for Italian Consumers. If (i) Consignor is a "professional" pursuant to the provisions of Art. 18, 1.b of the Consumer Code (Italian Legislative Decree no. 206 of 6 September 2005), and (ii) Bidder is a natural person participating in the auction for purposes that do not fall under the categories of trade, industry, craft or other professional activities, then a legal warranty of conformity may be applied to the Lot within 1 (one) year from the date of delivery under Articles 128-135 of the Consumer Code (hereinafter "Italian Legal Warranty"). The Italian Legal Warranty binds only the Consignor, and BA does not therefore assume any liability under the Italian Legal Warranty, which can be enforced only against the Consignor. In the event of a cancellation of a sale under such consumer protection rights or warranties (including the EU Consumer Cancellation Right or Italian Legal Warranty), BA may credit the buyer with its purchase price (if paid). The Bidder shall keep BA harmless for any documented costs, expenses, damages incurred in as the consequence of or connected with any claim under such consumer protection rights or warranties (including the EU Consumer Cancellation Right or Italian Legal Warranty), including reasonable legal costs incurred by BA for the purpose of resisting or managing the claim received. The Bidder agrees to pay the amounts requested by BA at first demand, and within seven (7) days.

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2022 Lamborghini Countach LPI 800-4
Offered at: €2.450.000 | Germany



