

*Stanislas Machoir*  
*Commissaire Priseur*



*Dimanche 6 Décembre 2015*

VENTES AUX ENCHERES | VENTES DE GRÉ À GRÉ | EXPERTISES



226

CITROËN 2CV AZKA - 1979  
Est. 6 000 / 8 000€



227

ALPINE RENAULT FASA A110  
Est. 45 000€ / 60 000€



228

JAGUAR XK8 - 1997  
Est. 18 000 / 20 000€



229

FIAT BARCHETTA - 1995  
Est. 3 000 / 4 000€



230

POSCHE 996 Turbo S Cabriolet - 2005  
Est. 60 000 / 80 000€



231

FORD « T » TORPEDO RUNABOUT - 1911  
Est. 20 000 / 30 000€



232

FERRARI 456 GT - 1994  
Est. 40 000€ / 50 000€



233

BORGWARD ISABELLA - 1960  
Est. 35 000 / 50 000€



234

AC COBRA Réplica - 1985  
Est. 15 000 / 20 000€



235

RENAULT R5 TURBO Groupe IV - 1982  
Est. 110 000€ / 150 000€



236

LANCIA FULVIA 1600 HF - 1971  
Est. 35 000 / 45 000€



237

FORD MUSTANG 351 - 1969  
Est. 40 000 / 60 000€



238

RENAULT 12 GORDINI  
Est. 25 000€ / 30 000€



239

AUSTIN HEALEY 100/4 BN1 "100M" - 1954  
Est. 70 000€ / 90 000€



240

JAGUAR TYPE E ROADSTER - 1967  
Est. 80 000€ / 100 000€



241

FERRARI 430 Challenge - 2008  
Est. 70 000€ / 90 000€



242

MGA 1956  
Est. 20 000 / 30 000€



243

PORSCHE 911 - 1976  
Est. 45 000 / 55 000€



244

MGB GT V8 « WORKS » - 1970  
Est. 25 000 / 30 000€



245

DE TOMASO PANTERA GT5 - 1982  
Est. 120 000€ / 150 000€



246

FERRARI 430 Novitec - 2006  
Est. 150 000€ / 200 000€



247

TRIUMPH SPITFIRE 1500 - 1977  
Est. 8 000 / 10 000€



248

TALBOT SAMBA RALLYE GR B - 1983  
Est. 25 000 / 30 000€



249

TOYOTA CELICA Liftback Groupe IV usine - 1979  
Est. 30 000 / 40 000€



250

TOYOTA CELICA Liftback RA28 - 1977  
Est. 30 000 / 40 000€



251

BENTLEY S - 1957  
Est. 35 000 / 45 000€



252

MERCEDES 250SE - 1966  
Est. 4 000 / 6 000€



221

HONDA CB125S - 1976  
Est. 2 000 / 2 500€



222

HONDA CB125S - 1977  
Est. 2 000 / 2 500€



223

VESPA PIAGGIO - 2015  
Est. 3 000 / 3 500€



SUNDAY, 6th DECEMBER 2015  
MEMORABILIA & CLASSIC AND SPORT CARS FOR SALE BY AUCTION  
AT 2PM AT THE CHATEAU DE LASSEUR (31380) MONTASTRUC LA C. TOULOUSE, FRANCE

LOT	DESCRIPTION	ESTIMATION BASSE	ESTIMATION HAUTE
1	Catalogue couleurs extérieur et intérieur Porsche 944- 1982 (8 pages)	40	60
2	Catalogue Porsche 914- 1974 (4 pages)	40	60
3	3 Catalogues Porsche 924 et 924 Turbo (20 pages)	60	80
4	Catalogue Porsche 924 (38 pages)	60	80
5	Catalogue Porsche 928 (16 pages)	60	80
6	Catalogue Porsche 911- 911S Turbo - 1977 (38 pages)	80	100
7	Catalogue Porsche 911S et Carrera 1975 (42 pages)	100	120
8	Catalogue Porsche 911 SC et Turbo 1977 (36 pages)	80	100
9	Catalogue Porsche Carrera 3,2 L (42 pages)	80	100
10	Catalogue Porsche 944/944 S2 / 944 Turbo 1988 (34 pages)	60	80
11	Catalogue Porsche 911 SC 1980 (40 pages)	80	100
12	Lot de 7 catalogues Porsche	100	120
13	Lot de 4 catalogues Porsche	80	100
14	PORSCHE Evolution 911. Affiche 75x100cm	100	150
15	PORSCHE Cup 1997. Affiche 100x75cm	100	150
16	PORSCHE 936 Le Mans 1979, 1° Ickx-Redman-Barth. Affiche 75x100cm	200	300
17	PORSCHE Cup 81, 1° Bon Wolleck, Kremer 935. Affiche 100x75cm	150	200
18	PORSCHE, 1000 kms de Nürburgring 1983, 1° Ickx - Mass. Affiche 100x75cm	150	200
19	Palmarès Matra 1966. Affiche 113x76cm, état moyen	80	100
20	Jaguar. Le Mans winners 1988. Affiche 67x100cm	60	80
21	Coupe Gordini 1968. Affiche 67x100cm	80	100
22	Stewart à Monaco 1973. Affiche 93x61cm	60	80
23	Grand prix de Barcelone 1974. Affiche 100x64cm	80	100
24	Grand prix de France 1974-1977-1978. Lot de 3 Affiches 65x42cm	60	80
25	Rallye Lyon- Charbonnières 1972. Affiche 56x40cm	50	60
26	Tour de France Automobile 1971. Affiche 56x40cm	100	120
27	Tour de France Automobile 1973. Affiche 75x33cm	100	120
28	1000 km Paul Ricard 1974. Affiche 63x43cm + Affiche Moto	80	100
29	Tour Auto 2003. Affiche 60x40cm	50	60
30	PORSCHE. 935 Martini. Eclaté, Rallye Racing 11/76. 40x55cm	60	100
31	PORSCHE. CK5 GPI N° 22 Le Mans. 50x70cm	80	100
32	PORSCHE 956 New Man N° 12C. SCHINKENTANZ. 50x70cm	50	80
33	PORSCHE 917 D. Piper. 50x70cm	50	80
34	PORSCHE 935 Martini N°43 Le Mans 1978. 50x70cm	50	80
35	PORSCHE 911S N° 37 Monte Carlo. 35x50cm	30	50
36	PORSCHE 956 Lui Belmondo-De Thoisy. 30x45cm	30	50
37	PORSCHE 911 GT2 Repsol N° 91 Le Mans. 40x50cm	30	50
38	PORSCHE 935 Meccarillos C. Haldi Le Mans. 40x50cm	50	60
39	PORSCHE 911 Rothmans. P. Dakar N° 176. 40x50cm	50	60
40	PORSCHE 935 JMS N° 55 Coca Cola. 30x45cm	30	50
41	PORSCHE 917 N° 12 Essai Le Mans. 25x45cm	50	80
42	PORSCHE 935 K3 Verco Watches 1000Km Spa 1982 2° GR5. 30x40cm	50	80

