

CLASSIC DRIVER

Coys at Techno Classica, Essen Germany 5th April 2002

The first of Coy's European sales, spearheading their expansion into continental Europe, takes place at Techno Classica in Essen, Germany, on 5th April.

Among the entries is a **1952 Talbot Lago T26 GS Barchetta** carrying an estimate of 195,000-215,000 Euros, or £120,000 - 130,000. After the war, the Grand Prix formula was changed to 1½ litres blown or 4½ litres unblown, which proved more suitable for the frugal, naturally-aspirated Lago-Talbots and they won several Grands Prix in 1949. They also proved successful in sports cars racing, being 1st and 2nd at Le Mans in 1950 and 2nd and 4th in 1951. The 4½ litre T26 on sale carries the Motto bodywork previously fitted to the T26GS chassis number 110057, which competed in the 1952 Monaco GP, Le Mans 1952 and the 1953 Casablanca 12 Hours. The Motto body was removed from chassis 110057 in 1969 and subsequently fitted to chassis 102001.



Believed to be on sale for the first time since it was brand new is a **1933 Mercedes-Benz 380K**, with what is thought to be unique custom Cabriolet A coachwork by the factory. Also under the hammer is a **1926 Mercedes-Benz 630K** which Coys suggests is the car nicknamed "Omnibus". If so, this is the car in which the gifted Carlos Zatuszek achieved some notable victories.



The **1955 Mercedes-Benz 300SL Gullwing**, registration number 751 GUL, is expected to fetch 185,000-210,000 Euros, while the **1965 Aston Martin DB5** is not far behind in its estimate, at 153,000-177,000 Euros. This rare left hand drive DB5, finished in Silver Birch with an elephant grey hide interior, is said to be in excellent order - a claim supported by the fact that it appeared on the cover of Classic and Sports Car magazine in December 2001.

Please see the [Lot list](#).

Text: Charis Whitcombe

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