1963 Mini Cooper S Rally
Ex-BMC Works/Hopkirk
Offered at: £260,000 | United Kingdom



2010 Alfa Romeo 8C Spider
Offered at: CHF 260'000
Switzerland



1991 Porsche 911 Carrera Cup
Offered at: €260.000
Germany

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THE LAS VEGAS AUCTION



2010 Bugatti Veyron 16.4 Coupe
Estimate: \$1,500,000 - \$1,800,000



1965 Aston Martin DB5 Vantage
Estimate: \$850,000 - \$1,000,000



1967 Ferrari 330 GTC
Estimate: \$500,000 - \$575,000
OFFERED WITHOUT RESERVE



1929 Auburn 120 Eight 'Boattail' Speedster
Estimate: \$200,000 - \$250,000
OFFERED WITHOUT RESERVE

REGISTER TO BID

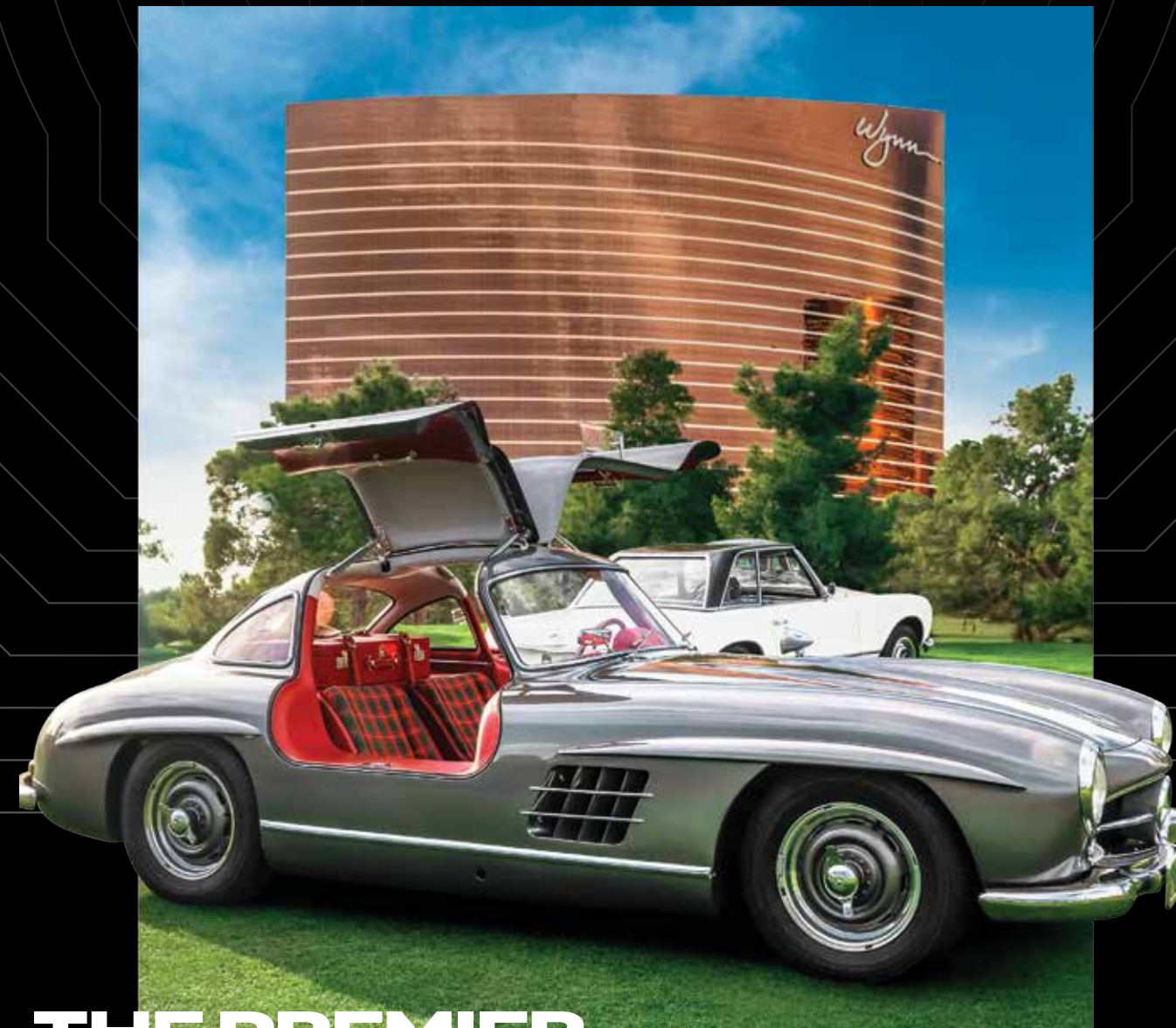
IN PARTNERSHIP WITH:
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WYNN LAS VEGAS

AUCTION DETAILS:
Wynn Las Vegas
Las Vegas, Nevada
31 October 2025

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THE ZÜRICH AUCTION



1956 Jaguar D-Type
CHF 5'250'000 - CHF 6'250'000
Chassis No. XKD-551



2020 Bugatti Chiron Sport
CHF 2'900'000 - CHF 3'200'000



2023 Ferrari 812 Competizione A
CHF 1'600'000 - CHF 2'000'000
OFFERED WITHOUT RESERVE



2019 Porsche 935
CHF 1'200'000 - CHF 1'500'000

REGISTER TO BID



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AUCTION DETAILS:
The Dolder Grand
Zürich, Switzerland
1 November 2025