43	PORSCHE 917 Gulf N°1 Daytona. 25x35cm	50	80
44	PORSCHE 911 N° 6 Monte Carlo. 20x35cm	30	50
45	PORSCHE 917 LH N° 3 Le Mans 1971 Larrousse. 30x40cm	50	80
46	PORSCHE 956 Skoal Bendit N° 55 -1984. 30x40cm	50	80
47	PORSCHE 911SC Belga. 25x30cm	50	80
48	PORSCHE 908 N° 4 -Siffert. 25x30cm	30	50
49	PORSCHE 908 N° 14 et 12. 25x30cm	50	80
50	PORSCHE 935 N°3 Schilli Motors. 30x40cm	30	50
51	PORSCHE 935 Brumos N° 59- Daytona. 20x30cm	30	50
52	PORSCHE 908 N° 25 Siffert-Spa. 20x35cm	30	50
53	PORSCHE GT one 1er. Le Mans 1998 N° 26 Ortelli. 30x45cm	30	50
54	PORSCHE 936 Martini Le Mans 1976. 50x70cm	80	100
55	PORSCHE 956 Rothmans 1er. Le Mans 1982. Signé J. ICKX. 50x70cm	80	100
56	PORSCHE 956 Rothmans. J. ICKX. 60x85cm	80	100
57	PORSCHE 936 Martini 1er. Le Mans 1976. 30x40cm	30	50
58	PORSCHE Carrera 4 Motul Serpister. 40x50cm	50	80
59	PORSCHE 917-10 Le Mans G. Follmer. 40x50cm	50	80
60	PORSCHE 917 Martini N° 9 . 40x50cm	50	80
61	PORSCHE 962 Lowenbraouï N° 14 Daytona. 40x50cm	30	50
62	PORSCHE 936 Essex N° 1 J. MASS. 40x50cm	50	80
63	PORSCHE 911 et 914	30	50
64	PORSCHE 956 Rothmans J. ICKX. 50x80cm	100	120
65	PORSCHE 956 Rothmans D. Bell. 50x75cm	50	80
66	Lot de 6 plaques Rallye de Monte Carlo	120	150
67	Lot de 3 plaques Cévennes 80-83-84 et Garrigue 1981	80	100
68	Plaque Tour de corse 1995. Criterium 97 + Rallye Italie 88 et 2003	80	100
69	Lot 2 plaques Tour Auto + Hispano Suiza	20	30
70	BMW M3 Fina 1er. 24 H de Nürburgring 1992 Promo Fina. 40x60cm	80	100
71	BMW 3,0 CSL N° 3 Amon-Stuck. 30x55cm	50	80
72	BMW 2800 Alpina N°14 1er. 24h Spa 1970. 25x50cm	50	60
73	BMW 530 Dinin Product. Beltoise. 30x40cm	50	80
74	BMW 3,0 CSL N°1 C. Amon. 30x40cm	50	80
75	BMW 2002 GR2 Rodenstock N°56. 40x50cm	50	80
76	BMW M3 Rothmans N°10 Tour de Corse 1er. Béguin.25x30cm	30	50
77	BMW 2800 Schnitzer Précision Liégeoise Peltier. 30x40cm	30	50
78	BMW 320 GR5 Carling Black Label. 50x70cm	80	100
79	BMW M3 Lease Plan 1er. 24h du Spa 1987 Signé VDP. 25x30cm	30	50
80	BMW 635 N°34 Jambon des Ardennes 24H du Spa. 30x35cm	30	50
81	Alpine Renault 1600S N° 18 Monte Carlo 1973 - Andruet.40x50cm	80	100
82	Alpine GR4 Gitane N° 5 Tour de Corse G. Larrousse.30x40cm	30	50
83	Alpine Renault 1300S N° 24 Coupe Alpes 1971. 40x50cm	50	80
84	Alpine Renault 1300 N° 43 G. Larrousse. 40x50cm	50	80
85	Renault R5Production Philips N° 25 Ragnotti. 40x50cm	50	80
86	Renault R5 Turbo Giro d'Italia N° 598. 40x50cm	50	80
87	Renault 5 Turbo N° 9 TAP. 30x35cm	30	50
88	Renault 5 Turbo 2 Philips N° 3 1er. Tour de Corse. 30x30cm	30	50
89	Renault 5 Turbo N° 9 1er. Monte Carlo- Ragnotti. 25x30cm	30	50

