

CLASSIC DRIVER

Bonhams 'Les Grandes Marques à Monaco' - 30 April 2010 - Preview

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1954-56-type 2.5-Litre Maserati 250F Tipo 1 Historic Grand Prix Racing Single-Seater by Cameron Millar - 350,000 - 450,000 euros

This will be the 21st consecutive Grandes Marques à Monaco sale and, as usual, there's quite an Italian flavour to proceedings - from the 1949 Ferrari Tipo 166/195 Inter Cabriolet, chassis 0051S (estimate 1m - 1.2m euros), through to the Fiat 500 Jolly without which no Monaco sale would be complete. This time it's an original cabriolet, in pink (estimate 20,000 - 30,000 euros).

But first let's look at the fourth of **Cameron Millar's** well-known reproduction **Maserati 250Fs**, chassis **'CM4'**. While emotions run high when it comes to reproductions, **Millar** is generally exempt from the furore: first, because **Millar** never portrayed his projects as anything other than reproductions, and secondly because of the sheer quality of these outstanding machines.

The **Cameron Millar Maseratis** have long been recognised by the **FIA** as eligible to receive **FIA** paperwork (and can probably boast a higher degree of genuine components than many 'original' cars with FIA papers). If that still leaves you in doubt, consider the fact that **'CM3'** was bought by **Juan Manuel Fangio** himself, for his **Museum in Balcarce, Argentina**. The **Bonhams** estimate for **CM4**, which is said to be in full working order bar a 'weak' 1st gear synchro, is 350,000 - 450,000 euros.

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1964 Aston Martin DB5 Sports Saloon - 150,000 - 200,000 euros

And now for something completely different. The **1964 Aston Martin DB5 Sports Saloon** is in need of total restoration, hence the estimate of 150,000 - 200,000 euros. Delivered new to the USA, this is an original left-hand drive car which, according to Bonhams, 'seems very complete' - even down to the original DB5 instruction book.

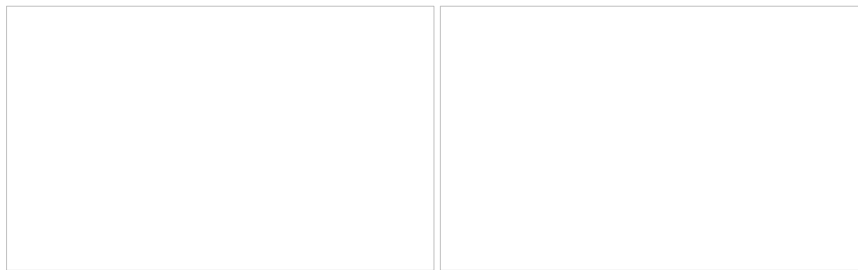
Meanwhile, the **1975 BMW 3.0 CSL 'Batmobile'** (estimate 90,000 - 100,000 euros) is the 44th of the 57 ultimate, second-series examples built, of which no more than a third are believed to survive. Not only is it rare but, with a rear wing that's even more theatrical than those on the first-series Batmobiles, it will make a dramatic addition to any collection. If, however, your tastes are along more restrained, pre-War lines, how about the **1938 Welsh Rally-winning 3½-litre Jaguar SS 100**? Driven in period by **Mrs Hetherington**, it will be on offer in the Principality with an estimate of 240,000 - 260,000 euros.



The 44th of only 57 examples built, 1975 BMW 3.0 CSL 'Batmobile' - 90,000 - 130,000 euros

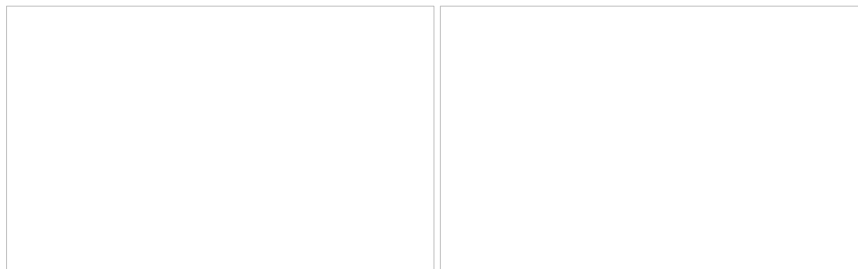
The 1938 Welsh Rally-winning, 1938 SS100 Jaguar 3½-Litre Roadster - 240,000 - 260,000 euros

A later rally car comes in the form of the 1972 San Remo Rally-winning, **1971 Lancia Fulvia HF1600 Group 4 Works car** (estimate 135,000 - 165,000). Driven to victory in San Remo by Amilcare Ballestrieri/Arnoldo Bernacchini, chassis 2268 made a valuable contribution towards Lancia's success in the **1972 World Championship for Makes**. Said to be 'well restored without losing its authenticity', 2268 has been finished in **Lancia Italia** colours of red with a black bonnet, and is ready to take part in such events such as the **Monte Carlo Historique**.



The 1972 San Remo Rally-winning, 1971 Lancia Fulvia HF1600 Group 4 Works Rally Car - 135,000 - 165,000 euros

1964 Mercedes-Benz 230SL Convertible - 30,000 - 40,000 euros



1964 Porsche 356C Coupé Chassis - 20,000 - 30,000 euros

1961 Ferrari 250GTE 2+2 Series I/II Coupé - 85,000 - 110,000 euros

What else? Well, for elegant but affordable open-air motoring, there are two **1960s Mercedes drop-tops**, both commanding an estimate of 30,000 – 40,000 euros: a **1967 250SL Convertible** and a US-specification **1964 230SL Convertible**, with its distinctive ‘pagoda’ top.

And to end on a rather special note, we can’t fail to be impressed by the **1966 Ferrari 275GTB ‘Alloy’ Berlinetta** (estimate 680,000 - 840,000 euros). One of approximately 60 factory alloy-bodied ‘long nose’ 275GTBs, chassis number 8255 left the factory finished in *grigio argento* (silver grey), but was repainted red by a previous owner. Bonhams recommends this ‘matching numbers 275 *berlinetta*’, which could be mildly prepared for competition use in events such as the **Tour Auto** or **Le Mans Classic**. Hear, hear.



1966 Ferrari 275GTB Alloy Berlinetta - 680,000 - 840,000 euros

1968 Lancia Flaminia Super Sport 'Double Bubble' Coupé - 120,000 - 150,000 euros

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