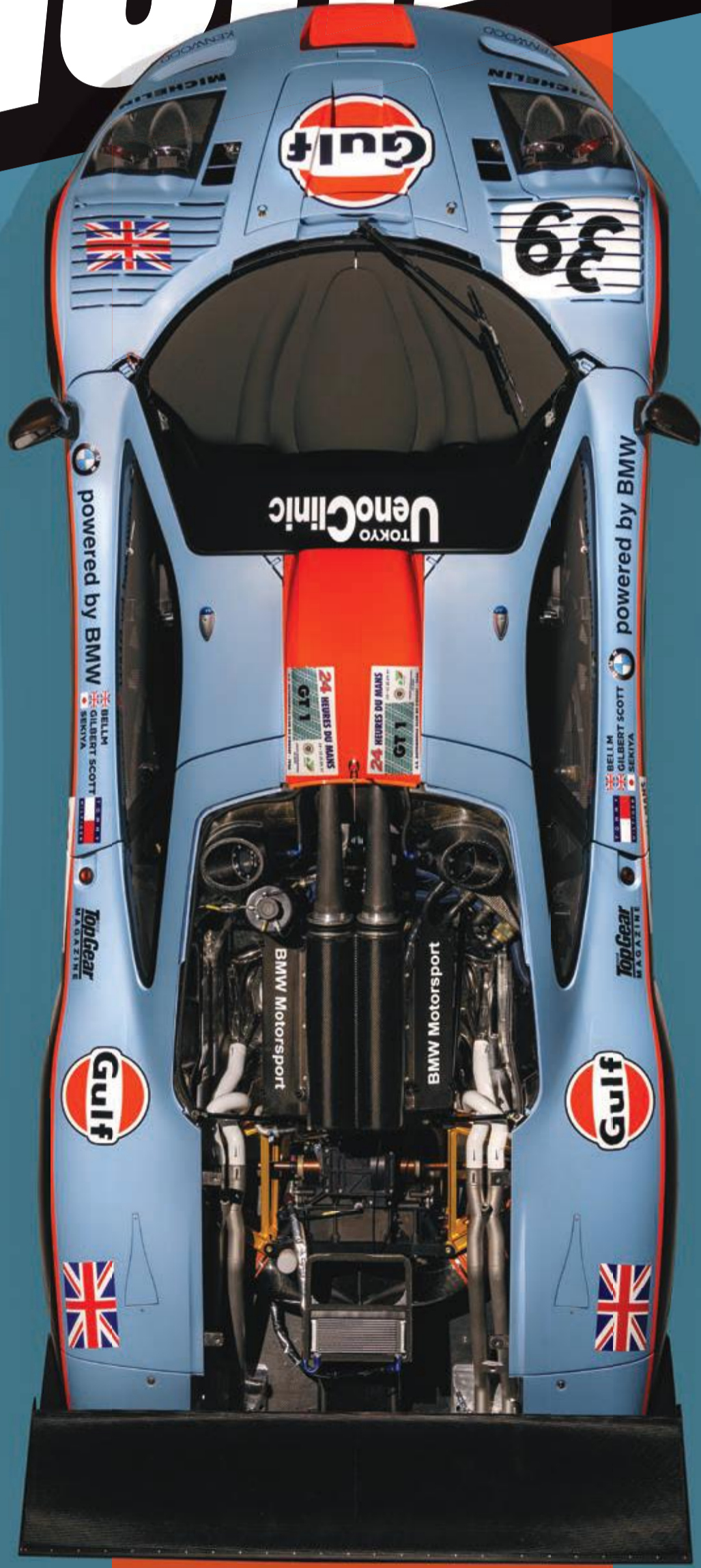


KIDSTON

WISHLIST



SUMMER / AUTUMN 2025

Kidston on the road. What you should own. Mission accomplished. Keeping history alive. Top Motors Salvioli. Just for fun.



WISHLIST SUMMER/AUTUMN 2025

Welcome back! By now you know that once a year we distil everything we've been working on into what feels like a high-octane school report which we share with our key friends, clients and colleagues. The last 12 months have been a pressure cooker of dealmaking, contributing and networking at events around the globe, filmmaking, publishing (you'll read about the Countach book which is nearing the first draft) and of course guiding restoration projects which are perhaps the most visual and enduring evidence of our motto, "Keeping History Alive".

In a rapidly changing and often challenging world – and I'm not referring only to collecting cars – we're always aware that evolving and improving is essential to stay ahead and earn one's reputation. Please reach out with any suggestions as to how we can be better and respond more closely to your needs and what's missing in our offering.

We always try to offer 'The Best of the Best' and after decades of experience we often know where it's hidden. Amongst the cars we're presenting for sale in this WishList you'll find one of the finest McLaren F1s – truly the 250 GTO of the modern era – but also exceptional, landmark cars going back to Ferrari's original racing *granturismo*, the 166 MM Le Mans *Berlinetta*. We're sometimes asked how many cars we decline, and I'd say one in 100 makes it into the WishList. Every car has been researched, debated, documented and priced to sell.

So please say hello, either in person or by telephone or email, for a friendly chat whether buying, selling, restoring or just wondering what to do next!

SIMON KIDSTON

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KIDSTON ON THE ROAD

THE OPEN ROAD IS ALWAYS CALLING

We practise what we preach. “Get out and drive” has been our mantra since setting up in business in 2006, and over the last 12 months we’ve been on the road non-stop, often at the wheel of something built by people long gone but whose spirit lives on in their creations, hopefully inspiring future generations.

Here are some tales from recent adventures in Europe and beyond...

CAFFEINE, CARS AND GOOD CONVERSATION

Our pre-Christmas get-together at the historic Parc des Eaux-Vives in Geneva is likely to become a tradition. Jaguar chose the venue to launch the E-type to invited press in March 1961, and it was the perfect setting to catch up with friends and see what they were driving (and wanted to drive next). The cars that turned out didn't disappoint!



CHANTILLY GRACE

The Chantilly Arts & Elegance Richard Mille is a majestic concours event held in the sprawling grounds of the Château de Chantilly, a short drive north of Paris. We landed from outer space in Simon's purple Countach LP400 '77 UFO', which won the hotly contested Countach class. As the location has strong links with the late Aga Khan, Emanuele brought the 1962 Maserati 5000 GT by Frua, driven extensively by the Prince before his own sister car could be delivered.



SHOWTIME IN MODENA

It was our colleague Giorgio Dall'Olio's turn for some 1960s Ferrari seat time when, this May, he took our black 1967 275 GTB/4 – nearing the end of a painstaking restoration in the spiritual home of Italian supercars to a now world class event: the Cavallino Classic Modena, a Concorso d'Eleganza “dedicated to honouring the city where it all began”. The pair faced serious competition in the 275 GTB class at the Ferrari factory-supported event but came away with a Platinum Award.



WELCOME TO MIAMI!

Simon travelled in the wheel tracks of Crockett and Tubbs to sample a ‘lifestyle event’ in only its second year which everyone is talking about: Moda Miami. The young concours has received many plaudits, and justifiably so: the 1920s Biltmore Hotel’s extensive grounds were filled with eclectic rarities spanning over a century. Simon hitched a ride in a personal favourite befitting the Art Deco setting – the outlandish Duesenberg Model SJ town car, first owned by candy heiress Ethel Mars.



**A NEW GOLD STANDARD:
THE KIDSTON CAR VAULT IN PARIS**



For the season-opening *Rétromobile* extravaganza, guests were greeted by an entrance inspired by the threshold of a high-security safe. Once inside, they were met by precious metal: one of only two McLaren F1 road cars finished in Marlboro White, still in factory fresh condition with 1,200km.

Surrounding the ultimate supercar was an offering to stimulate even the most jaded palate, ranging from the ex-Eddie Smith Ferrari 275 GTS/4 NART Spider

back in its unique original livery, a genuine left-hand-drive 1957 Bentley S1 Continental Drophead Coupé and the *Azzurro Hyperion* European-specification Daytona Spider. This was our most successful *Rétromobile* ever, with no fewer than eight cars sold during or soon after the show. A 21-year old agreed to buy our Veyron then disappeared, much to the relief of our younger team members who say it's a car to keep. If Bugatti reduces servicing costs, we will!

Our 2026 *Rétromobile* stand is already being designed.

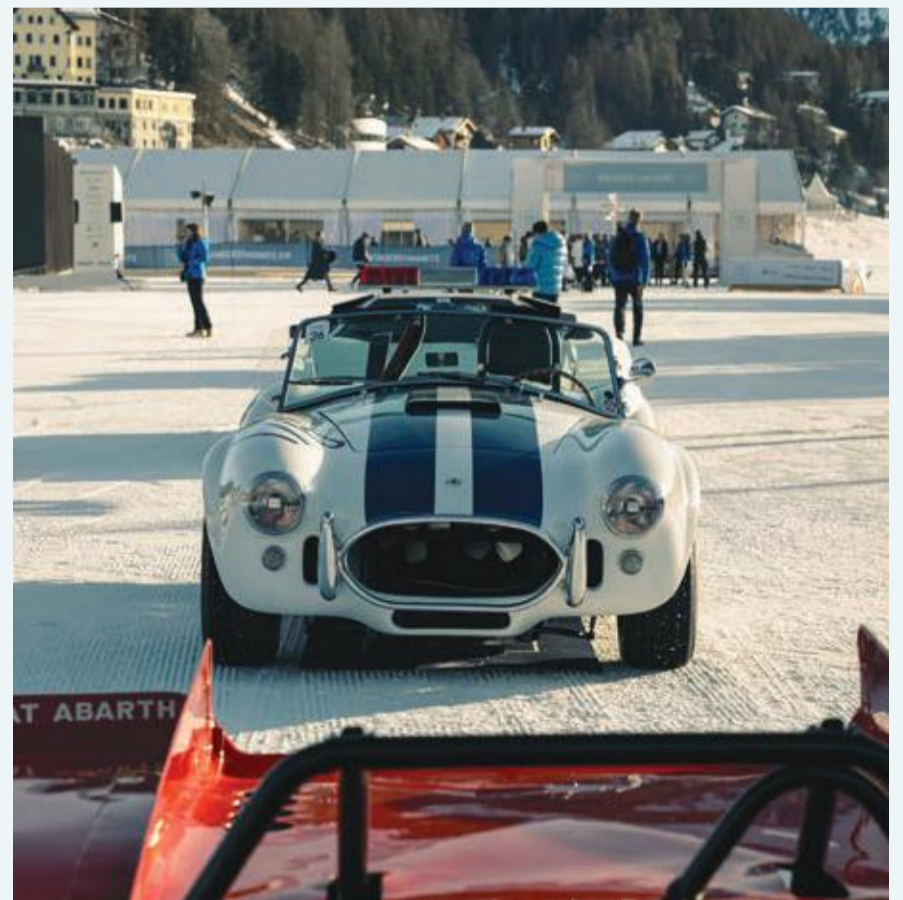


SURFIN' SAFARI AT THE ICE

It doesn't need to be expensive – or powerful – to be fun. The International Concours of Elegance (ICE) on the frozen lake in chic St Moritz has come a long way in a short time, and we've supported it from the very beginning with our cars and those of friends. With tongue firmly in cheek this year, we applied to bring an irrational recent auction purchase (sometimes the best kind): a 'Barris Kustom' Mini Moke. "You must know the organisers well for them to accept that," laughed one onlooker, before asking to climb onboard.

Twenty-five 'Mini Surfers' were ordered by Capitol Records in 1966 to promote the Beach Boys at the height of their chart rivalry with the Beatles and the Rolling Stones. Californian movie car builder George Barris was entrusted with customising them to look the part, complete with Con surfboard, candy stripe paint and shag pile trim. Giorgio's girlfriend found the coat.

Good clients drove two other cars we've been involved with, the crowd favourite *Rosso Corsa* Miura SV and the ex-Scuderia Filipinetti Cobra 427 which now lives in a collection very close to us.





HAPPY 100TH BIRTHDAY: UNVEILING THE EX-GLEN KIDSTON 1924 HISPANO-SUIZA H6C AT THE ROYAL AUTOMOBILE CLUB

It's been a colossal, seven-year team project, but almost a century to the day after a 25-year-old Lt. Glen Kidston took delivery of his Hooper-bodied Hispano-Suiza H6C 'Boulogne' model in Mayfair, London, the car was unveiled back in its original configuration at the Rotunda of the Royal Automobile Club in nearby Pall Mall.

The restoration has been a test of perseverance and passion but – masterminded by specialist Jonathan Wood, aided by coachbuilder Jason Rangecroft and paintwork expert Chris Wood – the car was finally ready for celebratory cocktails and a reveal to the public, proudly flanked by the people whose skill made it possible.

Next stop: Pebble Beach 2025.



LONDON FILM NIGHT: ON HER MAJESTY'S SECRET SERVICE

It's been a British Christmas TV favourite since it premiered on 18 December 1969, but nothing beats watching it on the big screen. We took over Notting Hill's The Electric Cinema on the film's 55th anniversary and invited cast, crew and friends to celebrate with cocktails and recollections.

Guest of honour was five-time Bond director (and 'OHMSS' editor) John Glen with his wife Janine, and the 93-year old's energy and recall are worthy of 007 himself. Other guests included stuntmen Vic Armstrong and Eddy Stacey; Bond girls Sylvana Henriques, Jenny Hanley and Kathy Davies; Bond composer Monty Norman's widow, Rina; Fleming biographer Andrew Lycett; and Simon Mills, son of cinematographer Alec Mills – who showed his father's behind-the-scenes footage for the first time.



AN EMOTIONAL RETURN TO THE DRAKENSBERG, SOUTH AFRICA

Simon and his son Cassius first visited the little-known monument to Simon's uncle Glen in 2008. The sandstone memorial, with a stainless steel domed top and the outline of an aircraft set in the surrounding ground, sits on the remote spot where Glen and his co-pilot died on 5 May 1931 when their Puss Moth aircraft broke up during stormy weather in the Drakensberg Mountains. Simon and his family returned in 2025 and discovered first-hand how unpredictable local conditions can be when a weather front suddenly came in, forcing their ex-South African Air Force helicopter pilot to change route and set course for Johannesburg, flying just a few hundred feet from the ground avoiding pylons, thick cloud and heavy rain. It brought the events of 1931 sharply into focus.



VILLA D'ESTE CONCORSO D'ELEGANZA 2025: ALFA VS. ALFA

The glittering waters of Lake Como were once again the backdrop to the most glamorous classic car event in the world. In this year's hotly contested Concorso, the big guns – in the form of two ex-Works pre-war Alfa Romeo racing cars – were out. Would Ralph Lauren's 1938 8C 2900 MM sweep the field as it almost did on the '38 Mille Miglia, or might there be a surprise outcome? There was, in the form of the Auriga Collection's booming 1934 Tipo B (P3) which scooped 'Best of Show'.

It was another memorable Concorso, Simon's 25th as Master of Ceremonies, blessed with perfect weather and a massive turnout of knowledgeable spectators lining the narrow streets of Cernobbio and attending the sell-out Sunday at Villa Erba.

Simon gave heartfelt tributes to the late Ian Cameron and Dominik Fischlin, two gentlemen who did so much for the Concorso.



ANOTHER BIG REVEAL: PEBBLE BEACH

It's the most famous concours in the world, "Where mere millionaires can come and challenge billionaires" as Jay Leno (half) joked. Collectors spend years and fortunes preparing cars for the concours, all for a few fleeting moments on the hallowed ramp and, for one fortunate owner every August, the confetti, applause and towering trophy which accompany the announcement of 'Best of Show.' We chaperoned the two surviving Lagonda V12 DP115 racing cars making their public debut there after 60 years largely under wraps, a project we have been intensely involved with since handling their sale out of very long-term ownership in 2015. Pictured here are the cars and some of the men who made it happen, often against the odds.

Another car we have a long history with is the ex-Jacques Dembiermont Lamborghini Miura SV. We handled the complete restoration of the gold car for young lady owner Devon MacNeil, with Top Motors Salvioli at the heart of the work.

To see it finally cross the ramp in front of the famous Lodge, 1st in Class, was a tribute to the skills of the artisans back home in Italy.



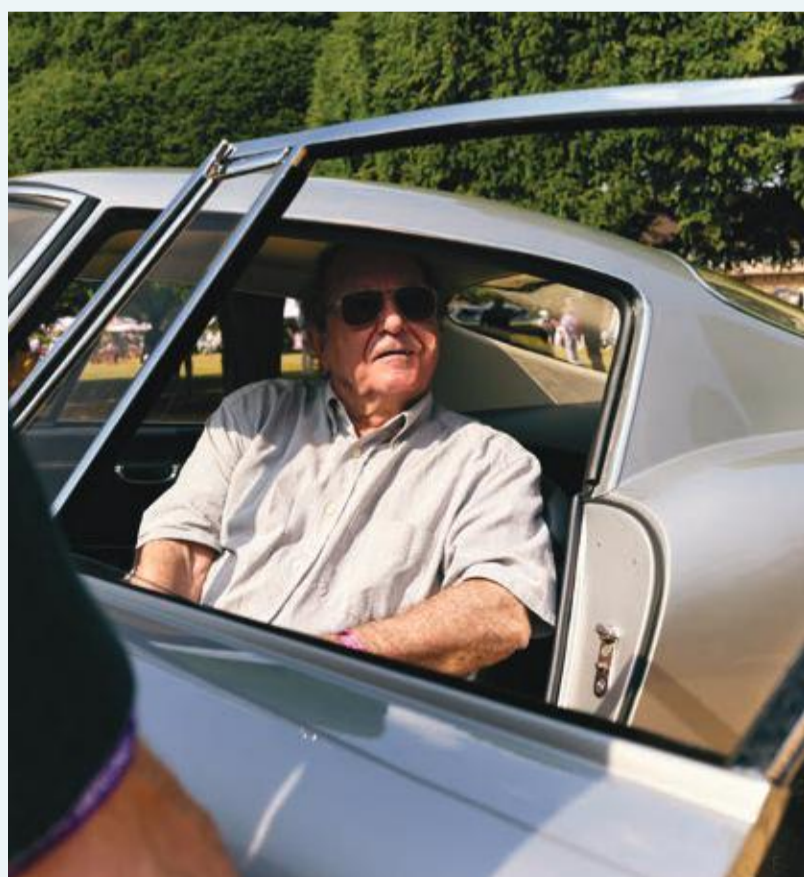


A 'PRINCE OF WALES' AND FERRARI RACING ROYALTY AT HAMPTON COURT

Barely off the plane from California and it was time to set off for the most aristocratic of events, the Concours of Elegance, held at King Henry VIII's Hampton Court Palace under the patronage and guidance of His Royal Highness Prince Michael of Kent

We were showing two cars: the unique 1989 Aston Martin V8 Vantage Volante 'Prince of Wales', the last of the 22 built (in fact the last V8), and a very special car acquired for a VIP client, the 1961 Ferrari 250 GT SWB Comp 'SEFAC Hot Rod', outright winner of the 1962 Tour de France.