90	Renault 11 Turbo N° 7 TAP- Chatriot. 30x40cm	30	50
91	Renault R11 Turbo Looza N° 7. 25x35cm	30	50
92	Renault Clio Sport N°3 B. Spa Radio Ciel Ragnotti. 30x35cm	30	50
93	J.C. Andruet 1er. Chall. Shell 1967. 30x40cm	30	50
94	J.C. Andruet Signé. 25x30cm	20	30
95	Alfa 1300 GT N° 86 24H du Spa. 20x30cm	20	30
96	Alfa 2000 GTV N° 60 24h du Spa Joosen-Stalpuert. 30x40cm	30	50
97	J. Rolland Cibie R.T. 20x25cm	20	30
98	Alfa GTZ N° 122 J. Rolland 1964. 25x40cm	50	80
99	Alfa GTAM N° 45 Facetti. 30x40cm	50	80
100	Ford Sierra N° 9 - 1000 Lakes- Auriol. 40x50cm	50	60
101	Ford Capri Belga Product. 40x50cm	50	60
102	Ford Capri Prod. Fabergé N° 31 S. Graham. 30x40cm	50	60
103	Ford Capri Belga N° 27 1er. Au 24h Spa 1978. 40x50cm	50	60
104	Ford Capri Belga N° 27 1er. Au 24h Spa 1978 (champion). 40x50cm	30	40
105	Ford Capri N° 22 1er au 24h du Spa 1971 Glemser. 30x40cm	30	40
106	Ford. Départ 24h du Spa. Motorcraft. 25x35cm	30	40
107	Ford Capri GR2 N° 11 P. Ricard. 25x30cm	30	40
108	Ford Sierra Panach' 1000 Lakes . Auriol N° 9. 30x40cm	30	40
109	Ford Escort GR4 Chevron. Staepelaere. 30x40cm	40	50
110	Ford Escort Cossack N°6. 1er RAC 1975. 30x40cm	30	40
111	Ford Escort San Remo N° 6. Vatanen. 30x40cm	30	40
112	Ford Escort Rothmans Acropole. 40x50cm	50	60
113	Ford Escort Heat for Hive N° 23 RAC. 40x50cm	50	60
114	Henri Greder Cibic RT. 25x30cm	20	30
115	Jo Schlesser + Mustang Shelby GT 350. 30x50cm	40	50
116	Ford MK II N° 2 1er Le Mans 1966. 25x35cm	50	60
117	Ford GT40 Gulf N° 22. 1er 12h Sebring. J. Ickx. 30x40cm	50	60
118	Ford J (Greder-G.Ligier). 25x50cm	80	100
119	Ford Capri. Affiche DTM Spa 1980. 50x70cm	80	100
120	Cobra 289 ATS. Tour Auto Historique 1997. Pescarola.50x70	30	50
121	Ford Cortina N° 9 E.A. Safari . Bianchi-Greder. 30x35cm	30	50
122	Ford Fairlane N° 11 1er. 500m Daytona 1967. M. Andretti. 30x40cm	30	50
123	Lancia Stratos Elbe 77 N° 1. Darniche. 25x30cm	30	50
124	Lancia Stratos Marlboro N° 111 Tour Auto. Munari	30	50
125	Lancia LC2 Martini 1983. 50x70cm	60	80
126	Lancia LC1 Martini 1981, Patrese. 40x50cm	60	80
127	Lancia Delta Martini, Corse 1987. 40x50cm	60	80
128	Lancia 037 Martini, Acropole. 40x50cm	50	60
129	Lancia Beta Martini GR5 N° 31. 50x70cm	40	50
130	Fiat 131 Abarth 1er. Au Tour de France 1978, M. Mouton. 40x50cm	60	80
131	Fiat 131 Abarth, Carling Black Label, Didi. 40x45cm	30	50
132	Fiat 131 Abarth, M. Mouton. 25x30cm	20	30
133	Fiat 131 Abarth , Chequered Flag. 23x30cm	20	30
134	Audi Quattro Sport, Acropole N° 8, Mikkola. 50x70cm	50	60
135	Audi Quattro , Acropole, M. Mouton. 40x50	50	60
136	Audi Quattro Sport, 1er. Pikes Peak 1987. 40x50cm	30	40

137	Lancia Delta HF Martini N° 4, TAP. 25x30cm	30	40
138	VW Golf GR1, Valvoline, M. de Deyne. 40x50cm	60	80
139	Opel Ascona 400, Rothmans, 1er. à Monte Carlo 1982. 40x50cm	60	80
140	Opel Ascona 400. 30x40cm	30	40
141	Opel Ascona 400, Monte Carlo N° 4, A. Kullang. 25x30cm	30	40
142	Affiche TALBOT Sunbeam, RAC. 60x80cm	80	100
143	Talbot Sunbeam N° 2, Corse, Frequelin-Todt. 30x40cm	30	50
144	Cooper N° 144, Monte Carlo, T. Makinen. 25x30cm	20	30
145	Mazda RX7 Motul N° 40, 1er. Au 24h du Spa 1981. 50x70cm	60	80
146	Jaguar XJS Motul. 50x70cm	50	60
147	Jaguar XJ 12 GR2, 1976. 30x40cm	20	30
148	Camaro N° 18, Eumig, Départ 24h du Spa 1977. 20x30cm	20	30
149	Ligier JS2 Maserati N° 139, 1er. Au Tour de France 1974. 50x70cm	80	100
150	Peugeot 505 Eso N° 52, Monte Carlo 1981, C. Dorche. 40x50cm	50	60
151	Aston DB7 N° 35, Le Mans 1995. 30x60cm	30	40
152	Triumph Dolomite N°31, R. Metge. 30x40cm	20	30
153	Bugatti Royale, sérigraphie. 50x70cm	80	100
154	Bugatti Royale, P. Bracq. 40x50cm	40	50
155	Pub Sunbeam Alpine. 18x28cm	20	30
156	Pub Bugatti 101. 19x24cm	20	30
157	Pub Renault Frégate. 23x25cm	20	30
158	Pub Delahaye 135. 19x24cm	20	30
159	Calendrier Porsche 2000. 56x59cm	50	60
160	Lot de 3 calendriers: Lexus 2002, 58x68cm, Lexus LS 400 et Lexus GS 300	10	20
161	Matra 670 N° 10 et N° 15, Beltoise. 50x75cm	60	80
162	Matra 670B N°1, Beloise. 50x70cm	80	100
163	Matra 670B N° 11, Larrousse. 40x60cm	80	100
164	Matra 630 N° 24, Le Mans, Pescarolo. 30x40cm	30	50
165	Alpine 442, Le Mans N° 5. 50x70cm	80	100
166	Alpine 442 V6, Larrousse-Jabouille N° 6. 50x70cm	60	80
167	Alpine 442, Le Mans, Présentation. 50x70cm	60	80
168	Alpine 443 V6, Serpaggi. 40x60cm	80	100
169	Bugatti EB 110, Le Mans 1994. 50x60cm	60	80
170	Ligier JS2 Cosworth Gitane N° 3.40x50cm	60	80
171	Alpine 210-66, Eclaté. 30x45cm	50	60
172	WM N° 52 et 53. 40x50cm	50	60
173	Affiche Le Mans 1976, Inaltera. 40x50cm	100	120
174	Rondeau Malardeau N° 11, J.L. Lafosse. 30x40cm	30	40
175	Rondeau 379 ITT, Le Point N° 16, 1er. Le Mans 1980. 40x50cm	30	40
176	Eclaté Abarth 2000. 40x50cm	60	80
177	Alfa 33 N° 30, De Adamich. 40x50cm	60	80
178	Alfa 33 TT, Fernet-Tonic. 30x40cm	30	40
179	Chaparnal. 30x40cm	30	40
180	Ford MKIV N° 1, Le Mans 1967, 1er. 30x45cm	30	40
181	Ford MKII N° 1, Le Mans 1966. 40x50cm	20	30
182	Cobra Daytona, Eclaté. 40x50cm	100	120
183	Porsche 956 New Man N° 7, signé P. Belmondo. 40x50cm	80	100