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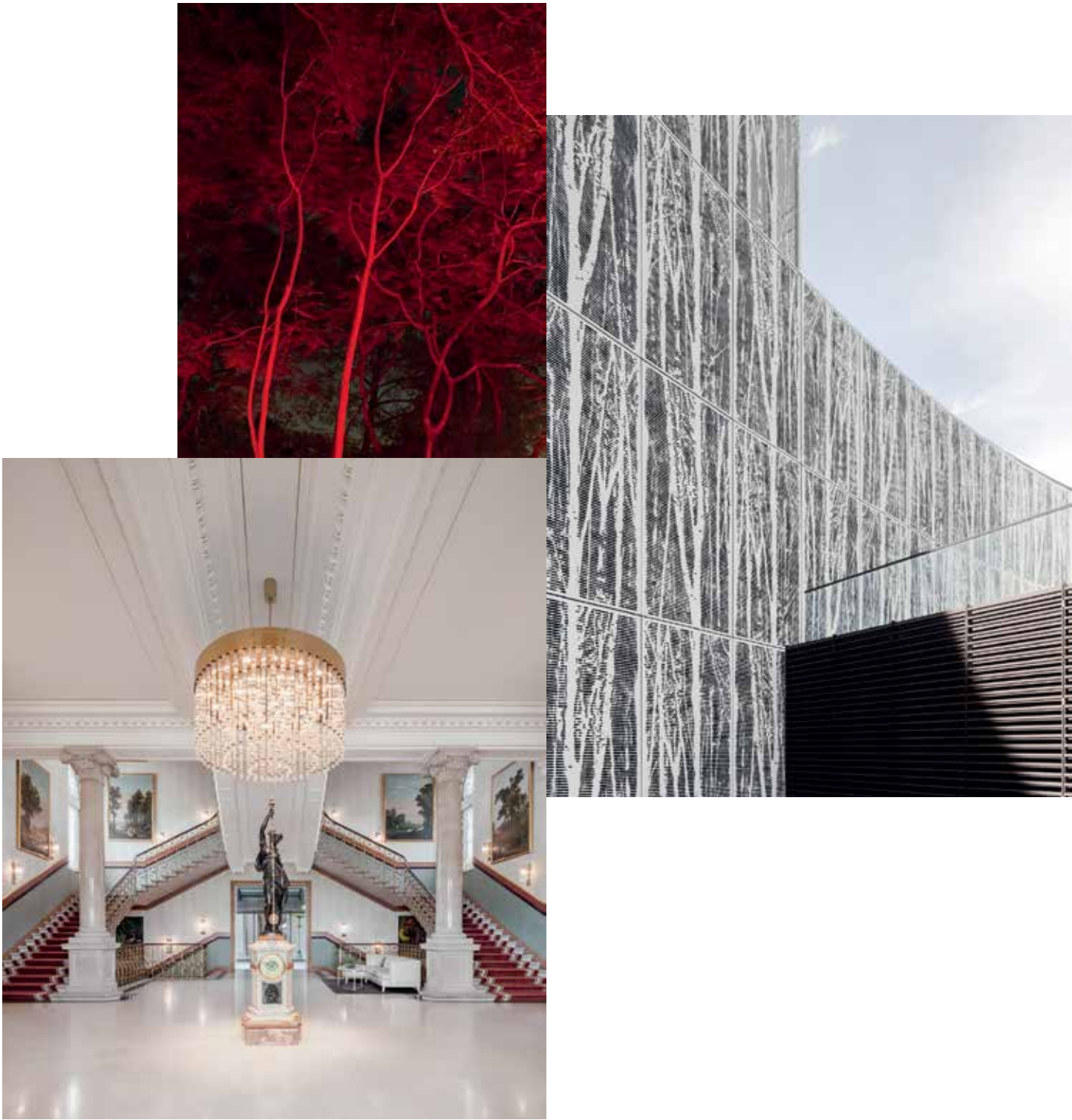
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Lot	Year	Make	Model
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104			Charles Leclerc 2020 Original Ferrari Helmet
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Broad Arrow Capital provides tailored loans and financing solutions secured by collector cars to eligible high net worth individuals, accredited investors, and businesses. Primarily focused on providing loans greater than \$250,000 / £250,000 / €250,000 with simple, straightforward terms, Broad Arrow Capital offers bespoke solutions in the form of acquisition financing, equity release, consignor advance, and more, to satisfy collector needs.

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Lot	Year	Make	Model
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111	2019	Porsche	911 Speedster Heritage Design Package
110	2024	Porsche	718 Cayman GT4 RS Weissach
131	2024	Porsche	911 GT3 R rennsport



LOT 137

1926 Frazer Nash Fast Tourer
€90.000 - €110.000
OFFERED WITHOUT RESERVE



LOT 136

1938 Frazer Nash TT Replica
€175.000 - €225.000
OFFERED WITHOUT RESERVE



LOT 135

1930 Alfa Romeo 6C 1750
€150.000 - €250.000
OFFERED WITHOUT RESERVE

Offered from the

Sir Clive Martin Collection

former Lord Mayor of London

Back Cover Car

LOT 148
2023 Aston Martin Valkyrie From
the Collection of Daniel Ricciardo
€2.400.000 - €2.800.000



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