André Simon was its winning driver; we brought his son Jacques over from France to be reunited with the car 62 years later.

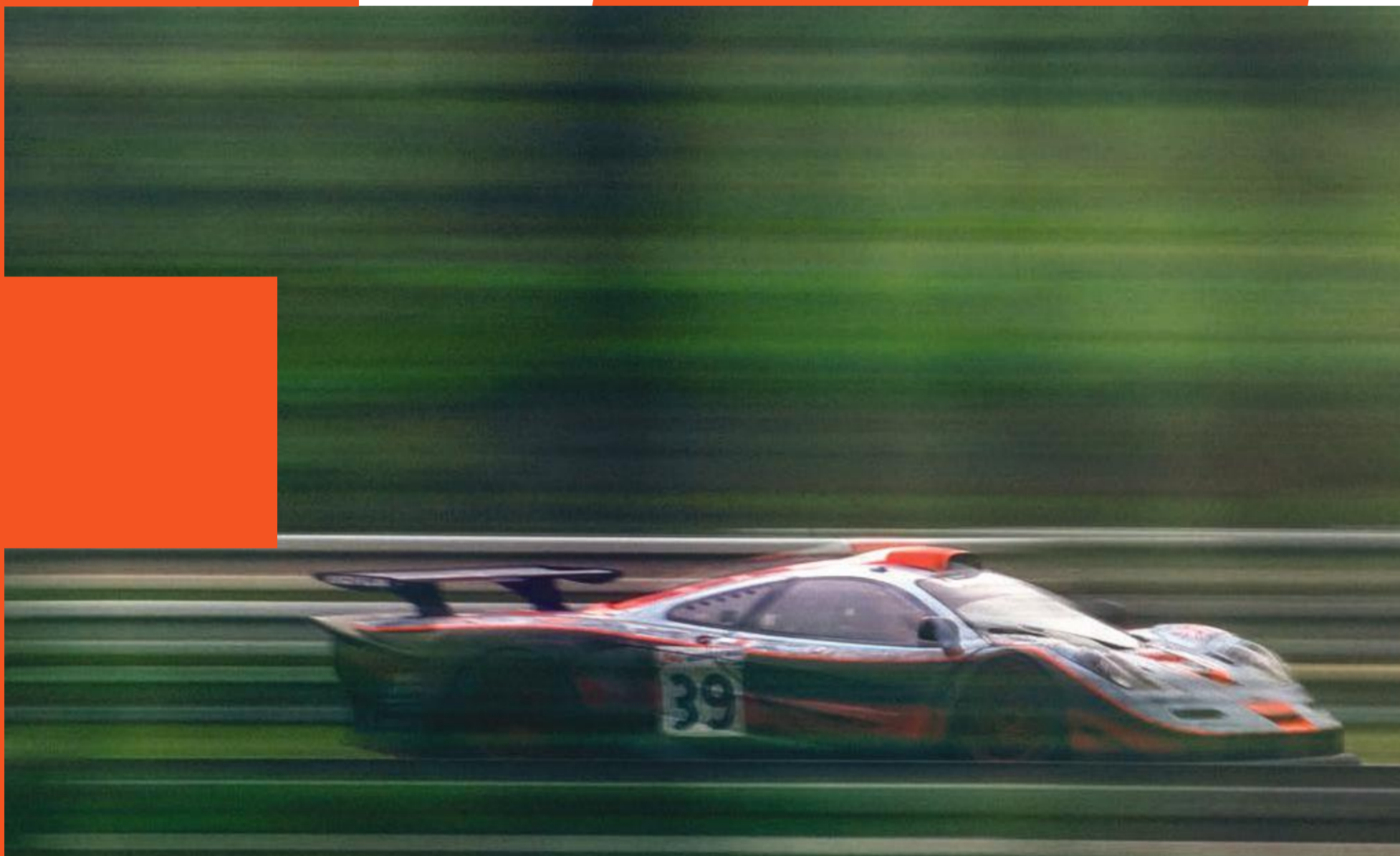




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– 1973 PORSCHE 911 CARRERA RS 2.7 TOURING
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COMPETIZIONE
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WHAT YOU SHOULD OWN

- 36** 1955 ASTON MARTIN DB3S
- 38** 1967 FERRARI 275 GTB/4
- 44** 1969 LAMBORGHINI ESPADA SERIES I
- 46** 1972 FERRARI 365 GTS/4-A DAYTONA SPIDER
- 50** 1950 FERRARI 166 LE MANS BERLINETTA
- 54** 1958 FERRARI 250 GT BERLINETTA
COMPETIZIONE 'TOUR DE FRANCE'



“ WITH A BMW-SOURCED V12 AND LIGHTWEIGHT CARBON MONOCOQUE, IT’S NOT JUST A CAR, IT’S MOTORSPORT HISTORY IN MOTION... ”

1997 MCLAREN F1 GTR LONG TAIL

Chassis 025R

F1 GTR Long Tail chassis 025R was completed on 9 February 1997 and delivered to British team GTC Competition on 14 March, one of a three-car entry for a full season. It was raced that year mainly by joint team owner Ray Bellm, usually paired with a top professional. At Le Mans, that included Masanori Sekiya of Japan, one of the victors in 1995.

GTC’s F1 GTRs were finished in the classic Gulf colours of light blue and orange. Swiss luxury tobacco goods manufacturer Davidoff was joint title sponsor.

Following a water leak that led to overheating and an ensuing engine compartment fire at Le Mans, over 1997-1998 '025R' was returned to the factory for preparation for the next season. Reassembled, with an engine rebuilt by BMW Motorsport, the car was painted in white primer ready for a new purchaser.

This, in 1999, was the Japanese Hitotsuyama Racing Team, who raced the car extensively in the Japan Grand Touring Championship (JGTC) until

2005, where in later years it carried distinctive yellow and orange 'Yellow Corn' motorcycle clothing livery. It is believed that the car's final race at Fuji in 2005 was the last appearance by a McLaren F1 GTR in international competition.

Following its career in Japan, '025R' was subsequently sold to a collector in Hong Kong who kept the car until 2016 when, following a comprehensive inspection at McLaren Special Operations (MSO), we sold it to a longstanding client.

025R



As purchased, its condition was consistent with that of a fully functioning, well-raced track weapon, slightly modified by the Japanese team for local circuits. The decision was made to return the important car to exactly 'as raced' at Le Mans in 1997. In a process managed by Kidston, MSO commenced the painstaking work that year and had '025R' ready in August 2018 for a debut as the first McLaren F1 Certified car on the company's display at the Hampton Court Concours of Elegance.

In March 2022 it joined six other McLaren F1s on the Kidston stand at Rétromobile to honour the F1's 30th birthday. Using the famous Compaq LTE 5280 laptop, the mastermind of the restoration at MSO, veteran F1 technician Pani Tsouris, fired up the car in Paris to applause from onlookers – and complaints from the organiser...

THE GTC COMPETITION, GULF TEAM DAVIDOFF 1997 FIA GT CHAMPIONSHIP ENTRY

THE SUBJECT OF A £1.1M+ RESTORATION AT MCLAREN SPECIAL OPERATIONS, TEST MILES SINCE

THE "LONGEST SERVING F1", BELIEVED TO HAVE MADE THE MODEL'S LAST-EVER RACE APPEARANCE

FULL FACTORY ROAD CONVERSION, WITH SPARE RACE BODY PANELS AND ZERO HOURS REBUILT SPARE EX-LE MANS ENGINE

UK ROAD REGISTERED AND TAX PAID (GTR 25R)



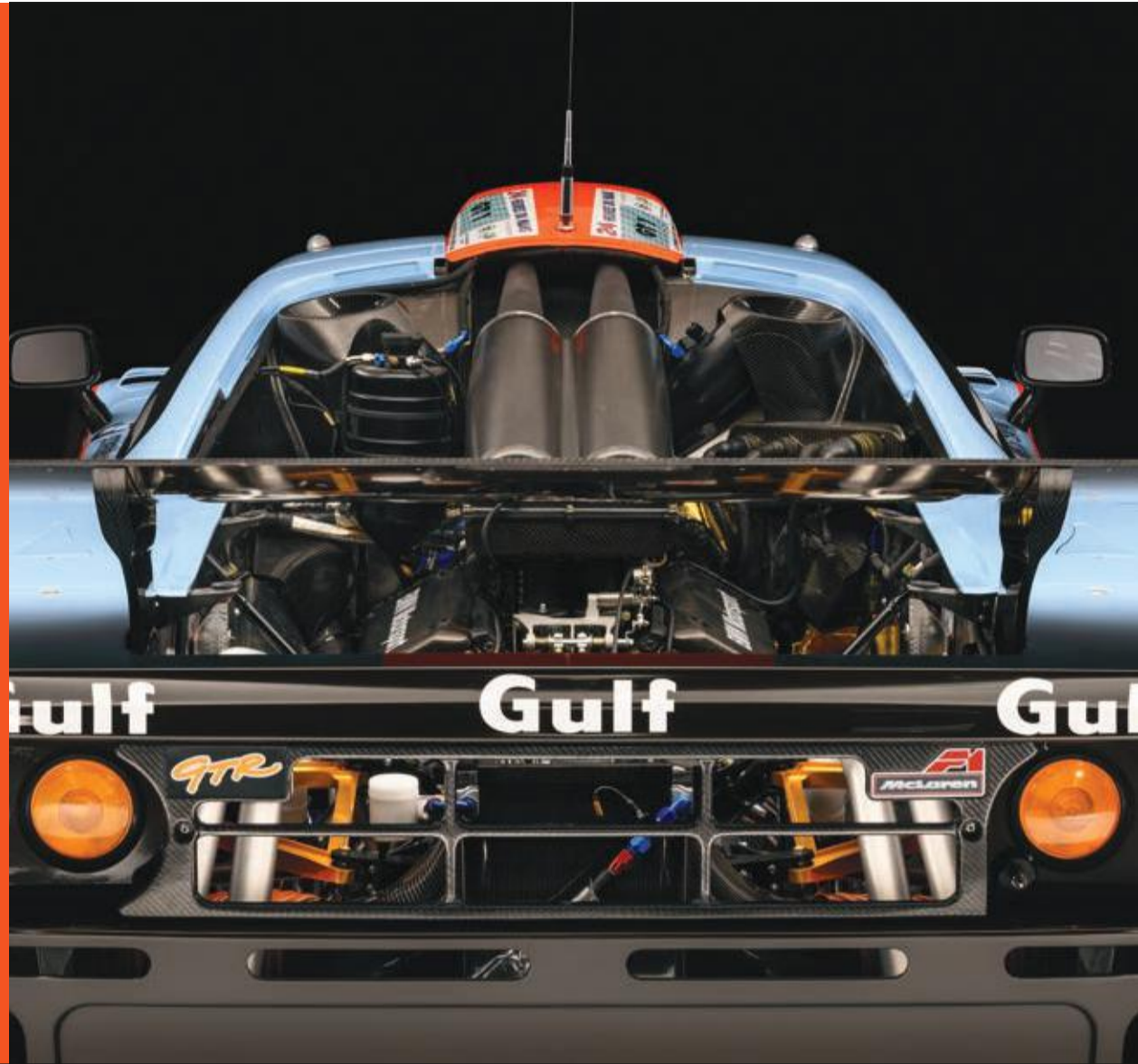


In the intervening period MSO had taken chassis 025R back to its component parts and rebuilt it 'as new'. The spare engine – confirmed from Le Mans 1997 – was rebuilt; the car's fitted engine rebuilt. The 1997 Le Mans livery with all the correct scrutineering stickers was carefully reproduced to concours standards.

MSO only used pre-June 1997 parts, ensuring the car was exactly as it would have been in the run-up to the great French 24-hour event. Michael Cane, team manager for GTC Competition when running the car in 1997, was retained as a consultant for the project.

In total, the work came to £1,087,659 excluding VAT.

The car was then UK road registered GTR 25R. Since restoration, '025R' has been kept in climate-controlled storage in the UK and remains totally 'ready to run'. It is arguably the finest F1 GTR Long Tail in existence, with a standard of work befitting a NASA space programme – or driving on the next F1 Owners Tour – and comes with a \$1 million spares package including the Le Mans engine.





1970 LAMBORGHINI MIURA P400 S

Chassis no. 4042



A DIRECT SALE FROM LAMBORGHINI TO SPANISH FIRST OWNER JOSÉ HERNÁNDEZ RODRÍGUEZ

LATE-PRODUCTION P400 S WITH AIR-CONDITIONING AND VENTED DISC BRAKES

ORIGINALLY ORDERED IN *ORO METALLIZZATO* (METALLIC GOLD, ONE OF EIGHT CARS) WITH BLACK LEATHER

FORMERLY OWNED BY NEIL PEART, THE DRUMMER OF CANADIAN ROCK BAND RUSH

WITH ORIGINAL CHASSIS, BODY AND ENGINE

UK REGISTERED

The records of Carrozzeria Bertone – who built, painted and trimmed Miuras before despatch to Sant’Agata for final assembly – list car 554 (their number ‘654’) as a gold Miura S with black leather and air-conditioning. Lamborghini’s sales manager at the time, Ubaldo Sgarzi, confirms this in his sales records, which also show a client name – rather than a dealer – as ‘Hernández’. Commercial manager Enzo Moruzzi’s records concur, noting a delivery date of 21 November 1970. The engine number, where listed, is 30361.

Like many other Lamborghini Miuras, the new car (production number 554 vs. 362) had ‘adopted’ the identity of an older one most likely to side-step fresh import duties on a replacement usually ordered

after the original had been wrecked. One damaged car was returned to Lamborghini – usually by train – a new one was returned, conveniently bearing the same numbers. Often, a complete car was simply taken from the production line and its numbers tailored to suit. This is the case of car 554.

As the new Miura S was sold directly by Lamborghini to ‘Hernández’ – actually José Hernández Rodríguez – it is more than likely that an arrangement was made by wily Ubaldo Sgarzi and the Sant’Agata sales department to help an export client out in his hour of need in the most cost-effective way possible. Both cars were delivered to Spain and importer Amato was not involved in the second transaction.



We next pick up the car's story when, painted red with a black interior, it featured in a March 1987 road test by Spanish magazine *Motor Clásico* and had been seen bearing the registration 'M 788012' on the Jerez circuit in April 1986. By the 2000s it was still in the Madrid area in the hands of Pedro Gojovarra, then later the Muñoz family, jewellers in the Spanish capital.

Later, the car passed to a dealer in Germany who sold it to a client in the United States in August 2014. The Miura S was flown by Lufthansa from Frankfurt to San Francisco on 16 March 2015 destined for its new owner, the late Neil Peart of the Canadian rock group Rush.

One of the great rock drummers and an ardent car enthusiast, Peart, preferring silver as the colour for his collection, sent the Miura to a friend, Aston Martin-trained Ken Lovejoy of Q's Workshop, Boulder Creek, Colorado, to prepare for a change of colour.

We often corresponded with Peart about his Miura S until his passing in 2020. His collection was disposed of at a Pebble Beach auction in August 2021 when the car passed to the current owner.

In recent years, Miura S '4042' has been looked after in the UK by Italian car specialist DK Engineering and veteran Lamborghini experts Colin Clarke Engineering.

A thorough examination of the car's body numbers by Kidston in July 2025 confirmed a high degree of originality, with correct Bertone numbers found on boot hinges, door handles, engine cover slats, front compartment bulkhead etc. The engine number 30361 is, importantly, the original.

The future owner is therefore presented with two enticing propositions: to enjoy the car today as a well-maintained, great spec Miura S with rare air-conditioning, vented discs and celebrity ownership, or embark (with our assistance if desired) on a concours repaint in Italy to as-delivered and elegant *Oro Metallizzato*...





COLOURS MAKE CARS

1973 PORSCHE 911 CARRERA RS 2.7 TOURING

Rare colours and both in the first 500





The one-year-only Porsche Carrera RS launched late in 1972 is regarded by many as the greatest 911 of them all. It's certainly one of the best drivers' cars ever built, and you'll find examples in some of the world's most significant collections, usually close to the front so it's ready for use.

Bearing special lightweight parts, panels and glass to give the Stuttgart company's new off-the-shelf racer a competitive edge, cars from the first run of 500 RS 2.7s required to meet homologation are the most sought-after. Once the target had been reached, the supply of special parts started to run out and Porsche gradually introduced standard components from regular 911s.