184	Dinky Toys. Tracteur Unic et remorque, boîte d'origine, état neuf	100	150
185	Dinky Toys. Tracteur Willème Fardier, boîte d'origine, état neuf	60	80
186	Dinky Toys. Miroitier Simca + Benne Simca, boîte d'origine, état neuf	80	100
187	Dinky Toys. Obusier de 155 A.B.S. + Jeep Hotchkiss, boîte d'origine, état neuf	50	60
188	Dinky Toys. Postes essence (boîte d'origine) + Citroën dépanneuse, état neuf	40	50
189	Dinky Toys. Buick +Studebaker+Chrysler New Yorker, boîte d'origine, état neuf	60	80
190	Dinky Toys. Citroën 11 BL + 2cv	40	50
191	Affiche Lancia Fulvia, Monte Carlo 1972, état moyen	80	100
192	Lot de "LVA" avec reliures	20	30
193	Plaque Esso, 20x7cm	20	30
194	Plaque Esso, 14x10cm	20	30
195	Plaque Mustang, 15x9cm	20	30
196	Plaque Austin Healey, 12cm	20	30
197	Plaque BMW, 12cm	20	30
198	Plaque Abarth, 15x9cm	20	30
199	2 Plaques Shell, 13x15cm	40	50
200	Jouet Citroën. Rosalie à châssis démontable( <i>état moyen</i> )accidents, manques, repeint 41cm	250	400
201	Lot de livres "L'Année Automobile"	100	150
202	Voiture d'enfant à pédales, vers 1960	150	200
203	Paire de phares additionnels vers 1950/1960, état neuf	100	150
204	<b>THOR.</b> <i>La panne.</i> Lithographie signée en bas à droite et N° 391, encadrée. 62x49cm	120	180
205	<b>THOR.</b> <i>Vive le Sport.</i> Gravure en couleurs (accident) 1355. 49x63cm	20	30
206	<b>Albert BEERTS.</b> <i>Le contrôle de police.</i> Lithographie en couleur, s.d., vers 1907. 35x50cm	200	250
207	Voiture Matra Le Mans à pédales	250	300
208	<b>RENARD.</b> Métal argenté, mascotte de radiateur, 5x9cm	80	100
209	Mascotte la cigogne, la cigogne fut l'emblème d'Hispano. Acier, Ht. 6cm	80	100
210	Mascotte à l'aigle stylisée en métal, vers 1925. Ht. 11cm	150	200
211	<b>LAURENT Georges.</b> Logo Delage en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 7cm Haut. 6cm Prof. 2,5cm	80	100
212	<b>LAURENT Georges.</b> Logo Peugeot 402 en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 6,5cm Haut. 9,5cm Prof. 2,5cm	80	100
213	<b>LAURENT Georges.</b> Calandre Citroën Rosalie en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 4,5cm Haut. 12cm Prof. 2,5cm	80	100
214	<b>LAURENT Georges.</b> Logo Peugeot 201 en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 12cm Haut. 13,5cm Prof. 6cm	80	100
215	<b>LAURENT Georges.</b> Logo De Dion Bouton en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 12cm Haut 13,5cm Prof. 6cm	120	150
216	<b>LAURENT Georges.</b> Logo Countach en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 19,5cm Haut. 16cm Prof. 6cm	120	150
217	<b>LAURENT Georges.</b> Logo Bugatti en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 19cm Haut. 15cm Prof. 6 cm	120	150
218	<b>LAURENT Georges.</b> Citroën Rosalie en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 13cm Haut. 6cm Prof. 6cm	80	100
219	<b>LAURENT Georges.</b> Citroën 2cv en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 14cm Haut. 6,5cm Prof. 2,5cm	80	100