All cars in the first run of 500 were commissioned by the dealer to standard homologation specification, then an additional form was submitted to finish the car to the precise requests of the client.



THE RS 2.7 HAS ENTERED FOLKLORE AS ONE OF THE FINEST DRIVERS' CARS EVER BUILT



GREEN HORNET

Chassis no. 911 360 0165

ONE OF ONLY FIVE CARS IN THE FIRST 500 DELIVERED IN IRISH GREEN (OF 12 IN TOTAL)

A 'MATCHING NUMBERS', HIGHLY ORIGINAL 1973 PORSCHE CARRERA RS 2.7 TOURING

WITH ALL THE DESIRABLE EARLY FEATURES SEEN ON THE FIRST RUN OF 500 CARS FOR HOMOLOGATION

ONLY TWO OWNERS, DOCUMENTED HISTORY AND NEVER RESTORED

WITH RARE *WAGENKARTE* ('CAR CARD') AND *MOTORENKARTE* ('ENGINE CARD') COPIES

SWISS REGISTERED FROM NEW

According to this car's hard-to-obtain *Wagenkarte* ('car card', a copy of which accompanies it) M472-specification Porsche 911 Carrera RS 2.7 chassis '0165' was delivered new in January 1973 to the Lausanne, Switzerland, agent AMAG Prilly. The specification confirmed by the *Wagenkarte* includes: 102, heated rear window; 430, fog lights, round, yellow H3 below front bumper; 258, head restraints left and right, and best of all, *Sonderfarbe*, special colour.

That beautiful colour is *Irischgrün*, or 'Irish Green', a non-metallic medium shade (code 1515) specified on only three other Tourings and one Lightweight in the first run of 500 cars (out of 12 RSs in total). A copy of a *Motorenkarte* (engine card) dated 4 December 1972 for engine number 6630192 notes a dyno power figure of 208 PS (205bhp) at 6,000rpm.

Former Swiss Olympic sailor Paul Ramelet (1909-2002) ordered the RS new as a birthday present to himself, remarkably keeping it until 21 November 2001, by which time it had covered 118,283km. An enthusiast had admired the car parked on the street in January 2000 and left a note "in case you ever sell." In April 2001 he received a letter in reply, and soon after became its second owner. The letter remains with the car.

The RS comes today, via Kidston, essentially from only its second owner and now with just over 130,000km. It comes with a forensic report by respected Porsche guru Jochen Bader who confirms its 'matching numbers' and authenticity, summarising "Overall a very fascinating first series Porsche 911 2.7 RS with a rare and attractive colour which has never been restored, except some older paintwork".



RS 2.7

PURPLE HAZE

Chassis no. 911 360 0377

ONE OF ONLY FOUR CARS IN THE FIRST 500 DELIVERED IN AUBERGINE (OF 16 IN TOTAL)

A RESTORED AND BEAUTIFULLY PRESENTED RS TOURING WITH OPTIONAL BLACK HEADLINING

ONE OF THE FIRST 500 WITH HOMOLOGATED LIGHTWEIGHT FEATURES

COSMETICALLY RESTORED BY QUALITY CARS OF PADOVA 2023-2024, RETAINING ITS ORIGINAL ENGINE

"A GENUINE VEHICLE... IN VERY GOOD CONDITION AND IMMEDIATELY READY TO DRIVE": JOCHEN BADER

EUROPEAN REGISTERED

Porsche 911 Carrera RS 2.7 chassis '0377' was completed in January 1973, finished in rare (one of only 16 cars in total, of which only four in the first 500) Aubergine code 025. Its interior was black leatherette and corduroy, and the only options specified were: 440, a retractable radio aerial and loudspeaker, and black headlining. It was delivered new via Hahn Fellbach, Germany.

By the 1980s the RS was in the ownership of French movie executive Jean-Patrick Flandé, who kept it for 10 years. Subsequent owners were Porsche connoisseur Jean-Claude Miloé until 2005, then the Seydoux family and our Italian client since May 2021.

He sent '0377' to award-winning Quality Cars of Padova for cosmetic restoration, with model expert

Marco Dalla Libera performing a comprehensive mechanical overhaul. In a detailed forensic report for Kidston dated June 2025, German Porsche inspector Jochen Bader summarises '0377' as "a genuine vehicle... in very good condition and immediately ready to drive". The engine is original and the gearbox likely to be matching but its vulnerable number on the underneath of the car has been repeatedly scraped and is not legible.

Since restoration the car has covered a minimal distance and presents superbly in Aubergine. For those seeking a Carrera RS with a desirable specification, restored to a high standard and ready for enjoyment, chassis '0377' is an example which would stand out in any crowd.

1992 PORSCHE 964 TURBO 3.6 COUPÉ

Chassis no. WP0ZZZ96ZPS 470063



EARLIEST KNOWN EXAMPLE OF THE ULTIMATE PRODUCTION 964 TURBO, SOLD NEW TO GERMANY AFTER SERVICE AS A PORSCHE PRESS AND DEVELOPMENT CAR

BELIEVED TESTED BY *AUTO MOTOR SPORT* MAY 1993 – 0-100KM/H 4.6 SECONDS, TOP SPEED 289KM/H

PRESENTED IN ORIGINAL-SPECIFICATION MIDNIGHT BLUE (FB) WITH MATADOR RED (MD) LEATHER INTERIOR

MATCHING ENGINE AND GEARBOX, BOTH WITH FACTORY 'PV-0' (NON-STANDARD) PARTS PER BUILD SHEET

56,563KM FROM NEW, WITH MAINTENANCE INVOICES INCLUDING RECENT COMPREHENSIVE SERVICE

UK REGISTERED

Porsche 911 (964) Turbo 3.6 Coupé chassis '470063' is the third in the sequence of production numbers for the desirable 'Rest of World' spec (ROW) Turbo 3.6 – only 1,001 sold – that commenced with '470061'. It is believed that Porsche built five pre-production prototypes, '470061' to '470065', used for in-house evaluation, proving trials and early testing by the motoring press.

It had previously been thought that only '470065' had survived. However, chassis '470063' seen here has just emerged from almost two decades hidden in storage, and according to its recently issued Porsche certificate, it also features a special PV-0 series (non-standard) engine and transmission, a typical indication of an early, pre-production car.

This European-specification 964 Turbo was completed on 30 April 1992, finished in the rare and elegant combination of Midnight Blue metallic (F8) with Matador Red (MD) leather interior. Like all ROW cars it had M030 lowered and upgraded suspension.

According to the car's Porsche Certificate of Conformity, options fitted included:

139 Heated left seat

340 Heated right seat

650 Electric sunroof

692 Porsche 'CD C-1' CD changer

734 PV-0 Series engine (non standard)

735 PV-0 Series transmission (non standard)



FORMER PORSCHE PRESS AND DEVELOPMENT CAR AND THE EARLIEST KNOWN 964 TURBO 3.6



A May 1993 full road test of the new Turbo 3.6 by leading German magazine *Auto Motor und Sport* features a Midnight Blue/Matador Red car. Every indication suggests it is this chassis, '470063'. The meticulous journalists recorded a 0-100km/h (62mph) of 4.6 seconds and top speed of 289km/h (180mph). The price tag as evaluated was 204,000 DM.

After an early life spent in Germany, the car was acquired by Simon King of St Leonards-on-Sea in the UK, where it was registered on 28 March 2000; he sold it one month later to a Swiss-French collector resident in London. During his ownership the car was maintained by Parisian Porsche agent and racing team Sonauto and official agent Zell Motors of Nanterre. The car was repainted by French firm Auto Sport Prestige at 48,413km in 2001, when a RUF exhaust and front spoiler were also fitted. The odometer read 51,642km in 2004. The car was acquired by a Swiss friend of the French collector shortly thereafter and had remained in deep storage until recently entrusted to us for sale.

The car has been comprehensively serviced by one of our most trusted longtime specialists and is now on-the-button and ready to go. Any Porsche 964 Turbo 3.6 is a fast, usable modern classic, but this one is a little more special.

TURBO 3.6

1960 FERRARI 250 GT LWB CALIFORNIA SPIDER COMPETIZIONE

Chassis no. 1639 GT



One of nine cars with alloy bodywork, covered headlamps and a competition motor: this is the ultimate – the 45th of 50 – long-wheelbase 250 GT California Spider, presaging the mechanical ingredients of the SWB racing variant.

Ferrari 250 GT California Spider chassis 1639 GT was the fourth alloy car in a row, constructed to full racing specification except a larger fuel tank and outside filler. A very late car, it featured a *Tipo* 168 ‘outside plug’ 12-port engine with 10mm-lift camshafts, Weber 40DCL6 carburettors with *trombette* (intake trumpets), a 9.5:1 compression ratio, 8/34 rear axle ratio and Abarth *competizione* exhaust. It has disc brakes and ribbed, comp-spec Silumin gearbox casing. The car was finished in *Rosso Bordeaux* 16119 metallic with a simple *Nero* interior typical of the model.

Although ‘1639 GT’ had most likely been ordered for an East Coast racer such as Bob Grossman or Ed Hugus, on 3 February 1960 Chinetti sold it to his distributor in Chicago, George Reed’s RRR Motors Inc of Homewood, Illinois.

As well as being a successful businessman with Ferrari, Alfa Romeo and Goodyear racing tyre franchises, Reed was a semi-professional racing driver of note. But despite Reed’s strong connections with motorsport, this particular California Spider was never raced. It was displayed at the 1960 Chicago Auto Show and sold soon after to its first owner, Leonard Theiss of Green Bay, Wisconsin. The following year it passed to Gilbert Horton of Jamestown, North Dakota.



CALIFORNIA





THIS 1960 FERRARI 250 GT LWB CALIFORNIA SPIDER COMPETIZIONE IS ABOUT AS GOOD AS IT GETS

In 1962, Horton, the proprietor of Sportstown & Import Motors, traded the car for a 250 GT SWB Competizione offered for sale in Hartford, Connecticut. That year, '1639 GT' passed to Dr William RA Boben of Wilkes-Barre, Pennsylvania. The doctor kept it until 1979 when he sold it to Ferrari collector of note, Sherman M Wolf of Amherst, New Hampshire.

The elegant California Spider was a highlight of Wolf's collection, and he enjoyed caring for it himself while embarking on long road trips or tours. In 1989 he completed the Colorado Grand at the wheel of '1639 GT' accompanied by US racing driver and journalist Denise McCluggage.

By the early 1990s the Ferrari had earned a restoration and Wolf entrusted the car to David Carte of Edinburg, VA. After a multi-year total restoration, it was exhibited at the August 1994 International Ferrari Concours at Monterey where it won its class.

On Sherman Wolf's passing in 2012, '1639 GT' was auctioned during Pebble Beach and joined our client's collection.

It was sent to famous Ferrari specialist Bob Smith Coachworks in Texas to be restored to concours condition. The work took two years and is fully documented, the cost exceeding \$700,000. It has since been driven sparingly and remains 'on the button' and ready to go or show. In December 2019 the owner applied for the coveted Ferrari Classiche Certification, receiving a 'Red Book' which confirms its matching number status throughout (chassis, engine, body, gearbox, rear axle). The car is presented with correct Dunlop racing tyres and a tool roll.

With a superb specification including covered headlights and disc brakes, a clear history with few owners, matching numbers and in concours condition, this 1960 Ferrari 250 GT LWB California Spider Competizione is about as good as it gets.

ONE OF NINE ALLOY-BODIED CARS, WITH COVERED HEADLAMPS AND TO 1960 RACING SPECIFICATION – THE ULTIMATE LWB CALIFORNIA SPIDER

DELIVERED NEW WITH COMPETITION-SPEC, 256BHP TIPO 168 ENGINE WITH OUTSIDE PLUGS, INTAKE TRUMPETS AND DISC BRAKES

FIRST DELIVERED IN *ROSSO BORDEAUX* 16119 METALLIC AND BLACK LEATHER; THE 1960 CHICAGO SHOW CAR

FULLY MATCHING NUMBERS, FERRARI CLASSICHE CERTIFIED, RESTORED AT A COST OF \$704,000 BY BOB SMITH COACHWORKS

PREVIOUSLY THE CENTREPIECE OF THE SHERMAN WOLF COLLECTION FOR 33 YEARS

1966 FERRARI 275 GTB

Chassis 08349 GT



DELIVERED NEW TO *AVVOCATO DANTE STRAZIOTA*, ONE OF 1960S ROME'S MOST INFLUENTIAL FIGURES

PRESENTED IN ITS ORIGINAL COLOUR OF *BLEU FERRARI* (20-A-185), NOW WITH RED LEATHER INTERIOR

MATCHING NUMBERS, FERRARI CLASSICHE CERTIFIED

THE SUBJECT OF A CA. THREE-YEAR US RESTORATION, 2015-2018

WITH ORIGINAL TOOL ROLL, JACK, AND OWNER'S MANUAL

EUROPEAN REGISTERED

Ferrari 275 GTB chassis 08349 GT was ordered in December 1965 by one of Rome's most colourful and influential figures, *Avvocato* (later *Cavaliere*) Raffaello 'Dante' Straziota, in the name of his company Orto di Santa Maria Srl. The supplying dealer was VECAR Srl of Rome. Confirmed by the car's Ferrari Classiche red book, it was delivered in rare *Bleu Ferrari* ref. 20-A-185 with an all-leather interior in Connolly Beige VM 3309. The wheels were Campagnolo alloys.

Avvocato Straziota was a lawyer and financier with interests in real estate (his family owned over 1,200 apartments alone) and a lifestyle worthy of a Roman prince. Over 1,500 of the capital's 'Who's Who' were invited to his daughter's 18th birthday at their sprawling estate, which featured a swimming pool with underwater music and even an atomic

bunker. His daughter recalls that her father favoured chauffeur-driven Mercedes and Ferraris when driving himself. Heavily involved in Italian politics, he was also a prominent racehorse owner with many famous winners to his credit.

Straziota kept his blue 275 GTB for one year (during which his daughter would borrow it to drive around the grounds without a licence or permission) and replaced it with a 275 GTB/4. Later in 1966 it was exported to North America, finding a home in Anaheim, California. By the mid-1970s, it was in the ownership of well-known collectors and Ferrari restorers Charles Betz and Fred Peters of Costa Mesa, California. The pair owned the car until 1995 when it was sold to Sidney Allen of Longview, Texas, with maintenance entrusted to Bob Smith Coachworks.

275 GTB

Allen kept the Ferrari until 2014. Noted Ferrari restorer Patrick Ottis was commissioned to assess it, concluding his written report that, "this is a lovely correct and patinated 275 GTB". In late 2013 '08349' was certified by Ferrari Classiche, confirming that all numbers and specification matched and were true to original, the sole comment being a discrepancy in the carburettor air box.

The car was auctioned in January 2014 and its new West Coast US owner commissioned a restoration that would take three years to complete. Work was conducted by Californian firms Empire Restoration (paint and body), Coppa Bella Motors (chassis) and GTO Engineering (engine parts and other components). Milestone Motorcars of Boynton Beach, Florida, carried out much of the assembly work and managed the entire project. The exterior colour was returned to original-specification *Bleu Ferrari*, while the interior was retrimmed in red by Ferrari specialist Kenneth Michaels. In total, the work cost in excess of \$223,000. In January 2019 it was shown at the Cavallino Classic, scoring 97 points out of a possible 100.

The car stayed in America until late 2019 when sold to our client. At the time, the odometer read 64,663km; it now shows just over 68,000km. In recent years the car has enjoyed a carefully maintained life in the south of France. Today it offers an opportunity to own a 'proper' V12 Ferrari in an elegant original colour with a genuine *Dolce Vita* early history, ready for grand touring or high level events.



1955 ASTON MARTIN DB3S

Chassis no. DB3S/110



SUPPLIED NEW BY BROOKLANDS OF BOND ST TO PRE-WAR RACER AND WW2 SPECIAL BOAT SERVICE HERO GEORGE 'SM' HARROCKS

PRESENTED AS DELIVERED IN UNIQUE MOONBEAM GREY METALLIC WITH RED LEATHER INTERIOR

FRESH FROM A STANDARD-SETTING, IN EXCESS OF £700,000 CONCOURS-LEVEL RESTORATION BY MARQUE SPECIALISTS IN THE UK AND UNUSED SINCE

WITH ORIGINAL CHASSIS, ENGINE, GEARBOX, REAR AXLE AND BODY, CA. 30,250 MILES RECORDED

PERFECT FOR WORLD-CLASS RACING, SHOW OR DRIVING EVENTS

UK ROAD-REGISTERED SLC 626, ITS ORIGINAL NUMBER

DB3S/110 was supplied on 22 November 1955 to main agent Brooklands of Bond St. The car's stylish combination of Moonbeam Grey metallic with red leather interior was unique for a DB3S.

Its first owner was George Stanley Marino Harrocks of Bournemouth, as 'SM Harrocks' a pre-War trialist and rally driver of note. During WW2 he was a member of an elite commando unit, the British Special Boat Service.

The car was the fastest and most expensive in a line of Aston Martins bought by Harrocks after the war and was registered SLC 626 on 17 March 1956. Harrocks' length of ownership of the DB3S is unknown, there is no record of him racing it and the next known owner was historic car trader Peter Harper in the 1960s. It later passed to respected collector, gentleman dealer and restorer Nigel Dawes of Birtsmorton Court in Worcestershire.

While in Dawes' hands it was used sparingly on the road and very occasionally entered in 1970s British club meetings. In the early 1980s the car – by now dark red with black trim – passed to Jeffrey Pattinson, historic racing driver and chairman of Kensington mews dealer and auctioneers, Coys. Pattinson recalls the car's odometer then reading 16,000 miles and during his three decades of ownership he increased the total to 29,000. Much of this distance was driving to historic events in the UK and Europe.

After some 30 years, Pattinson sold DB3S/110 to a world-renowned collection where it was displayed until 2020, when bought by the current owner via Kidston. Recognising the rarity of one of the few surviving DB3S racing cars which had suffered no dramas, he commissioned a total, nut-and-bolt restoration by the best in the business.



Charged with overseeing the project, ex-Aston Martin Lagonda man Julian Reichman initially studied and researched every last detail then chose the world's leading DB3S experts to meticulously return '110' to as delivered in March 1956.

Aston Engineering was entrusted with rebuilding the engine to produce a usable, dyno-tested 209bhp. The Derby-based Aston Martin Heritage Specialist also overhauled the gearbox and rear axle. In parallel, the body and chassis were carefully stripped of paint at former Aston Martin Lagonda coachbuilder Charlie Briggs' workshops. Briggs and his team painstakingly re-worked sections of the delicate body taking great care to remove as little of the 1950s metal as possible and, once finished, body and chassis were sent away for painting in Moonbeam Grey metallic. As the project came together and the car was back on its refurbished, 16in Borrani alloy-rim wire wheels, the interior was retrimmed in correct red Connolly leather. Finally, the car was set up for fast road driving by model experts Rex J Woodgate Ltd of Silverstone.

The project took four years to complete and has cost in excess of £700,000. The mileage today is a recorded 30,244 miles. As one of the purest, 'matching numbers' survivors in a world populated by cars crashed in period and often with changed engines, bodies and even chassis, '110' has few equals. It will also always be the sole DB3S produced in beguiling Moonbeam Grey for a WW2 special forces commando.



1967 FERRARI 275 GTB/4

Chassis no. 09565 GT

SOLD NEW TO GENTLEMAN DRIVER DR LUIGI RAVIZZA (RACING PSEUDONYM 'MEO'), A PHARMACEUTICAL ENTREPRENEUR IN VERONA, ITALY

THE FIRST OF SIX 275 GTB/4S DELIVERED IN *NERO* 20-B-50 (BLACK) AND THE ONLY ONE WITH *ARANCIA* (ORANGE) VM 3104 CONNOLLY LEATHER INTERIOR

EXTENSIVE ITALIAN RACING HISTORY FROM 1967-1969 AND FEATURED IN THE FERRARI YEARBOOKS OF 1967 AND 1968-69-70

THE SUBJECT OF A TOTAL, €500K+ 'LAST NUT AND BOLT' CONCOURS RESTORATION IN ITALY BY BACCHELLI & VILLA (BODY AND PAINT), TOP MOTORS SALVIOLI (V12 ENGINE AND MECHANICALS) AND INTERNI AUTO MAIELI (INTERIOR); PLATINUM AWARD-WINNER AT THE MAY 2025 CAVALLINO CLASSIC MODENA

ARGUABLY THE ULTIMATE FERRARI 275 GTB/4 THANKS TO SPECIFICATION, RACING HISTORY AND CONDITION



Ferrari 275 GTB/4 chassis 09565 GT was completed in March 1967 and delivered on 6 April to Verona dealer Dino Ravasio & Sons for city resident Dr Luigi Ravizza, a loyal Ferrari client who raced under the pseudonym 'Meo'.

Factory build sheets show a shorter 5th gear was specified and, as with some other early four cams, it also features an oil cooler. It was the first of six 275 GTB/4s delivered in *Nero* and the only one with an *Arancia* leather interior; it also received red carpets, a km/h speedometer and alloy Campagnolo wheels.

A summary of 'Meo's' racing exploits with chassis 09565 GT, compiled with help from Marcel Massini and Italian sources, can be seen on page 40.

By 1970 the car was in the US. That December, American racer, car collector and official VW dealer Gerry Sutterfield received a mysterious call from a potential buyer for a new Porsche 911S he had advertised. Speaking to Simon Kidston in 2024, now 91-year old Sutterfield remembers picking up the phone to someone in California, "willing to swap a black Ferrari 275 GTB/4 for my Porsche, but he wanted it by the weekend."



275 GTB/4



DATE	RACE DETAILS
4 MAY 1967	4th Coppa Citta' di Volterra hillclimb (Ravizza's brother, using temporary licence plate '04064 D6'), race no. 442, 1st in class.
7 MAY 1967	Cividale-Castelmonte hillclimb, race no. 134.
14 MAY 1967	Castione Baratti-Neviano hillclimb, race no. 208.
21 MAY 1968	Castione Baratti Neviano hillclimb, race no. 438, 3rd in class.
23 MAY 1968	Coppa Citta' di Volterra hillclimb, race no. 646, 3rd in class.
16 JUNE 1968	Vittorio Veneto-Cansiglio hillclimb, 1st in class.
7 JULY 1968	Bolzano-Mendola hillclimb, race no. 360.
14 JULY 1968	XXIII Trento-Bondone hillclimb (entered by Scuderia Corse Verona), race no. 82, 1st in class.
13 OCTOBER 1968	Entered for the Prize of Tyrol at the Innsbruck airfield in Austria by Ravizza but he raced a Dino 206 SP instead.
11 MAY 1969	Coppa Citta di Volterra hillclimb, race no. 646 (pictured in the official Ferrari Yearbook 1968-69-70).

IT WAS THE FIRST OF SIX 275 GTB/4S DELIVERED IN NERO AND THE ONLY ONE WITH AN ARANCIA LEATHER INTERIOR





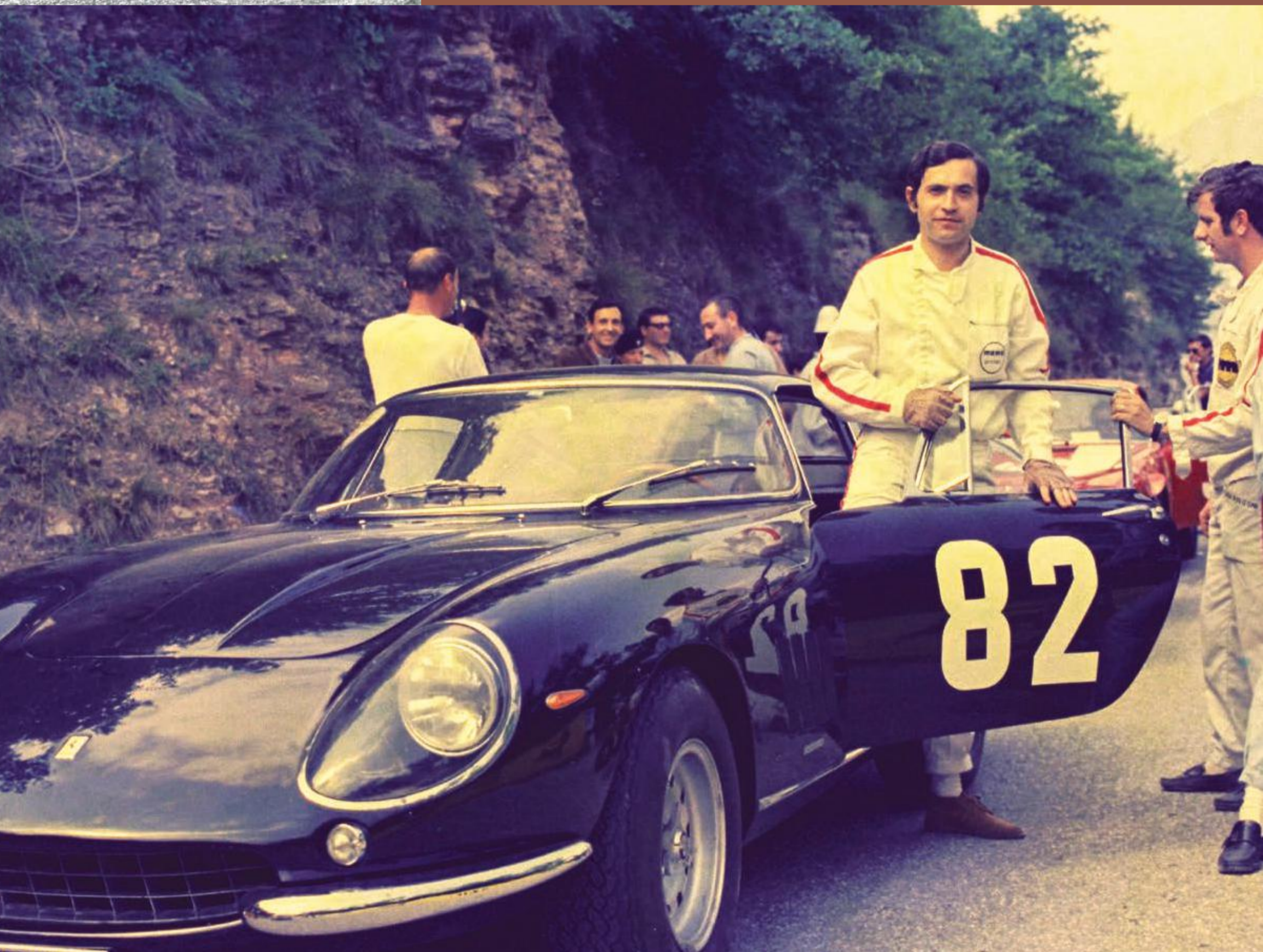
Accompanied by a motoring journalist friend, Sutterfield drove 2,000 miles non-stop from Ohio to San Diego in the 911. On arrival, meeting the buyer, he asked him why he was in such a hurry to change cars: "I'm an undercover Federal agent and my cover's blown, so I need to get rid of the Ferrari".

It was 18 December 1970. Cars and paperwork were swapped and Sutterfield and his friend made it back to Ohio in the black four-cam, the conclusion of a 4,000-mile round trip. The Ferrari was soon put up for sale and was bought by fellow Ohio dealer Stan Rosenfeld, Sutterfield recalling: "I can't remember if I got beaten up on the price or not!"

The car remained in America, later (inevitably) painted red and retrimmed black. By January 1999, it was in the

ownership of Richard H Grant III, a member of the Reynolds and Reynolds business dynasty, who kept chassis 09565 GT for the rest of his life. After his passing in September 2022, the Ferrari was sold at auction on 7 January 2023. Ownership transferred to the auction house who had underwritten Grant's collection. They performed a cursory US repaint and retrim in colours close to the original but nothing more.

It clearly deserved to be done properly. We had long been interested in this particular 275 GTB/4, so early in 2024 we acquired it, flying the car immediately to Italy for restoration 'as built'. The odometer read 82,457km. Other than the poor repaint and trim, the car was basically well preserved and unmolested.



The engine number and *numero interno* confirmed the unit as original; the transaxle had been replaced with the correct type; the interior had been retrimmed, but many coverings had been left untouched such as the headlining and boot carpets; most of the glass was original.

Modenese Ferrari 275 specialist Bacchelli & Villa was chosen to restore the bodywork. Our own workshop Top Motors Salvioli handled the full mechanical rebuild and complete electrical restoration, while Maieli of Mantova conducted a full retrim to as originally delivered. The scope of work was all-encompassing and exceeded €500,000 excluding taxes. Former Ferrari Classiche inspector Emiliano Torkar was retained to assess the car before work began and advise on retaining maximum originality.

The car made its debut at the May 2025 Cavallino Classic Modena, receiving a Platinum Award, following which the detail snagging and proper testing was undertaken. It comes with its original tools in their factory brown roll, owners handbooks in their leather wallet, copy build sheets and old correspondence and photographs.

The restored combination of elegant black coachwork contrasting with the delicate chrome details, the unexpected orange leather (actually a rich tobacco colour) and deep red carpets when one opens the door and climbs inside makes for one of the most visually striking Ferrari 275 GTB/4s, and that's before anyone admiring it casually asks if it has an interesting history...







1969 LAMBORGHINI ESPADA SERIES I

Chassis no. 7221

DELIVERED NEW VIA FRENCH DISTRIBUTOR VOITURES PARIS MONCEAU FOR THE OWNER OF THE ACADEMIE CHARPENTIER SCHOOL OF ARCHITECTURE, ART AND DESIGN

THE HERO FEATURE CAR OF 1975 FRENCH ADULT MOVIE *FEMMES VICIEUSES*

PRESENTED IN ORIGINAL-SPECIFICATION *VERDE PALLIDO* WITH *VERDE* LEATHER INTERIOR AND COGNAC CARPET

THE SUBJECT OF A 2022-2024 CONCOURS-STANDARD ITALIAN RESTORATION TOTALLING IN EXCESS OF €280,000 EXCLUDING TAXES

MATCHING NUMBERS, WITH ORIGINAL LEATHER UPHOLSTERY AND DETAILED HISTORY FILE

UK REGISTERED

ESPADA

Lamborghini Espada chassis 7221 was despatched on 26 April 1969 to French distributor Voitures Paris Monceau ('VPM') in Paris, a Series 1 car with sought-after hexagonal dashboard, Miura wheels and a fabulous colour scheme.

The car's first owner was Pierre-Louis Charpentier, of the family that owned the Académie Charpentier school of architecture and design in Paris. Circa 1973/4 the Lamborghini was returned to VPM to sell on consignment. While there the Espada was loaned – without the owner's knowledge – to a French production company making the adult picture *Femmes Vicieuses*, where the car features prominently in many scenes as the playboy protagonist drives from one conquest to another.

Later, the car was bought by Charles de Sabran-Pontevès – the Duke of Sabran – of Paris, probably its second owner. By 2010 it was in Italian ownership before purchase by a Dutch collector in 2013.

For some time we had wanted to undertake an Espada project, to show how a properly

restored one could look and drive. Following an inspection by Bruno Bourras, one of the world's leading classic Lamborghini experts, '7221' was bought by Kidston SA. The decision was made to send it to award-winning experts Top Motors Salvioli in Italy, now part of the Kidston family, for 'The Full Monty'.

The green Espada was completely stripped and dismantled to the last nut and bolt then rebuilt in the Modena region by the craftsmen at Top Motors Salvioli, Retro Garage, Carrozzeria Morandi, Gatti and Interni Auto. The project took two years, totalling in excess of €280,000 exclusive of taxes. No detail was left untouched and no corner cut.

It's unlikely any Lamborghini Espada has ever been restored to this standard. The current British owner fell in love with it on our stand at Rétromobile in 2024 but has just become a Miura owner with our help, so those who missed it last time will get a second chance. Again, specification, history and condition make this the best of the best. We doubt it will be equalled for many years to come.



1972 FERRARI 365 GTS/4-A DAYTONA SPIDER

Chassis no. 15535



**DELIVERED NEW TO LEBANON VIA IMPORTER ELIE
AYACHE OF BEIRUT**

**ONE OF THE 19 EUROPEAN-SPECIFICATION, LEFT-HAND
DRIVE SPIDERS**

**PRESENTED IN AS-COMMISSIONED – ONE OF TWO
EUROPEAN CARS IN THIS LIVERY – *ROSSO DINO*, WITH
RARE FACTORY AIR-CONDITIONING**

**PREVIOUSLY OWNED BY FRENCH COLLECTOR
AND THREE-TIME LE MANS VETERAN
JEAN-PIERRE DELAUNAY**

**CA. 30,000KM, CONTINUOUS HISTORY FROM
NEW, FERRARI CLASSICHE CERTIFIED**

EUROPEAN REGISTERED

Elie F Ayache took delivery of this European-specification Daytona Spider in late spring 1972. It had been completed in December 1971, finished in *Rosso Dino* with beige leather and optional air-conditioning and fitted with Cromodora alloy wheels.

Typical for the days of the worldwide oil crisis, the car remained unsold until bought by first owner Hilal Chalabi in early 1975 (the factory guarantee card is dated 20.2.1975). He barely drove the Spider before Lebanese businessman William Ayoub saw it at his friend Ayache's premises and, discovering it was for sale, purchased it later that year. After the faulty transaxle was swapped for one in a Daytona coupé in stock, Ayoub drove off in the car.

Relating his experiences to Kidston in June 2025, Ayoub said he simply “jumped at it... it was perfect”, remembering the interior

as black when purchased. He was a skilled driver, later to race in Formula Atlantic in Canada, and enjoyed extracting the most from the Ferrari: “It would hold the road very well, in a sort of ‘special way’. I loved it. I never had an accident in it.”

He was not so keen on the funky colour and soon asked respected bodyshop Pavesi of Milan to repaint it *Rosso Corsa*. After enjoying the car in Europe, later in the 1970s business took Ayoub to Canada and the treasured open Ferrari came too. After some five years of enjoyable driving – “some 20,000km, no more” – the time came to move on and the car was advertised, still in Canada, in *Road & Track*.