220	LAURENT Georges. Lamborghini Miura en Bronze d'Art. Fonte à cire perdue, socle inox. Numéroté et signé. Long. 39,5cm Haut. 11cm Prof. 8cm	300	500
221	MOTO <b>HONDA CB125S – 1976</b> N° série : 1159762	2000	2500
222	MOTO <b>HONDA CB125S – 1977</b> N° série : 1158982	2000	2500
223	MOTO <b>HONDA CF70-1989</b> N° série : 2223627	2000	2500
224	MOTO <b>HONDA ST70-1974</b> N° série : 556758	2000	2500
225	MOTO <b>VESPA PIAGGIO – 2015</b> N° série : ZAPM3130100003052	3000	3500
	<b>CLASSIC AND SPORT CARS</b>		
226	2CV AZKA CITROËN - 1979 <i>Chassis' number: 52KA1477</i> The 2CV6 has the biggest capacity of 602cm3, the most recent technical evolution, with its engine of 29hp. The vehicle we are presenting was restored in 2013, and appears to be in a very good conditions.	6000	8000
227	<b>FASA A110 ALPINE RENAULT</b> FASA is the Spanish affiliate from Renault Valladolid and at the same time builds practically the same models as in France.  From 1967 the Alpine Fasa were built with the 1100. From 1971 and until 1976, with the 1300 - V85 version of 1289cm3. Then, in 1977 and in 1978, with the engine of the R5 Alpine. The last Berlinette Alpine were launched in Spain, as many V85. Last but not least, the 1300 FASA is lighter than the French berlinette of 5 kg!  Bernard TRAMOND (1938/1994) was the pilot who encouraged the promotion of the FASA along with his 2 titles of Champion of Spain in 1967 and 1968 in the GT category. Besides, it was Tramond who launches Carlos SAINZ.	45000	60 000
228	<b>XK8 JAGUAR - 1997</b> <i>Serial number: SAJJGNFD4VW001665</i> Engine: 8 cylinders - 3996cm3   Gearbox: 5   294hp   248 km/h  Launched in 1996, the Jaguar XK8 retakes the lines of the famous E Type, and benefitted of an enormous success and it is still in production, with a body similar to the one from the Aston Martin, with which she has an identical platform. Allying the British refinement of the leather and the precious wood to a solid mechanic, the Jaguar is above all a GT/road, pleasant and soft to drive and within the reach of all.  This model is particularly performing, its owner having brought exceptional improvements in terms of brakes and suspension. The engine was made new, it shows 20 000kms. Perfectly maintained, confirmed by multiple invoices, this car, considered to be under the category of the <i>Young Timer</i> , will become a collector but also a car of frequent use at an affordable price.  Final point, with its stainless pipe, it emits a magnificent music.	18 000	20 000
229	<b>FIAT BARCHETTA - 1995</b> <i>Serial number: ZFA18300000004832</i>  In 1995 Fiat launches this roadster, a model which were only proposed by Mazda at the time, reminding the English roadsters of the 60s. This barchetta has somehow the look of the Lotus Elan. With its engine of 1747 cm3, 130hp, this small cabriolet offers beautiful sensations, it is unfortunately an underestimated car; it has 20 years and is a member of the so called <i>Young Timer</i> .	3000	4000
230	<b>996 PORSCHE Turbo S Cabriolet – 2005</b> <i>Serial number: WPOZZ99Z5S670250</i> 6 cylinders - 3600 cm3   2 turbos   450hp	60000	80000

	<p>Flat 6 titled <i>"The highest of perfection worthy of the heir of the 959... and eventually overcome"</i>. And this is for the 996 turbo, with its 420hp, while the 'S' reaches 450hp as well as numerous improvements.</p> <p>This limited series, was produced up to 900 copies among which only 300 cabriolets. If we consider that there are only approximately 200 cabriolets today, it is an extremely rare Porsche or a rare classic car.</p> <p>This particular model, which also has a hard top, is in perfect conditions, showing 81 000 km. It has been indicated by the owner that this Porsche had its engine repaired with a total cost of 35 000€. It is a limited series, a classic car.</p>		
231	<p><b>FORD « T » TORPEDO RUNABOUT - 1911</b>  <i>Serial number : AZ344635</i></p> <p>The Ford T built from 1908 to 1927 is the first big series car produced due to Henry Ford's genius. It was rapidly declared the most important car of XX<sup>th</sup> century.</p> <p>The T model proposes numerous innovations, and with its 4 cylinders' engine of 2878cm3 it achieves a 70km/hour. "Tin Lizzie", or Ford T, is built under diverse civil or commercial versions. We can say that the model here presented is the "sport" version of it.</p> <p>The car is in a perfect conditions (<i>concours</i>) and as a representative "monument" of the automobile history, it owes to appear in every collection.</p> <p>The car has been exposed at the RIVERSIDE RESORT MUSEUM of Laughlin in Nevada (USA).</p>	20 000	30 000
232	<p><b>456 GT FERRARI- 1994</b>  <i>Serial number: ZFFSD44B000099050</i></p> <p>In the 60s Ferrari creates a 2+2 model, always using a V12. The 456 will be produced from 1992 to 2003.</p> <p>With this V12, 48 valves of 5472cm3 and 442hp engine, you have the power and the comfort of a great GT, and a Pininfarina design. It is extremely classy and discrete. The car was delivered new by the famous Garage Francorchamps in Brussels, and possesses all its Ferrari service book. The service always been performed in this garage.</p> <p>It has the interest of having a mechanical box. The 2+2 models are now very hunted by the amateurs who want to drive a Ferrari with their family, thus do not expect an important capital gain but rather the assertion of not losing, unlike the BMW, in depreciation.</p>	40 000	50 000
233	<p><b>BORGWARD ISABELLA - 1960</b>  <i>Serial number: 368395</i></p> <p>The <i>Isabella</i> is the deluxe model of the firm of Bremen; it is a rare success, although its competitors did some efforts to eliminate it... After the sedan 2 doors, Borgward creates in 1955 the coupé 75hp - 1500cm3, which has a magnificent line almost rival to the BMW 507. This vehicle was completely restored in Switzerland in 2008, by its owner, (acquired new in Switzerland) and before finding itself in a collection in Toulouse. A rare car, a sure value in growth.</p>	35000	50000
234	<p><b>AC COBRA Replica - 1985</b>  <i>Serial number: AMS97200649LHD</i></p> <p>From 1962 to 1966 it will be built with hardly 1000 copies, the most excessive, the most exclusive, the most fantasized sport car. It bears the name of a harmful reptile, and as him, it hypnotizes her victims. Cobra. The evocation of the name frightens so much that it excites. Owed to the unnatural association of a Texan and a respectable English firm, AC Cobra, which is called <i>Cobra Shelby</i> on the other side of the Atlantic Ocean, starts a discreet</p>	15000	20000

	<p>career, a "modest" V8 of 4,2 liters livens up an attractive sports car with very British accents.</p> <p>One year later, a 4,7 liters comes along with a first session of body-building. A 270 hp engine for the road, and up to 360 for the <i>road maniacs</i>. With its engine V6 of 3000cm3, this PILGRIM is a car with easy use. This magnificent replica, with its look, will realize the dream of many for a moderate price.</p>		
235	<p><b>R5 RENAULT TURBO Group IV – 1982</b></p> <p>In 1976, Jean TERRAMORSI, an Assistant Manager of the "small series" dept., and big passionate of sport cars, manages to convince the CEO from Renault to study a more masculine version of the Renault 5.</p> <p>Under the name of Code 822, the R5 Turbo will be developed by Engineer Michel TETU, specialist of racing cars, whose the Formula 1. The first car will be presented in 1978 during the Car Exhibition in Paris, and this will allow Renault to return to the Rally Competition. The R5 Turbo made was first brought out in competition during the Italian Tour (<i>il Giro</i>) in 1980.</p> <p>Between 1981 and 1987, the R5 Turbo will win multiple international and national prizes, and will allow numerous pilots to become famous in its steering wheel: <i>Jean RAGNOTTI, Carlos SAINZ, Didier AURIOL, Bruno SABY, François CHATRIOT, Dany SNOBECK, Jean Luc THERIER,...</i></p> <p>The R5 Turbo obtained its recognition by winning the Rally of Monte Carlo in 1981 as well as the <i>Tour de Corse</i> in 1982 in the hands of Jean Ragnotti.</p> <p>The car is a G IV Type, with the improvements from the <i>Tour de Corse</i> conditions: a 250 hp engine (completely revised), 5 type rally gearbox, auto blocking ZF, <i>Tour de Corse</i> brakes (diam. 280, AP Racing brakes) combined thread shock absorbers, wheel rims speed line diam. 15 (8 and 10inches).</p> <p>This car in the Renault sport line is ready to be driven, magnificent and rare in perfect conditions.</p>	110000	150000
236	<p><b>1600 HF LANCIA FULVIA - 1971</b></p> <p><i>Serial number: 002977</i></p> <p>Presented in 1965, the Fulvia Coupé is one of the most appreciated sport cars of the moment. It also has an enormous success in racings with the title of 1972 World Championship.</p> <p>This model is an 1600HF, 115hp; seemingly in perfect conditions of body and mechanics: a classic car to be used for a ride or VHC Rallies.</p> <p>The car is accompanied with important invoices.</p>	35000	45000
237	<p><b>351 FORD MUSTANG - 1969</b></p> <p><i>Serial number: 9F01H120165</i></p> <p>Ford creates in 1964 a sport car more compact and lithe than the big American ones. This "Pony Car" will face a big success. The successive evolutions from 1964 to 1970 are going to preserve the lines, which make it the American myth. The lines of the models 1971 will no longer have this charm.</p> <p>The last model of the beautiful series is the one from 69/70 with the 351 IC (Cleveland V8). This particular Mustang 351 is presented to us in good conditions with a completely restored body.</p> <p>A possibility to acquire one of the best Mustang, and for the record: during our last sale by auction we adjudicate a similar model at 96 000euros....</p>	40000	60000

	<b>12 RENAULT GORDINI</b>  In 1971, from the popular R12, Renault is going to extrapolate the 12 Gordini to make it its advertising weapon, with its first and foremost famous Gordini Cup.  The name of « wizard » Amédée is magic as is his technique: engine of 1565cm3 revised by our manufacturer and French pilot : 2 webers, gearbox 5, disc brakes with the famous French-blue color and the white strips.		
238	The car is going to become famous from 1971 until 1974; the very important revolution will be the front-wheel drive. Useless to mention that the Cup consumed numerous Gordini, destroyed for the most part during the rallies, worn out in normal usage or " customized "; rare are the ones which remained in perfect origin conditions.  This vehicle has never raced, it looks like it has just been delivered to participate to the Cup, as it was 40 years ago to our friend J.P. GABREAU, the 1973 winner. This car embodies the French Racing idea of the 70's. A rarity for the <i>connaisseurs</i> , still affordable in a Coupe version, never restored.	25000	30000
239	<b>AUSTIN HEALEY 100/4 BN1 "100M" – 1954</b> <i>Chassis number: 219291</i>  Donald Healey creates the 100 and associates himself with Austin for the production, named so because reaching the 100 miles, that is to say 160 km/h; the production begins in 1953.  The BN1 is built from May 1953 until August 1955, with an engine of 2660 cm3, 3 speeds with overdrive.  In 1955 the 1000 high performance is created. A kit is delivered to concessionaires of the BN1, and named " Le Mans Engine Modification Kit " which gives 100hp (it is said that only 519 of them would have received this kit).  This Austin is equipped with this kit. Besides, mechanically, it is in perfect conditions and perfect body. Working with no problem at all, destine to be a collector or a car for Historic Rallies such as the <i>Tour Auto</i> where is the only Austin Healey accepted.	70000	90000
240	<b>E TYPE JAGUAR ROADSTER - 1967</b> <i>Serial number: 1E 15478</i>  Produced from 1961 to 1975, the Jaguar E, retakes the lines of the D Type, as well as the chassis plan. From its release, it knows an immense success due to its aero-dynamism, its immense slender hood. This success is today transformed, with hindsight, into an exceptional and unique car.  At first produced with a 3.8L, flat floor, curiously the most uncomfortable model, but the most sought. From 1964, the car is equipped with a 4.2L improved in 1968.  The series 2 are the most reliable and easiest to drive, with a better braking circuit and a large radiator. Its capacity of 4235cm3, for the fabulous 6 cylinders of 265hp, defines it as a real sport car.  This particular E Type comes from 1967 according to its serial numbers and was registered in Zurich in June 1968. The car is in good condition of origin, in one of its most desirable variations: red, hood and black interior. An ascending value allying the pleasure derived from the fabulous Jaguar C of Le Mans.	80000	100000
241	<b>430 FERRARI Challenge - 2008</b> <i>Serial number: ZFFEX63X000159953</i>	70000	90000