French gentleman racing driver Jean-Pierre Delaunay saw the advertisement and flew to Montreal to view it. A deal was done over dinner and five days later ‘15535’

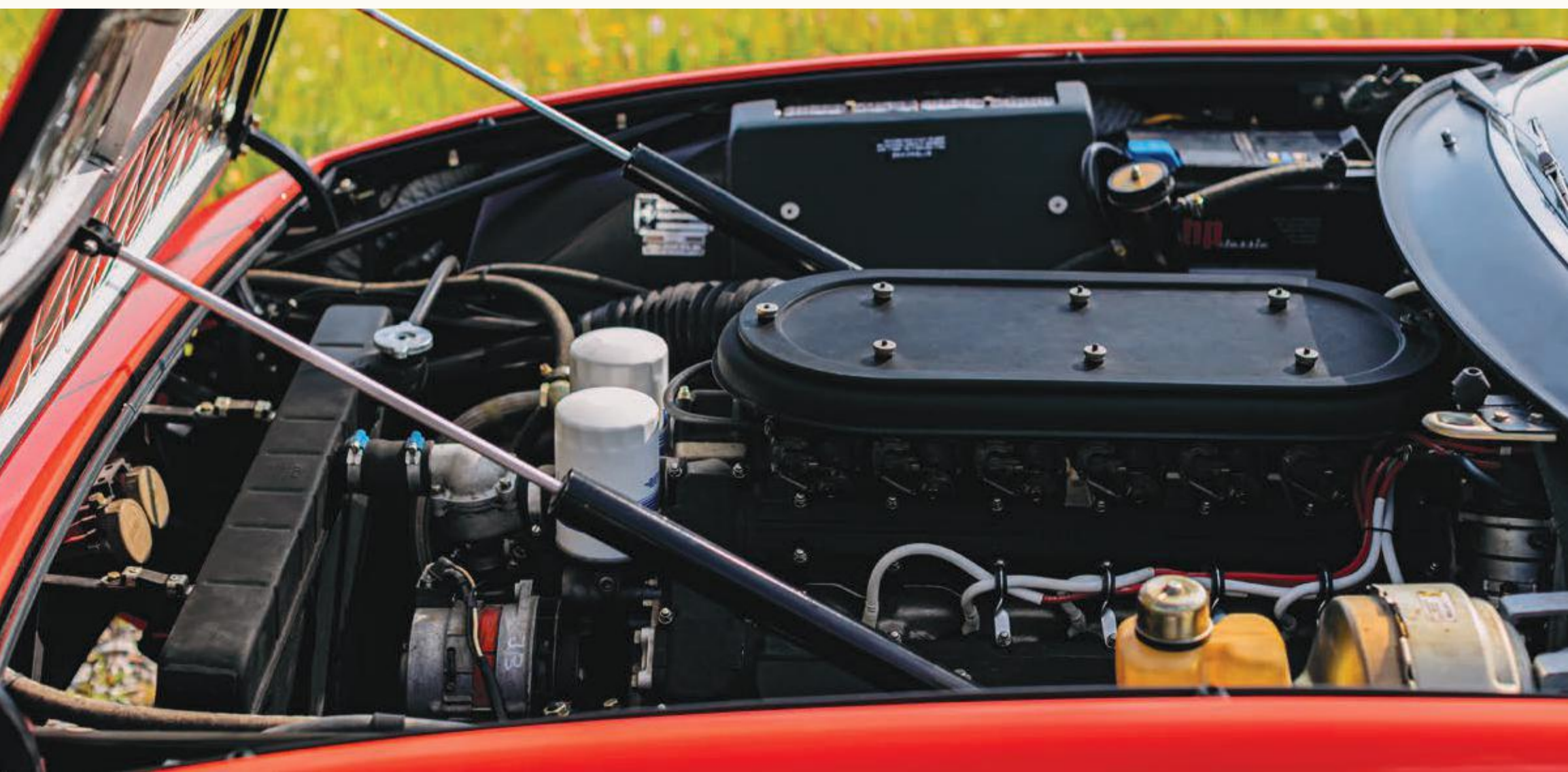
DAYTONA SPIDER



THE DAYTONA SPIDER REMAINED IN PRODUCTION THROUGHOUT THE LIFE OF THE BERLINETTA, WITH THE LAST DELIVERED ON 1 SEPTEMBER 1974



DELIVERED NEW IN VIBRANT, VERY OF-THE-DAY ROSSO DINO TO GLAMOROUS AND COSMOPOLITAN BEIRUT, AND GREATLY ENJOYED BY TWO GENTLEMAN RACING DRIVERS





was flown to Paris. Ayoub and Delaunay then drove in convoy – Daytona Spider and Coupé – from the airport to central Paris to celebrate. The car remained with Delaunay until 1996. Speaking to Kidston in June 2025, he remembers it with fondness: “I was friends with the people at Pozzi [Ferrari agent in Paris] and they always maintained it. All I did was fit Borrani alloy-rim wire wheels, 9in at the rear. It was very reliable.”

In April 1996 – “Comme un cretin!” (like an idiot), as recounted to us – at a mere 24,000km Delaunay sold the car at a Paris classic car auction. In 1999 it was bought by Italian enthusiast Luigi Calvasina, who commissioned restoration work by Sport Car in Milan that included retrimming in black and a repaint, still *Rosso Corsa*.

In December 2001, at 26,189km, it was sold via Simon Kidston at Bonhams Gstaad Ferrari auction to famous Dutch Ferrarista John Bosch. After a spell in his museum and covering only an extra 150km, Turin-based collector and banker Claudio Giovannone purchased it at Bonhams Gstaad Ferrari auction in 2005, submitting the car for Ferrari Classiche certification in 2015. The ensuing Red Book confirmed all numbers match other than the transaxle replaced in Beirut in the 1970s. The car changed hands once more in 2016 and in more recent years it has been with the current owner in France. In late 2020, official Ferrari bodyshop Carrosserie Lecoq Paris completed a bare-metal respray of the Ferrari, returning it to correct *Rosso Dino*. The high-quality black interior installed for Calvasina in the early 2000s was retained.

While researching this car, conversations with its two long-term former racing driver owners revealed both men’s passion for the Ferrari. Each of them loved driving ‘15535’ and both regret selling it. Presented in one of the great 1970s Ferrari colours, to super-desirable European specification, this low-mileage Daytona Spider is ready for another hard-charging owner. Every great Ferrari collection – in fact every great sports car collection – should include one.



1950 FERRARI 166 LE MANS BERLINETTA

Chassis no. 0048 M

THE ORIGINAL AND QUINTESSENTIAL EARLY 1950S PRIVATEER FERRARI RACING CAR, THE THIRD IN A SERIES OF FIVE TOURING 166 LE MANS BERLINETTAS

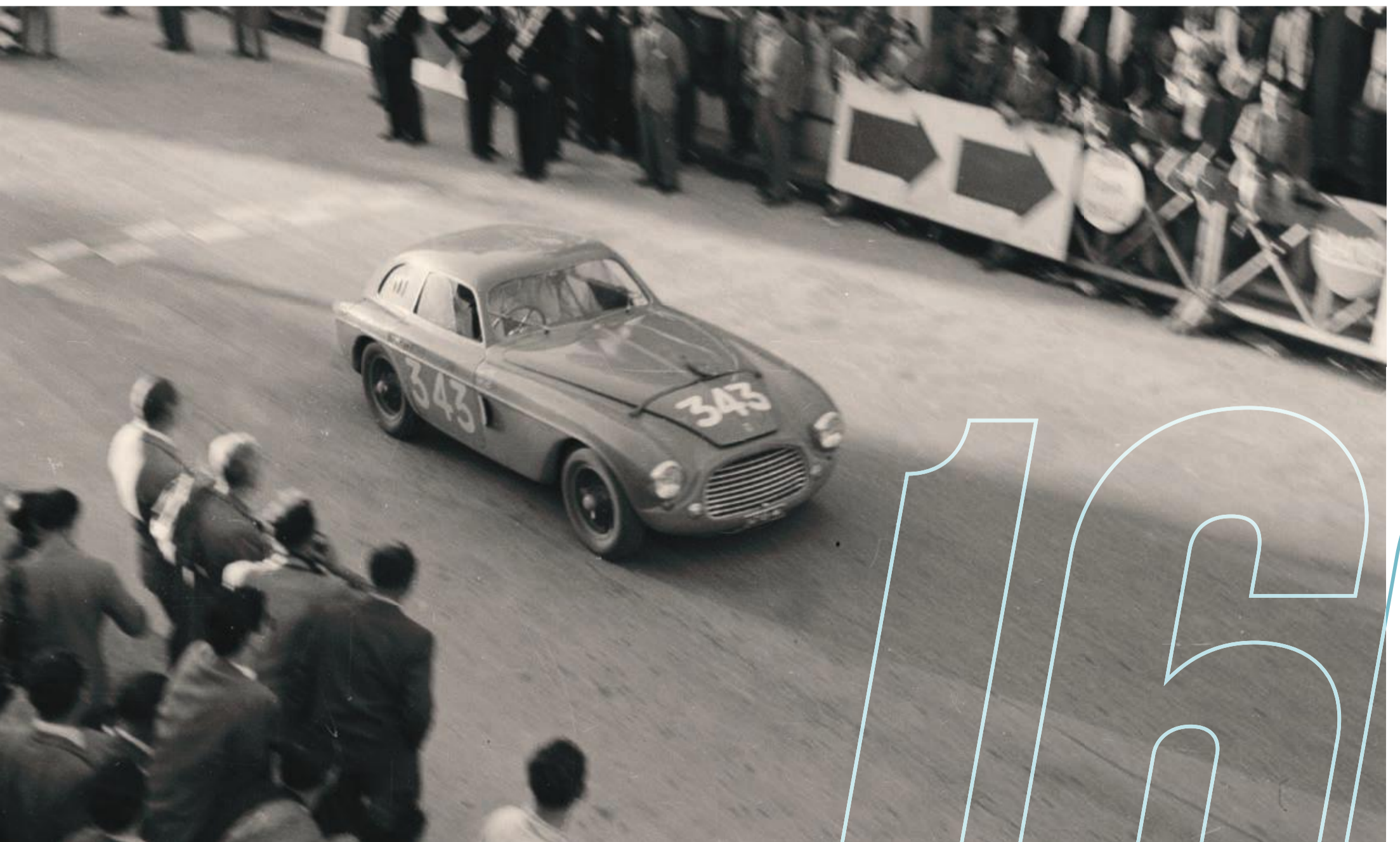
EXTENSIVE PERIOD RACING HISTORY INCLUDING THE MILLE MIGLIA IN 1951, 1952 AND 1953

PRESENTED IN ORIGINAL-SPECIFICATION MID-BLUE, FERRARI CLASSICHE CERTIFIED AS 'MATCHING NUMBERS' CHASSIS, BODY, ENGINE AND GEARBOX

IN SUPERB DRIVING AND SHOW CONDITION, THE IDEAL MILLE MIGLIA ENTRY

RESTORED BY QUALITY CARS IN ITALY, WINNER OF THE JUDGES CUP AT THE 2021 CONCORSO DI MODENA, OTHERWISE UNSHOWN

EUROPEAN REGISTERED



166



Ferrari 166 Le Mans Berlinetta chassis 0048 M was first registered in July 1950. The new owner was Angelo Biemmi of Iseo, Brescia. In March 1951 it passed to Luciano Masseroni of Milan, the son of Carlo Rinaldo Masseroni, a large-scale shoe manufacturer, president and owner of 'Football Club Internazionale Milano', commonly referred to as 'Inter'. Some six weeks later, Masseroni Jnr. and co-driver Riccardo Vignolo started the Mille Miglia. After 978 miles (1,574km) hard driving the pair finished a fine 3rd in the 2.0-litre sports car class, 21st overall.

Via Ferrari dealer Franco Cornacchia of Milan, the Berlinetta passed swiftly through two owners' hands before arriving in March 1952 with Milanese racing driver Bruno Moroni who, paired with Arturo Carta, started that year's Mille Miglia but retired some way into the race. As on many occasions during this period it was entered under the banner of Cornacchia's Scuderia Guastalla.

Mid-season the car was sold to Ferruccio Musitelli of Bergamo who, usually sharing it with his brother Giulio, raced the 166 with great success over the next two years.

A THREE-TIME MILLE MIGLIA VETERAN



Giulio finished 3rd overall, 1st in class, at the 1952 Coppa Intereuropa at Monza and reprised the class win the following year, though the brothers' entry on the 1953 Mille Miglia resulted in a DNF. In February 1955 the car had a new owner, Adolfo Macchieraldo of Turin who sold it later that year, possibly via a third party, to Marcel Willemin of Geneva, Switzerland, where it was to stay until the mid-1990s. Willemin competed in the May 1955 Grand Prix de Spa sports car race where he and '0048 M' finished 4th in class. It passed to fellow Geneva resident and Ferrari mechanic Edgar Jean-Mairet the following year.

Probably in the late 1960s the Berlinetta was bought by Jean-Pierre Zanchi of Lutry, Switzerland, and by the early 1970s it lay dormant in the grounds of Pierre de Siebenthal's sprawling scrapyard facility near Lausanne among the dozens of wrecked – or, in the case



of chassis '0048 M' partially dismantled but complete –European cars, engines, gearboxes and other spares. It was red, requiring restoration, with its original chassis, body, engine and gearbox.

Italian dealer Emilio Comelli teased '0048 M' from de Siebenthal in 1995, selling it to major German collector Friedhelm Loh. He in turn sold it to the current German owner's late father in 2000.

Restoration didn't start for several years, when after much deliberation Carrozzeria Quality Cars of Padova was chosen to manage the process, with mechanical work entrusted to Corrado Patella's nearby Autofficina Omega. The finished car finally made its debut at the 2021 Cavallino Classic in Modena, winning the Judge's Cup. In January 2024 it gained Ferrari Red Book certification confirming its matching chassis, body, engine and gearbox. The axle is of the correct type but not the one fitted to '0048 M' from new. The car's only public appearance remains that 2021 event and to date it has covered less than 500km since restoration.

Offered for sale direct from 25 years of ownership, this beautiful Berlinetta represents the genesis of Ferrari, the model which put the marque on the map, when Enzo still saw each car being built. Every detail is exquisite, and a recent 80km drive for a Kidston video was a revelation: it's easy to understand how this lineage led to the 250 GTO just 12 years later. Light, compact, balanced yet surprisingly powerful, every mile feels like you're on an early post-war Mille Miglia.





1958 FERRARI 250 GT BERLINETTA COMPETIZIONE 'TOUR DE FRANCE'

Chassis no. 0879 GT

SOLD NEW BY ENZO FERRARI TO FERRARI FACTORY
DRIVER WOLFGANG SEIDEL

DESIRABLE COVERED-HEADLAMP BODYSTYLE WITH
THREE SAIL PANEL VENTS

RACED EXTENSIVELY BY SEIDEL INCLUDING 2ND OVERALL
AT THE 1958 SPA GRAND PRIX AND 4TH OVERALL AT THE
1958 REIMS 12 HOURS (WITH VON TRIPS)

TWO OWNERS IN 52 YEARS, THE CURRENT SINCE 1997

FERRARI CLASSICHE-CERTIFIED WITH MATCHING
CHASSIS, BODY, ENGINE, GEARBOX AND REAR AXLE

EUROPEAN REGISTERED



“This was going to be a very great Pinin Farina design with balance, beauty, aggressiveness, flowing curves... elegance and aerodynamics. The Berlinetta style was reaching its purity.”
 Jess Pourret, Ferrari 250 GT Competition Cars, 1977.

Chassis 0879 GT was the 15th of 17 third series ‘Tour de France’ Berlinettas, a bodystyle introduced in the spring of 1957 to replace the short-lived 14-louvre variant, therefore featuring both the attractive covered headlights and three vents on the roof sail panels. The small, local Scaglietti bodyshop was entrusted with crafting the design into metal, aluminium of course as this was firmly a competition model, not a road one. Build of this car started in 1957 and by 4 January 1958 the engine was on the dyno, tested at 258.2bhp at 7,200rpm. As completed that April, the car had Perspex sliding windows, a ribbed competition gearbox casing, limited-slip differential and ‘medium’ 8 x 32 final drive ratio giving a top speed of 245km/h (143.5mph). The bodywork was finished in dark red (*Amaranto*) with a beige leather interior.

The racing Berlinetta was destined for German driver Wolfgang Seidel, nicknamed ‘The Golden Bear’, an occasional member of the works Ferrari and Porsche long-distance teams and a well-known privateer at the very top

level. Unusually, its sale was notified personally by “Sig. Enzo Ferrari” to the Modena registration authorities on 2 April 1959, the price given as Lire 4,690,000 and the licence plate ‘MO 50823’ duly issued. Seidel had in fact already been racing the car since April 1958, finishing 2nd overall at the 3 Hours of Pau. A month later he came 2nd in the over-2-litre class at the Spa Grand Prix. Sharing ‘0879 GT’ with his regular factory 250 Testa Rossa co-driver Wolfgang von Trips, Seidel and his ‘TdF’ finished 4th overall in the July 1958 12 Hours of Reims.

Seidel drove his Berlinetta throughout 1958 and 1959 when Ferrari or Porsche factory commitments allowed, recording 11 victories and countless places in hillclimbs, airfield races and top-tier GT events such as Montlhéry and Monza. In 1959, the car gained a broad black racing stripe bordered by a thin white pinstripe that extended round the radiator grille.

For 1960 Seidel had ordered a new 250 GT Short Wheelbase Competizione, so the faithful ‘TdF’ was sold to Manfred Ramminger of Krefeld. Ramminger finished 1st in class, 4th overall at the end-of-year Coupe de Paris at Montlhéry before advertising it in the November 1959 edition of *Auto Motor und Sport*.



TDF

THIS IS AN ELEGANT, RICHLY HISTORIED AND HIGHLY USABLE CLASSIC FERRARI

From Ramminger, the car stayed in Germany, passing through the hands of young Cologne enthusiast Siegfried Mahnke who sold it to Gary D Schmidt in 1966 via a November advertisement in *Auto Motor und Sport*: “Ferrari 250 GT, Coupé, Renn-Berlinetta, Bauj. 59-60, 79.000km, Bestzustand, DM 6.500.-. Siegfried Mahnke, 5 Köln-Lindental, Franzstr. 45, Tel.: 436513”. Schmidt was an American who taught at US military bases in Germany. He also had a passion for interesting classic cars, often working with Swiss writer, historian and dealer Bob de la Rive Box. The Ferrari, for which Schmidt paid DM 6,000, was described as *Bestzustand* (‘best condition’) but Schmidt removed the headlight covers, fitted VW rear lights and had the engine rebuilt in Switzerland in 1968.