	<p>The 430 is launched in 2004 during the Exhibition of Paris with a V8 of 4300cm3, a 490hp engine, and a sequential box.</p> <p>The Challenge is the race version, which is lightened by 215 kg, by using lighter materials and keeping only the minimum for the race and the big work on the chassis.</p> <p>The presented car is from 2008, was totally revised in 2011, and has practically never been used. It shows 4500km.</p> <p><i>"An authentic monster machine, with the obedience as a plus"</i> defined Paul FRERE.</p> <p>Collection or circuit, up to you.</p>		
242	<p><b>1956 MGA</b> N°: HDL33</p> <p>The MGA was officially presented during the Messe Frankfurt in 1955.</p> <p>This model was produced by MG, a division of the BMC (<i>British Motor Corporation</i>).</p> <p>This model replaced the serial MG T (MGTA, TB, TC, TD (TUTORIAL CLASS), TF).</p> <p>The model will be produced from 1955 to 1962, with its variations: MGA 1500, 1600, 1600 MKII, TwinCam, and each of them were available in cabriolet or coupé version.</p> <p>It had excellent results in races such as the 24 hours of Le Mans.</p> <p>Particularly maintained, this car has been in the hands of the same owner for more than 40 years! It possesses the original wheels with beams, and the original colour.</p> <p>A rare opportunity for a fit car as the car is in perfect conditions; it is a car destined for a simple and common use with no problems to mention, especially with the carefulness from which it benefited.</p> <p>Sold by us 2 years ago, the new owner entrusts us again, as he turns himself to a different horizon.</p>	20000	30000
243	<p><b>911 PORSCHE - 1976</b> Serial number: 9116201912</p> <p>This Porsche received the aesthetic modifications of the Carrera RS 3L. With its 3,2L 230 horsepower engine, it is ideal for regular rallies or for a drive. The gearbox has just been revised. The car owns the 9 and 11in wheel rims and the tires are new.</p>	45000	55000
244	<p><b>MGB GT V8 « WORKS » - 1970</b> Serial number: GHDS201929G</p> <p>The MGB with a V8 of 3,5 L was created by independent preparer Ken Costello, and would then be retaken by the industrial unit.</p> <p>This MGB GT has the extremely rare benefit of having the left-side drive. Secondly, It is an excellent road holder by its back and front trains of Toyota Supra. The engine V8 is equipped with a carburettor Holley with an Edelbrock pipe, and an oil radiator.</p> <p>Amazing in its sky blue version, it is perfect for a classic or sports usage for the VHC rallies, and will be a success by its rarity.</p> <p>An exceptional opportunity to acquire a MGB V8.</p>	25000	30000
245	<p><b>GT5 DE TOMASO PANTERA - 1982</b> Serial number : ZDT874000CA009249</p> <p>Alejandro de TOMASO creates his firm in 1959 in Modena, the land of the Italian sports car!</p>	120000	150000

	<p>He takes back the idea of Carroll Shelby to links the Ford mechanics with his Italian-Argentine vehicle, Ford supplies the engines to him, expecting to take his revenge against Ferrari. From this, De Tomaso Pantera was born and was officially presented in 1970 during the New York Exhibition.</p> <p>The Tomaso knows an enormous success: it is magnificent, both of elegance and bestiality at the same time, and does not cost more than a Porsche 2.4L, or a Ferrari Dino, but Ford decided to concluded his collaboration in 1975. De Tomaso will hold nevertheless, but his production therefore, will be less important.</p> <p>If the Alliance made by the Anglo-American Shelby was popular, the 100 % Italian purists rejected the Italo-American alliance: the supernatural Bizzarrini was difficult to sell; the French importer Thepenier couldn't manage it! It seems that De Tomaso will suffer from the same problem.</p> <p>Incredibly, the Bizzarrini is now very popular and the De Tomaso follows approximately the same path. In races, without a serious program of the factory, the De Tomaso find itself in the hands of private owners or French and Belgian importers. It is due to the Claude Dubois team who holds the best results at the 24 hours of Le Mans, being practically neck and neck with Ferrari Daytona.</p> <p>The vehicle presented has the new configuration GT5 with the big wings and the aileron; the GT5 appeared in 1981 to boost the brand. It is the property of an excellent amateur pilot who has exceptional results with his Pantera IV Group. This car is impressive and at present under esteemed, it is preferred to a Testarossa of big series, and is to be recommended without limitation, furthermore with its Ford mechanics and simple maintenance.</p> <p>The car has an incredible look; an acquisition not to be missed.</p>		
246	<p><b>430 FERRARI Novitec - 2006</b>  <i>Serial number: ZFFEZ58B000149017</i></p> <p>The ultimate of the 430 Ferrari <i>Scuderia</i>. The 430 was launched with 490hp, the Scuderia with 510 hp and Novitec, the German preparer, transformed it with a 717hp engine.</p> <p>2 compressors (<i>Novitec Rosso</i>), a pair of exchangers air/water, a new air filter, 8 bigger injectors, and new cooling circuits.</p> <p><b>It is said that there are only 8 Ferrari Novitec in the world.</b> The Novitec Rosso firm is the reference for the top of the preparations of Ferrari, Lamborghini, Maserati.</p>	150000	200000
247	<p><b>1500 TRIUMPH SPITFIRE - 1977</b>  <i>Serial number: FH87637L</i></p> <p>Produced from 1962 to 1980 the roadster Spitfire was an excellent success, declined in diverse models. The one we are presenting makes part of the last generation (1974/1980).</p> <p>This Triumph is an excellent beginning of a collection, pleasant to drive. A small sport car which showed its ability in races and is one of the lowest prices for an English roadster.</p>	8000	10000
248	<p><b>TALBOT SAMBA RALLYE GR B – 1983</b>  <i>Serial number: VF451A692DP272712</i></p> <p>The engineer Claude VAUCARD working at that time for PEUGEOT-TALBOT sport division, supervised by Jean TODT and Jean Pierre Nicolas, was one of the designers of the SAMBA group B.</p> <p>Working on the project of the PEUGEOT 205 TURBO 16, he launches the project to build a SAMBA GROUP B following the example of the SAMBA for circuit, but this one dedicated to the rally.</p>	25000	30000