From Schmidt, in 1973 ‘0879 GT’ passed to the founder of Ferrari Club Svezia, Swedish marque enthusiast Christer Mellin. Mellin was to own the car until 1997, and during his ownership he conducted a total restoration using Swedish craftsmen working with Italian specialists such as Brandoli, Diena and Toni. The painstaking work took 20 years and was guided by careful research. Once completed, the car featured in the April/May 1997 edition of *Cavallino*.

We first discovered ‘0879 GT’ late in 1996 when Simon Kidston was invited to

Sweden to inspect it on behalf of Mellin and his friend Bengt Eliasson, who had co-financed finishing the restoration. The Tour de France was consigned as the headline Lot for the inaugural Brooks Europe auction in Monaco which Simon was organising, and there, to much fanfare, it was acquired by the current Italian owner. In his knowledgeable and enthusiastic ownership – at 28 years even longer than Mellin’s – the car has been occasionally used for historic events, exhibited at the Ferrari Museum and certified by Ferrari Classiche in June 2007, confirming the originality of its chassis, body, engine, gearbox and back axle, a rarity among 1950s racing Ferraris.

This is an elegant, richly historied and highly usable classic Ferrari. Pioneering historian and author Jess Pourret summed up its appeal well in his landmark book almost 50 years ago: “Quite a few people seem to prefer the short wheelbase Berlinetta style. The car is certainly a beautiful machine... but it doesn’t reach as far as the 1957/1958 Pinin Farina Berlinetta (with the covered headlights).”

Whoever becomes the next owner of ‘0879 GT’ will probably already have other great cars, but it is hard to think of many which offer such beauty, rarity and competition pedigree in one enjoyable package at current value levels.





MISSION ACCOMPLISHED

1995 MCLAREN F1

One of only two F1 road cars finished in Marlboro White. Totally original, accident-free, 1,290km from new. The ultimate supercar.



FINISHED





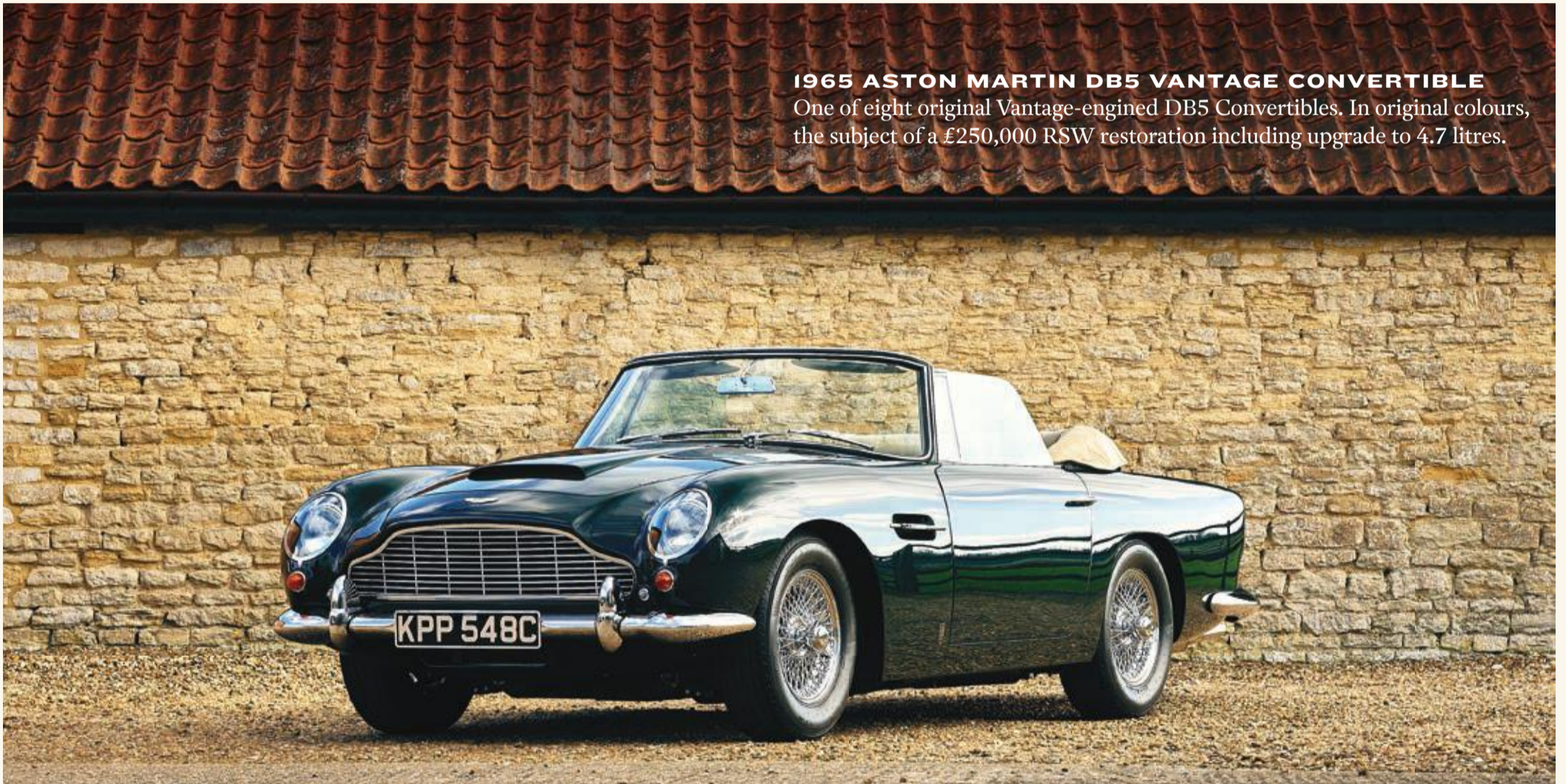
1989 ASTON MARTIN V8 VANTAGE 'PRINCE OF WALES'

The last and best of 22 Aston Martin V8 Vantage Volante 'Prince of Wales'. Factory left-hand drive, unique colours and just 7,600km from new. The subject of a no-expense-spared return to as-delivered by RS Williams in 2024.



1965 ASTON MARTIN DB5 SHOOTING BRAKE

A special commission for David Brown, the owner and chairman of Aston Martin. The first DB5 Shooting Brake, the sole car built entirely at Newport Pagnell.



1965 ASTON MARTIN DB5 VANTAGE CONVERTIBLE

One of eight original Vantage-engined DB5 Convertibles. In original colours, the subject of a £250,000 RSW restoration including upgrade to 4.7 litres.



1968 ASTON MARTIN DB6 VOLANTE

An original left-hand drive, manual DB6 Volante in original colours upgraded to 4.7 litres during a total, three-year restoration by Aston Engineering.



1988 ASTON MARTIN V8 ZAGATO

Second-to-last of 52 V8 Vantage Zagato coupés built (20 in left-hand drive), one of two commissioned in Swift Azure, with 30,000km and impeccable provenance and documentation.



1971 FIAT DINO 2400 SPIDER

With rare factory options including electric windows and leather interior, in original colours, fresh from a four-year, €300,000 Italian restoration.



**1957 BENTLEY SI CONTINENTAL
DROPHHEAD COUPÉ BY PARK WARD**

The most desirable post-war Bentley, from aristocratic European ownership, one of the 31 genuine left-hand drive examples.



1971 FERRARI 365 GTS/4 DAYTONA SPIDER

The *Giallo Man O'War* (later renamed *Giallo Dino*) car made famous in the 1973 film noir *The Long Goodbye*, one of two in this fabulous colour (the only one paired with this interior), owned for 30 years by music legend Lou Adler in Los Angeles.



2001 FERRARI 550 BARCHETTA PININFARINA

From its original Italian owner, with 4,335km from new and in the best colour combination.



1964 LANCIA FLAMINIA CONVERTIBLE 2.8 3C

The most powerful spec, restored 2012 to 2017 by German Lancia guru Peter Bazille and driven under 1,000km since.



1975 LAMBORGHINI COUNTACH LP400

Factory Tahiti Blue with Tobacco leather, the subject of a three-year, bare-chassis restoration in Italy led by Top Motors Salvioli and Bacchelli & Villa.



1962 MERCEDES-BENZ 300 SL ROADSTER WITH HARD TOP

The best of the best: alloy engine, disc brakes, hard top, European spec, all matching numbers and in great original colours. This was an extraordinary find, which we sold for the estate of only its second owner who had bought it from Hüni Automobile AG in July 1970.



1959 MERCEDES-BENZ 300 SL ROADSTER

An early specification Roadster bought new by Swiss garden entrepreneur Werner H Spross, preserved in 'time warp' condition with its rare factory DB 387 Metallic Blue and 1106 Ivory leather piped red interior virtually untouched.



1970 MERCEDES-BENZ 280 SE 3.5 CABRIOLET

A German market example with floor-change transmission and other desirable extras. Presented in original Metallic Blue with Sahara Beige leather and Dark Blue fabric roof.

1972 FERRARI 365 GTS/4A DAYTONA SPIDER

One of 19 European-specification left-hand drive cars, in unique factory colours, with factory air conditioning. Swiss registered from new, with matching numbers and restored to concours condition by Bonini, Cremonini, Gatti and Maieli under our care.



2006 LAMBORGHINI MURCIELAGO 40TH ANNIVERSARY COUPÉ

One of just 50 SE40s, 886km from new, commissioned in 40th Anniversary special *Verde Artemis* with *Grigio Sirius/Nero SE40* interior.



2006 PORSCHE CARRERA GT

Special-order Midnight Blue – one of four – with optional blue leather: the sole car built to this specification. Fewer than 15,000km from new.



1955 MERCEDES-BENZ 300 SL 'GULLWING'

Presented in as-delivered and classic DB 180 Silver with 1079 red leather, maintained by British 300 SL guru Martin Cushway and in superb driving condition.



1959 LANCIA FLAMINIA SPORT ZAGATO 'PRE SERIES'

One of the first 99 examples with desirable covered headlamps – the ultimate specification. Presented in original *Bleu Lancia* with blue piped cream leather interior and totally restored by Quality Cars/Peter Bazille.



1985 FERRARI 288 GTO

Not only one of the last remaining 288 GTOs still in its original owner's hands, but certainly the last still registered in Modena. Another 'time warp' car with its factory paint, interior, under-bonnet finishes and all of its original paperwork.



2009 LAMBORGHINI GALLARDO LP560/4

In rare and beautiful *Azzurro Aquarius* with pale blue leather and only 247km from new.



1989 PORSCHE 911 SPEEDSTER TURBO LOOK

Delivered new to Germany in special-order British Racing Green with Mahogany leather and matching fabric roof. Fewer than 4,000km from new.



1974 PORSCHE 911 CARRERA 2.7 MFI COUPÉ
European delivery Carrera 2.7 MFI in *Gelbgrün* (Lime Green) with a superb original specification. Restored 2017-2023 by classic Porsche specialist Early 911S.



1973 PORSCHE 911 CARRERA RS 2.7 TOURING
Italian market *Sonderwunsche* ('special wish') Carrera RS in *Blutorange* (Tangerine) with black interior.

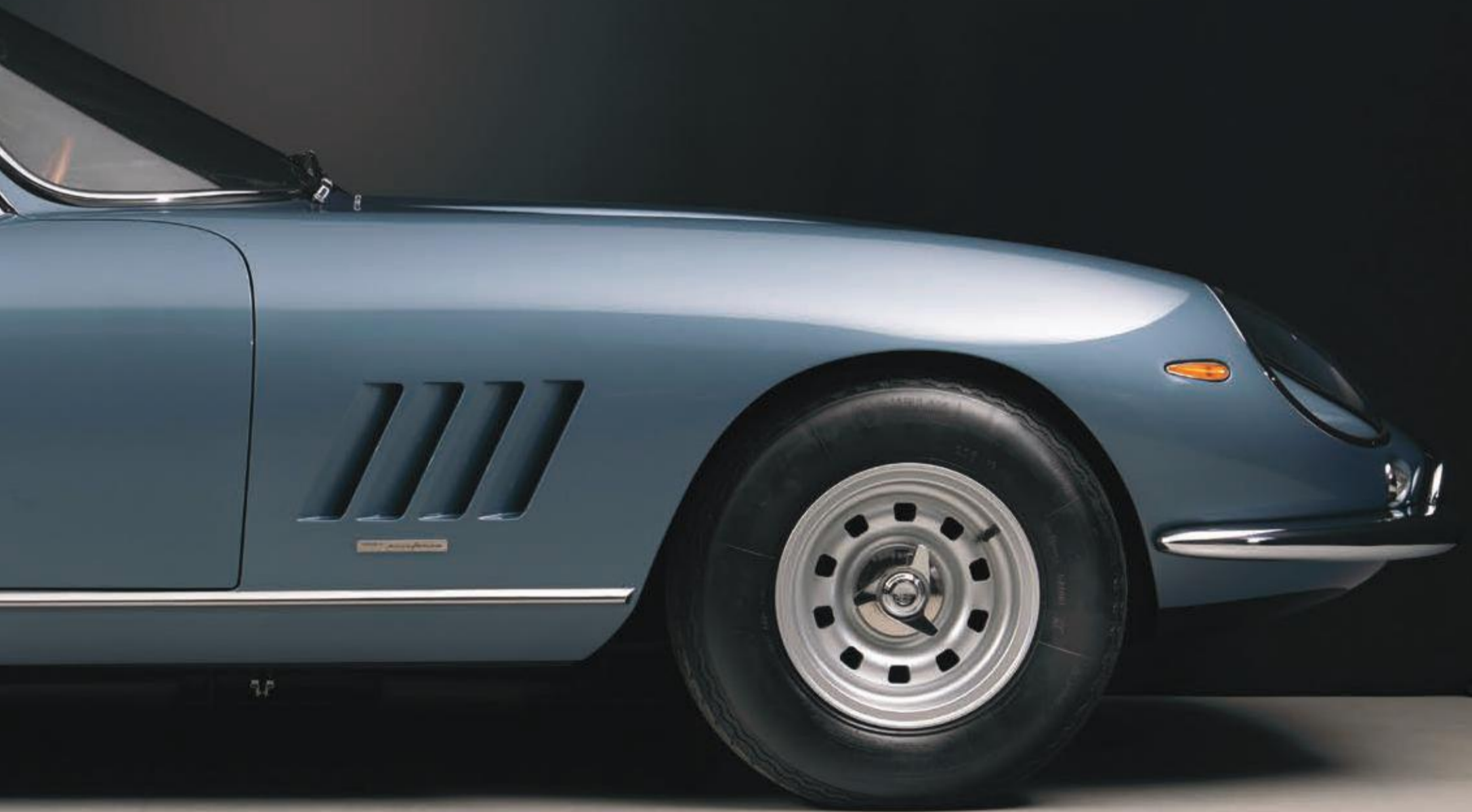


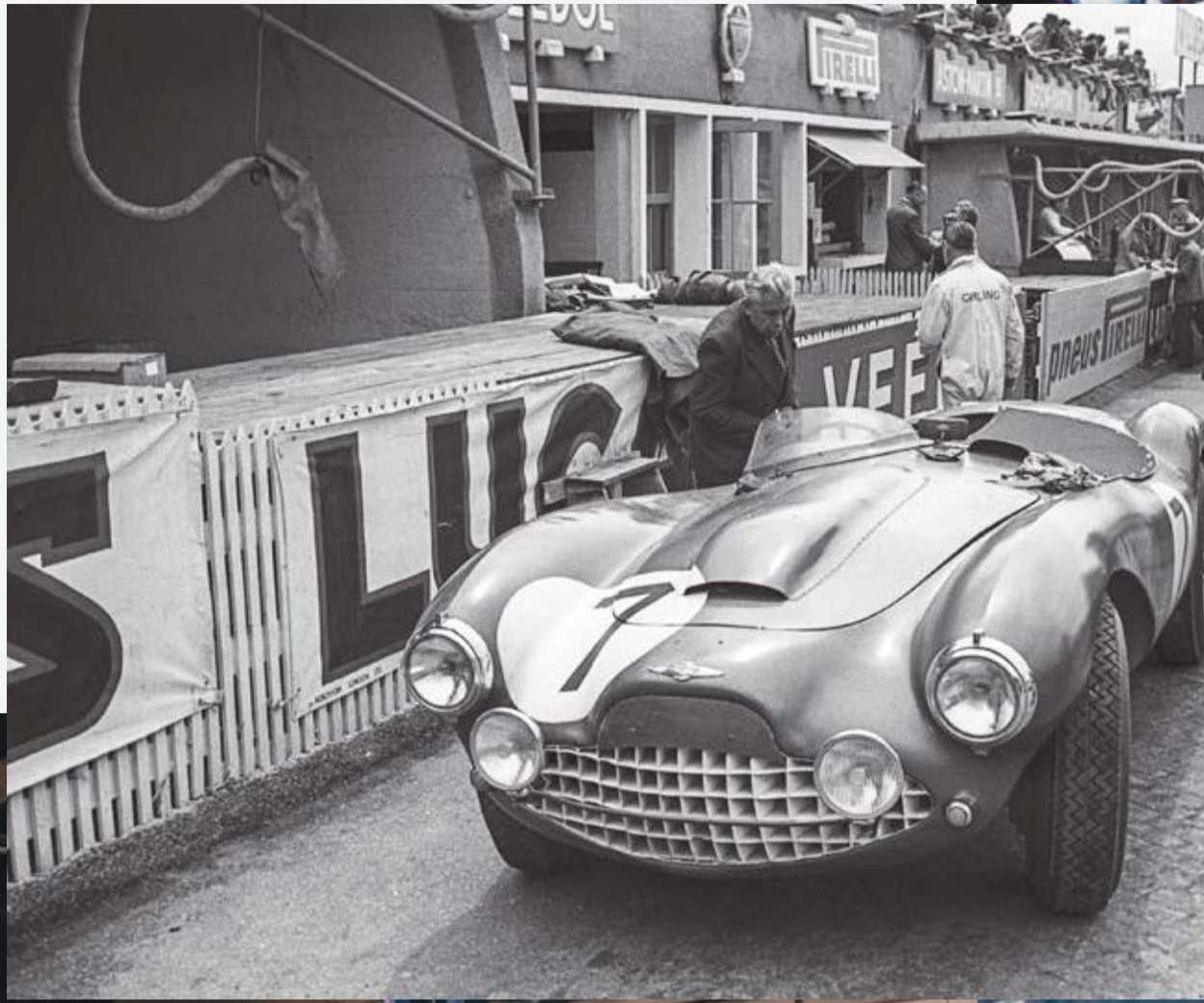
1968 LAMBORGHINI MIURA P400
Delivered new to Geneva for Sheikh Faisal Duaig Al-Salman Al-Sabah of the Kuwaiti royal family in iconic *Verde Miura*. A car we have known since 1991, soon after it left Kuwait.



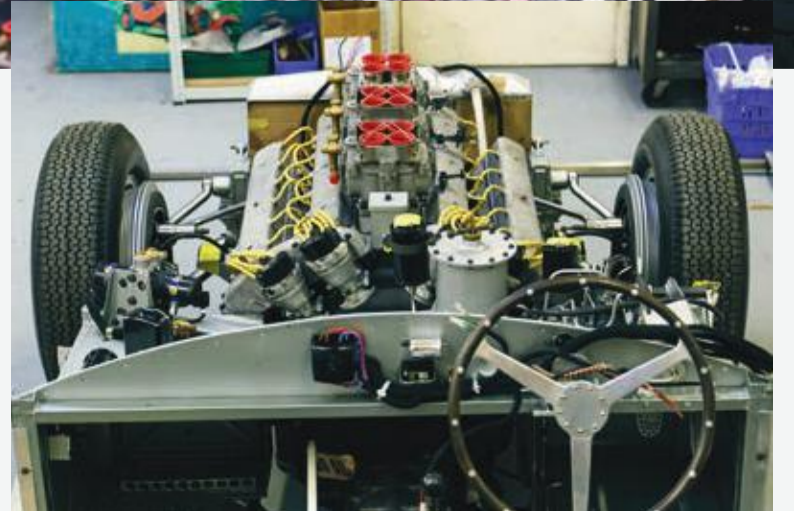
1968 FERRARI 275 GTS/4 NART SPIDER

The only NART Spider delivered in *Azzurro Metallizzato*, owned from new until 2013 by the late Eddie Smith Jr. Restoration invoices totalling almost \$1 million, matching numbers, with Ferrari Classiche certification.





KEEPING LAGONDA HISTORY ALIVE





The story of Aston Martin's 1950s big-engined 'Ferrari-beater' is a very British one – the first car caught fire with 'The Guv'nor', company owner David Brown, at the wheel – with occasional flashes of brilliance. And now it has a happy sequel. After a ten-year restoration that involved many thousands of hours' work by some of the most skilled engineers and artisans in the country, the two (of three built) surviving DP115 Lagonda V12 racing cars are in new enthusiastic hands, back in correct 1954 specification and ready for the next chapter in their lives.

A single works Lagonda V12 raced twice in 1954 before the first chassis was written off at Le Mans. A new car – DP115/2, seen here – was hastily prepared for the July 1954 British Grand Prix meeting support race, where Reg Parnell finished 4th. A two-car entry with rebodied cars in the 1955 Mille Miglia was cancelled at the last minute.

The following year, both cars (chassis /2 and /3) were pressed into service as 'Warren Ingrams' in the Mille Miglia-themed 1956 cult classic *Checkpoint*.

Their role on the silver screen complete, Aston Martin sold them off, and by the early 1960s they had become the pride of British Aston Martin mechanic and authority Maurice Leo. After his passing, the two Lagonda V12s, plus a spare chassis and a colossal quantity of original 1950s parts, were sold in a transaction handled by Kidston. The restoration to as-raced-in-1954 specification began. After another change of hands in 2020, the meticulous work continued until, finally, in August 2024, they made a world debut at Pebble Beach. There, DP115/2 became the first of its kind to ever drive over the famous ramp and won the Elegance in Motion Trophy.

The work required to get the cars to

Monterey was extraordinarily complicated, requiring re-engineering the complex V12s to solve the loss of water and oil pressure issues that plagued them in period, then rebuilding the cars with many almost-impossible-to-source parts. The Checkpoint-era noses were put to one side for preservation. Best-in-the-business craftsmen – Rex J. Woodgate Ltd, Crosthwaite & Gardiner, ex-Aston Martin metalworkers Shaun Rush, then Charlie Briggs – completed the painstaking task directed by Julian Reichman.

A fortnight after that dramatic debut at Pebble Beach, both cars were presented at the Hampton Court Concours of Elegance. Joining them were the late Maurice Leo's twin sons, Jon and Chris. It was an emotional reunion for the pair, to whom the cars were such a big part of their lives.

After seven decades, the DP115 Lagonda project finally fulfilled its promise.

1956 MERCEDES-BENZ 300 SL 'GULLWING'

Work continues in Italy on the original DB 40 *Schwarz* (Black) late-model Gullwing, rebuilt from the bare chassis up. Like our *Rosso Dino* Daytona Spider, it was a car sold new to exotic Beirut.



GETTING IT RIGHT

Restoration isn't something we undertake lightly – preservation should always be considered where possible – and bringing a car back to its original glory usually involves a judicious combination of both. The last year has seen several projects completed and delivered to patient owners, other jobs progressing well and fresh cars arriving sometimes from very far afield.

As always, our aim is to do it once and do it right. If it's at all possible to keep original features such as interiors, we will. More collectors now appreciate originality than ever before, and that extends not only to hard-to-reproduce textures, materials and finishes, it also means we try to use period cellulose paint on cars that employed it when new. It's not easy to apply and won't give a bulletproof 'boiled sweet' look in 20 years' time – but that's the whole point.

We think of the regions where significant cars were built as the equivalent of the French term *terroir*: 'The total, interrelated environment wherein a grapevine is cultivated for the purpose of making wine.' For this reason, we prioritise workshops located close to where the cars were originally produced, or at least in the same country. As an example, if there's a tiny detail baffling a Ferrari or Lamborghini restorer, do you think they're more likely to find the answer from a group of nearby retirees playing cards in Modena or Manchester?

Here is some of our 2025 work in progress.

1968 ASTON MARTIN DBS VANTAGE

We haven't told you about this car before, and won't spoil the surprise yet, but you can probably guess that if we're involved it's not 'just' an old DBS. It had spent 45 years in the hands of an Australian enthusiast, initially as his daily driver. We tracked him down and remained in contact for a decade until, thanks to an invitation to the Sydney Harbour Concours, a diversion was made to Melbourne to finally meet the owner face-to-face for what turned into a day-long interview to judge our suitability. A few days later we received the call to say "Yes". The car arrived back in England 50 years after leaving, was reallocated its original UK registration in record time thanks to the Aston Martin Heritage Trust and DVLA, and is looking good for a public debut later this year at a venue appropriate to its history...



**1961 ASTON MARTIN
DB4 GT LIGHTWEIGHT
AND 1961 DB4 GT ZAGATO**

Our client's pair of rare and very special Aston Martin GT racing cars are on the home straight in the UK and it's a sprint to the finish as to which will cross the line first. Coats of correct cellulose paint have been applied to each and now it's a process of building them up again with engines rebuilt at RS Williams. Both cars had clear, drama-free histories and enviable original specifications; they will soon be ready for adventures new, totally faithful to how they left the Newport Pagnell works and Zagato in Milan in 1961. For the record, the one-of-three LHD factory DB4 GT Lightweight is finished in Peony Red with Black hide; the one-of-eight LHD DB4 GT Zagato wears Zagato *Rosso Maja* over Fawn leather as unveiled at the 1961 Geneva Motor Show.





1965 ISO GRIFO A3/C

Progress on the ex-Johnny Hallyday Iso A3/C (above), a rare all-aluminium riveted car, is slow and steady, though the project is a complicated one and we wanted to make sure, in a world inhabited by ‘continuations’, ‘tributes’ and downright fakes, that our client’s car would stand head and shoulders above the rest. Though not too tall, given its ultra-low profile...

1974 FERRARI 365 GT4/BB

Ferrari Boxers remain one of the bargains of the supercar world and the pick of the breed is the original 365 version. This is a project close to our hearts, an early example supplied for export in left-hand drive by Maranello Concessionaires. It took years to track down and is now being properly sorted back home in Italy. The new owner? The original owner’s son.



1972 LAMBORGHINI MIURA P400 SV

Miura SV chassis 4922 had lived a quiet existence off the radar with an Austrian owner since 1975. Research has revealed fascinating insights into its early history and factory specification. When finished it will dazzle in its rare original livery of *Verde Rio Metallizzato* over beige leather as it did at the 1971 Turin Motor Show.



1971 LAMBORGHINI MIURA P400 SV

An old friend home again: the famous ex-Shah of Iran Miura SV back in Modena for a full, proper restoration at Top Motors Salvioli, a car we handled in 1999 and again in 2009 which will be returned to its Middle Eastern owner in as-delivered *Bleu Ischia*.



1968 LAMBORGHINI MIURA P400

The everything-must-go auction of cars secretly amassed over decades by LA junkyard king Rudi Klein was the sensation of 2024. Three Miuras, one engine and a front chassis section with bonnet were catalogued, but this was the best, with matching engine and bodywork. Not for the faint-hearted, the car was booked in for full restoration at Top Motors Salvioli within hours of the hammer falling.



1977 LAMBORGHINI COUNTACH LP400

Delivered new to Dr John Casti, an American author and mathematician who lived in Austria. He collected it from the factory in *Giallo Fly* with Champagne, and after years spent in 'resale red' the car has been restored to original for a major Middle Eastern collection.

1975 LAMBORGHINI COUNTACH LP400

You might recognise the RHD *Car* magazine test car (below), being fully rebuilt for a knowledgeable client in Australia who has owned it for many years: it is of course the very car that compatriot Mel Nichols described in January 1976 as "the ultimate supercar".



SALVIOLI

Powered by Kidston

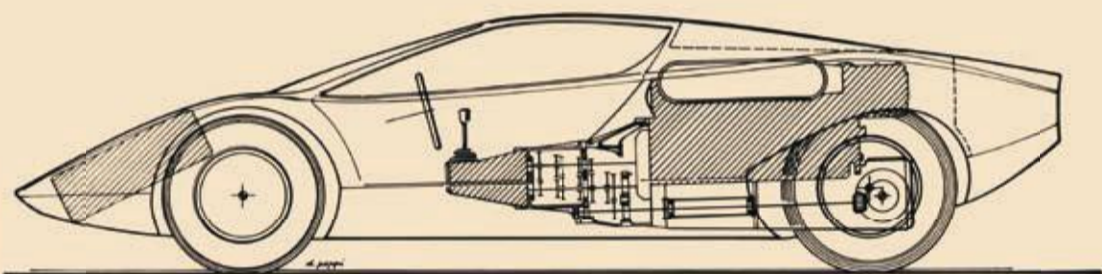
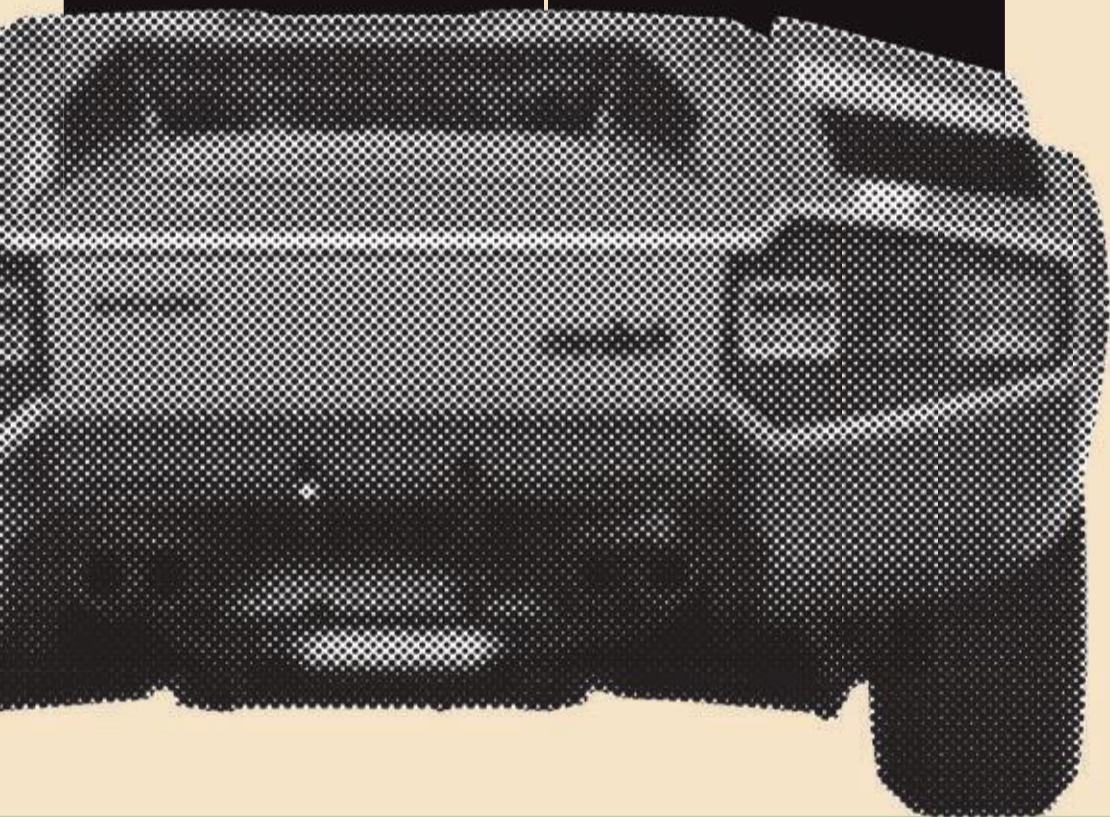
MODENA, ITALY

350 GT	ISLERO
400 GT	COUNTACH
MIURA	LM002
ESPADA	DIABLO

Set in the heart of Modena's 'Motor Valley', Top Motors Salvioli is recognised as the world's leading restoration specialist for classic Lamborghinis.

The company has long been famous for its work on the Miura and Countach, though it was always involved with the Diablo and Murciélago. Today, it is run by new MD Hans Peeters with Orazio Salvioli's son Luca and Luca's son Davide by his side. Their wealth of experience of handling Italian V12 supercars is almost unparalleled.

Significant Miuras such as the Shah's P400, SV and SVJ, the ex-Conan-Doyle car and the ex-Tony Iommi and Dembiermont SVs have all enjoyed a rebirth at Top Motors. The company is also increasingly seen as a go-to destination for owners of classic Ferraris and has recently handled concours-level restorations of two 275 GTBs, a two- and four-cam. Exotic Italian supercars arrive from all over the world for the full Salvioli treatment, an experience that will get even better after a move to new premises later this year.