	<p>He favours this brand model for its economic advantage, its lightness and its performance due to its weight-power improvement.</p> <p>In order to have the ratification, it was necessary to produce the 200 required copies. He presents the SAMBA BASIC RALLY, on which he placed adhesive decorations of the SAMBA groups B. Then, the cars were delivered by the factory, not finished, devoid of their opening, because it was planned them to have a polyester kit to lower the cost of the construction and the weight of the car.</p> <p>The 4 cylinders' engine of the first one of the Groups B was studied at the of CARRIERES SOUS POISSY test center by Thierry PENNET and had its lot of improvements so that its power was increased.</p> <p>An evolution of this SAMBA RALLY, characterized by widened wings, followed by an optimization of the rolling trains.</p> <p>As the final version in B Group configuration, this SAMBA was reserved for the customers of the brand, knowing that a very little quantity of the factory version had been developed.</p> <p>This small automobile with its low relative power will go along with the tenors of the B Gr. of the time.</p> <p>The presented car has been completely restored during the year 2014, engine, body, and is ready to race with its passport PTH VHC in B Group.</p>		
249	<p><b>TOYOTA CELICA Liftback Groupe IV usine - 1979</b></p> <p>Serial number: 015864   Ex. Team Toyota Europe   Engine Group 2 – 180hp   Gearbox 5   4 disk brakes</p> <p>The Toyota Liftback Celica is launched in 1977 and will be produced until 1981.</p> <p>The competition is the main vector of the TOYOTA advertising campaign, with a factory team, which is based in Europe to develop the cars of the World Championship.</p> <p>The first appearances are planned during the Rally of the Bandana (<i>Ivory Coast</i>), one of the most important rallies of the World Championship, with the pilots O. Andersson and J.L.Therier, who just won the French championship on Toyota.</p> <p>The first Toyota gets the 5<sup>th</sup> and there are only 8 classified in this Rally; during which the car of Therier is forced to abandon.</p> <p>The 2 factory cars will be sold after the rally of 1979 to Edouard MASSIDA who is going to run the championship of the Ivory Coast with diverse success.</p> <p>In 1990 the car returns to Europe, where it participates in the Rally of HUNSRÜCK in Germany.</p> <p>This historic car, reference of Toyota, needs a restoration to either become part of a collection or to participate in challenges such as the Rally of Morocco or the East African Safari. In both cases it is a sure value of investment due to its rarity and its history.</p> <p>By its past, the Toyota enters within the framework of art pieces, and by consequence benefits from the ISF exception (<i>impôt sur la fortune</i> or wealth tax) , and furthermore is an international solid value.</p>	30000	40000
250	<p><b>TOYOTA CELICA Liftback RA28 - 1977</b></p> <p>Chassis' number: RA28 27407</p> <p>In 1977 Toyota Europe gives to Bob Neyret, the French champion of the rallies of endurance, 5 Toyota committed to the Team "Aseptogyl".</p> <p>Bob Neyret hires the feminine crew, M. Hoepfner (now Madam J.L . Trintignant) A. Cambiaghi, Christine Beckers and Oksala and the 5<sup>th</sup> car for J.L. Therier. Marianne Hopfner gave up after the breakage of the gearbox. Then in 1979 the car was reconditioned from Group 1 to Group 2, always for Marianne Hopfner who ran the rally of the Acropolis in a</p>	30000	40000

	<p>Group 2, but had to give up due to a problem of carburation, as J.L. Therier did. The car has still participated in the rally of 1000 tracks and has then been stored before being put back on sale and restored in 2010.</p> <p>The car appears in a very good mechanical conditions and with a body in its Aseptogyl colors of 1977. With its 2000cm3 engine, developing 170hp and short bridge it is the ideal rally car to participate in the Historic <i>Tour de Corse</i>, the biggest current historic challenge in the world. Yves Loubet and Bob Neyret will certainly be delighted to see the Toyota on the line this year after almost 40 years!</p> <p>Moreover, it is a true value of collection for an original manufactured car.</p>		
251	<p><b>BENTLEY S - 1957</b>  <i>Serial number: 2372</i></p> <p>Produced from 1955 to 1957 at 3072 copies, the S brand marks the evolution of the post-war Bentley. It is the most sought model of the brand with an independent chassis and a 6 cylinders' engine.</p> <p>This vehicle was totally restored (body and engine), as well as the mechanics (engine/gearbox) and electric ignition. The colours are magnificent and the interior in brand-new leather. An important photo file of repair is supplied. The car has the benefit of having the driving of origin to the right-side: the must.</p> <p>It is ready to hit the road.</p>	35000	45000
252	<p><b>MERCEDES 250SE - 1966</b>  <i>Serial number: 10801412002981</i></p> <p>The 250SE is the Mercedes of the upper-middle class: it allies comfort, road holding and engine flexibility. A great sedan. The car had only two owners among whom the first, having bought it new, kept it in the family during 48 years! In good condition of origin, with only a wear down from the back seat and a little damaged pipe.</p>	4000	6000

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