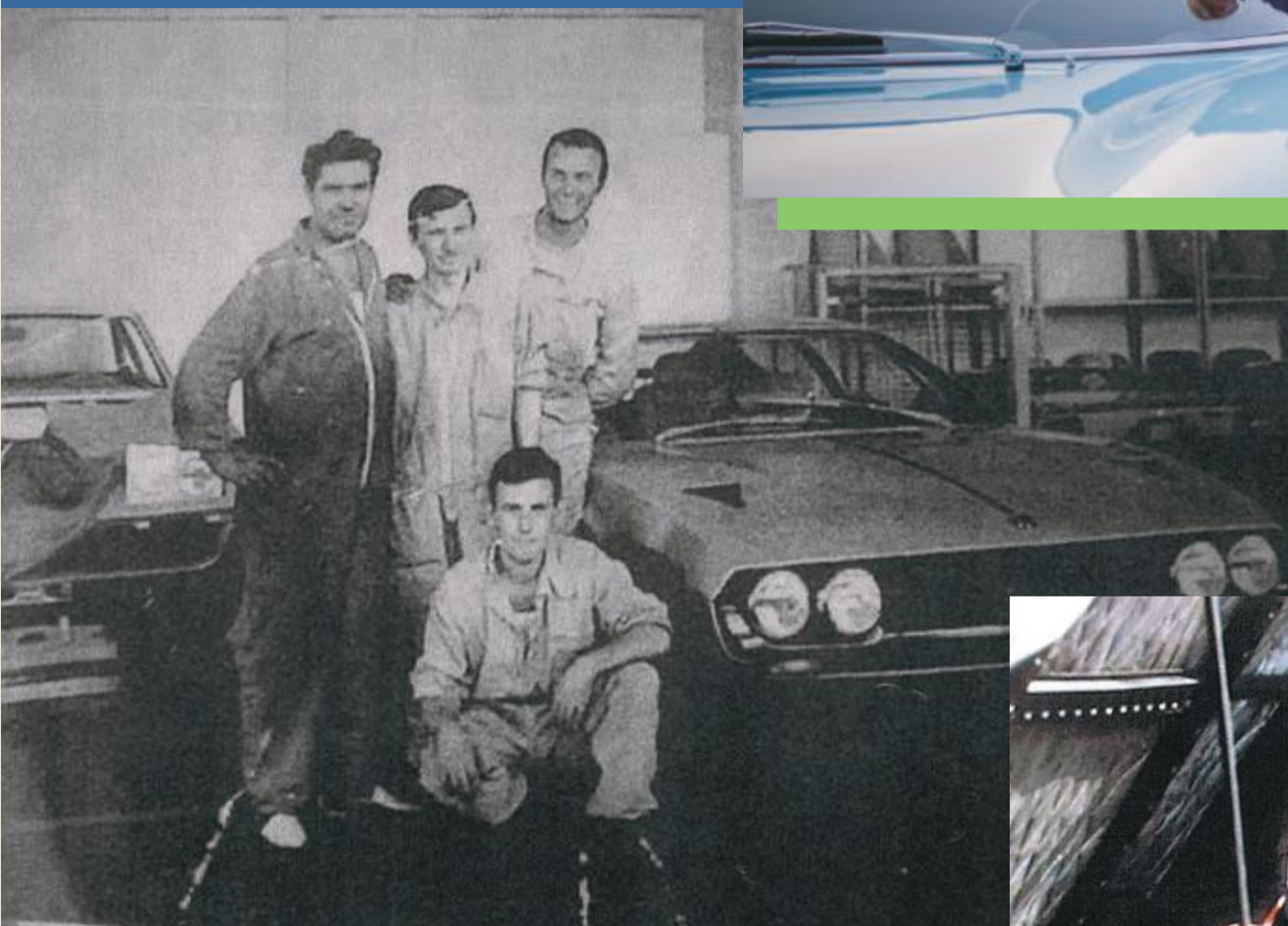
SERVICING & RESTORATION



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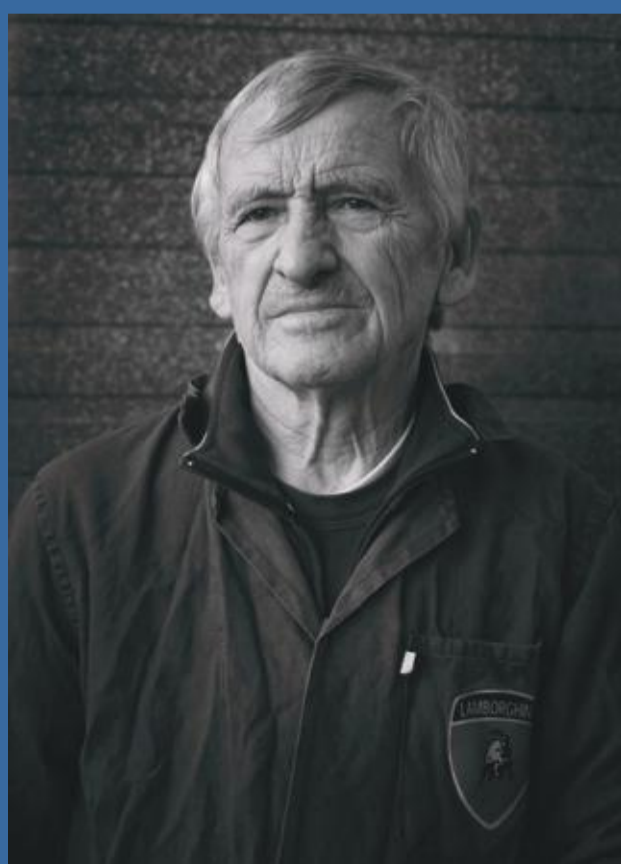
COUNTACH





ORAZIO SALVIOLI

1939-2025



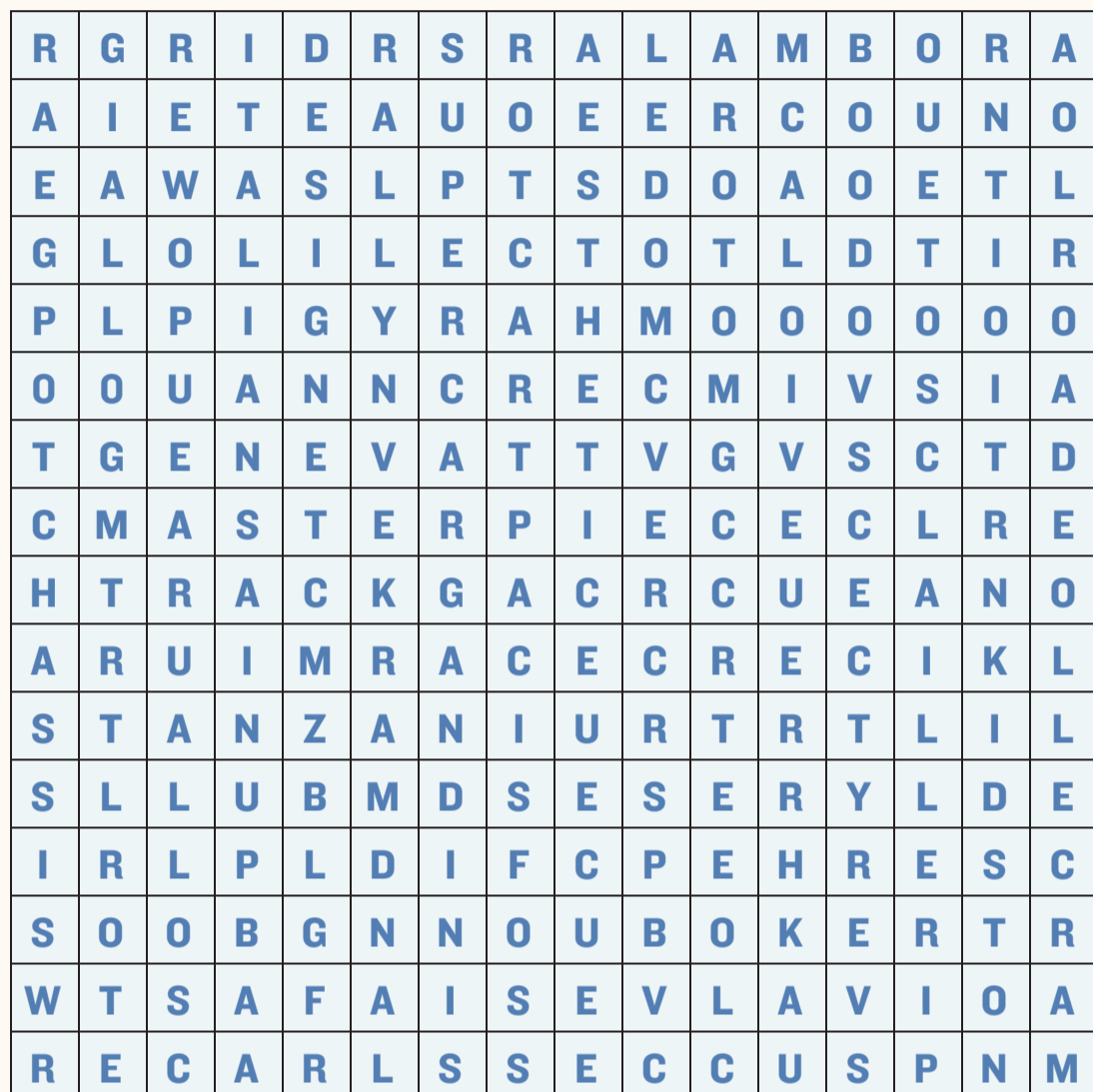
The family business which bears the Salvioli name was started by Luca in 1991, but its inspiration goes back much further: to Luca's father Orazio who joined the still young Lamborghini company as head of the *Servizio Assistenza Clienti* in 1967, having previously run a Mercedes-Benz service centre in Modena. Orazio provided feedback for the ongoing development of the Miura and other models, and of course the launch of the Countach and Diablo, and you'll find his pre-delivery signature at the bottom of many factory build records.

He retired from Lamborghini after 30 years to join Top Motors, a progression of Luca's formative experience working on the Lamborghini

offshore racing powerboat programme, later joined by Luca's son Davide. Our first contacts with Top Motors in the late 1990s were with Orazio, who in recent years had stepped back as his health declined, but he still provided valuable first-hand memories for *The Lamborghini Miura Book*.

Orazio passed away peacefully on 26 May 2025, and his funeral was like a Lamborghini alumni reunion, with colourful characters and stories, heartfelt respects paid and, to convey him to his final resting place, a silver Maserati hearse with low-profile tyres and the cross on the roof angled back for aerodynamics. And, of course, with a lime green Miura as guard of honour...

JUST FOR FUN



AUTOMOTIVE HIDDEN WORD

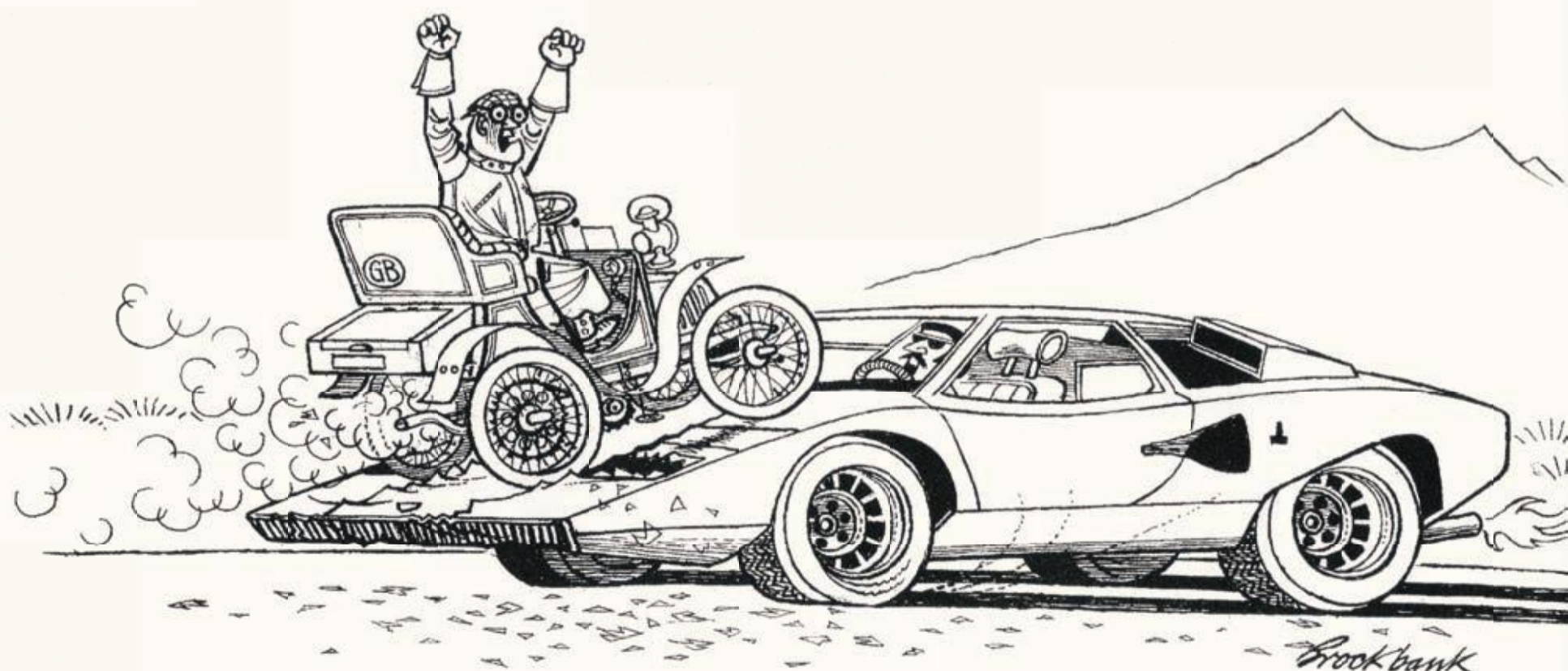
Fuel your brain with our automotive hidden word puzzle! Packed with car-crazy words, it's the perfect pit stop for your mind — rev up and give it a go!

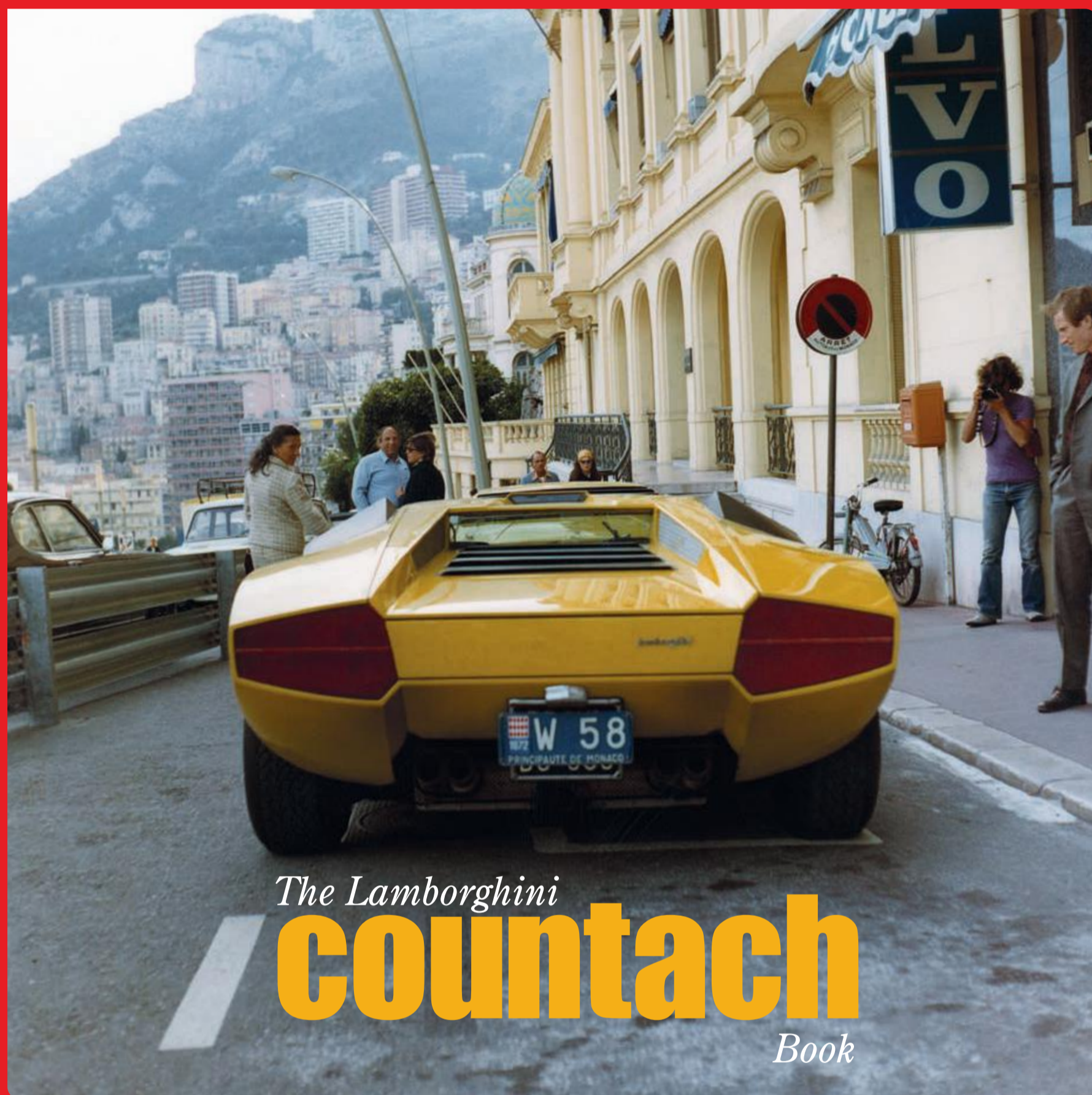
AESTHETIC	LANDMARK	ROAD
BULLS	LOW	ROAR
CHASSIS	MARCELLO	STANZANI
COLOUR	MASTERPIECE	STEEL
DESIGN	MIURA	SUCCESS
FAST	MODEL	SUCCESSOR
FERRUCCIO	MODENA	SUPERCAR
GANDINI	MOTOR	TOPGEAR
GAS	OIL	TRACK
GENEVA	PIRELLI	TRACTOR
GIALLO	POWER	TYRE
GIOTTO	RACE	VALVES
ITALIAN	RACER	VIOLA
KIDSTON	RALLY	
LAMBO	REV	



HANS PEETERS JOINS TOP MOTORS SALVIOLI AS MANAGING DIRECTOR

Hans arrives with a wealth of experience in the Italian sports car world, having spent many years at Maserati where he was part of the team that set up Maserati Classiche. Fluent in Italian, French and English, and a qualified automotive and mechanical engineer, he has been a car fanatic all his life. Speaking of his new appointment, Hans commented: "I am truly honoured to be working with such a team of skilled mechanics, built around three generations of the Salvioli family. Once the move to our new factory is completed later this year, we will be in an even better position to handle customer demand and shorten waiting lists."





We want to hear from you Work has started on the follow-up to our award-winning Lamborghini Miura book and yes, it is going to be the definitive work on the Countach. We'd love to hear from owners – past and present – and anyone with period photographs or tales from the factory, workshop, test track, showroom or disco... *Email: info@thecountachbook.com*

Publication target: Christmas 2026





Crafting your legacy

MIRABAUD

WEALTH MANAGEMENT



GENEVA ZURICH BASEL LUXEMBOURG LONDON PARIS MADRID BARCELONA
VALENCIA SEVILLE MILAN MONTREAL DUBAI ABU DHABI SAO PAULO MONTEVIDEO