



AUTOMOBILI SPORTIVE E DA COMPETIZIONE

AUTODROMO DI IMOLA
28 Agosto / 28th August 2021

Il 28 agosto 2021 alle ore 19 CEST (ore 17 GMT) sarà inaugurata l'asta in diretta e sul nostro canale You-tube.

I diversi lotti verranno illustrati e, con la comunicazione delle offerte ricevute durante il periodo pre-asta, la competizione avrà ufficialmente inizio. Si potranno fare rilanci utilizzando il sito di Finarte, i telefoni, le offerte scritte o una delle nostre piattaforme partner.

A partire dalle ore 19 CEST (ore 17 GMT) del 28 agosto i diversi lotti saranno chiusi in successione e aggiudicati all'offerente più alto.

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Tutti i lotti inoltre sono ispezionabili dal vivo o tramite video da remoto previo appuntamento contattando il Dipartimento.

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Starting from 7 pm CEST (5 pm GMT) on 28 August, the different lots will be closed in succession and awarded to the higher bidder.

The Department is available to send condition reports or further information for each lot. Interested bidders can now submit absentee bids and register for the auction.

All lots can be inspected live or remotely via video by appointment by contacting the Department.

BIDDER REGISTRATION REQUIREMENTS

NOTE: If you plan to register and attend the sale as bidder, we encourage you to register at least two working days before the Sale. You may register and bid as a telephone, online, or absentee bidder. The registration process is simple and only takes a few minutes. To register, you can either create an account on our website, complete the registration process online and request to participate to the auction, or you can contact Client Service for alternate registration options.

The following items will be required for you to submit your registration:

One of the following: Driver's License, Passport Identification, or ID Card

If registering as a Company, Proof of Company (Incorporation documents, VAT/Tax Number)

If you are a new client we may ask you a proof of funds (or Bank Statement).



**AUTOMOBILI SPORTIVE
E DA COMPETIZIONE**

Autodromo di Imola

sabato 28 agosto 2021

ore 19 CEST (ore 17 GMT)

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Questa vendita è soggetta
ad importanti avvertenze,
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AVONN



Firestone

AUTOMOBILI
SPORTIVE E DA
COMPETIZIONE



[1] 1951 VOLPINI FORMULA 3

NUM. TELAIO • CHASSIS NO. 02

STIMA • ESTIMATE € 23.000 / 30.000

COMPERA SUBITO • BUY NOW € 25.300

- Unica sopravvissuta di due esemplari.
- Palmares importante nella sua categoria.
- Storia documentata.
- Veicolo integro, conservato.
- Meccanica da rivedere.

Monoposto Formula 3 costruita a Milano nel 1951 in due esemplari. Montava in origine un motore motociclistico Gilera. È documentato che su questa monoposto è stato provato anche il motore Gilera Rondine quattro cilindri poi scartato per problemi di raffreddamento. Alla fine del 1954 vengono cambiati i regolamenti. A quel punto l'auto viene equipaggiata con un nuovo propulsore 750 cc e relativo cambio BMW R75; viene installato un nuovo albero di trasmissione Lancia Aprilia. L'auto ha corso fino al 1955. La formula 3 venne poi soppiantata dalle più performante Formula Junior con motori di derivazione automobilistici. Da molti anni l'auto non è più stata usata ma per fortuna rimanendo integra e originale. I risultati sportivi più significativi documentati: 1951 Felice Bonetto, 3° assoluto Circuito di Freiburg; 1951 Nello Pagani, 3° assoluto Circuito di Chieti; 1953 George Chazelet, 1° assoluto Marsiglia e 3° assoluto circuito di Agen; 1954 conte Domenico Antonelli 6° assoluto a Genova. La monoposto sembra essere l'unica rimasta delle due costruite. L'auto è ferma da diversi anni e necessita una revisione dal punto di vista meccanico e ciclistico.

- Only survivor of two specimens.
- Important honors in its category.
- Documented history.
- Vehicle intact, preserved.
- Mechanics to be reviewed.

Formula 3 single-seater built in Milan in 1951 in two examples. It originally had a Gilera motorcycle engine. It is documented that the four-cylinder Gilera Rondine engine was also tested on this single-seater, which was then discarded due to cooling problems. At the end of 1954 the regulations were changed. At that point the car was equipped with a new 750 cc engine and related BMW R75 gearbox; a new Lancia Aprilia propshaft is installed. The car raced until 1955. The Formula 3 was then supplanted by the more performing Formula Junior with automotive-derived engines. The car has not been used for many years, but fortunately it remains intact and original. The most significant sporting results documented: 1951 Felice Bonetto, 3rd overall Freiburg Circuit; 1951 Nello Pagani, 3rd overall Circuit of Chieti; 1953 George Chazelet, 1st overall Marseille and 3rd overall Agen circuit; 1954 Earl Domenico Antonelli, 6th overall in Genoa. The single-seater seems to be the only one left of the two built. The car has been standing still for several years and needs a revision from a mechanical and cycling point of view.





[2] 1957 LANCIA APPIA COUPÉ (MOTTO)

NUM. TELAIO • CHASSIS NO. 812.01-1031

NUM. MOTORE • ENGINE NO. 814.00*1014

STIMA • ESTIMATE € 140.000 / 220.000

-
- La Lancia Appia coupé Motto, in quanto ex partecipante all'edizione di velocità, è eleggibile Mille Miglia.
 - Carrozzata Motto.
 - Si ritiene unica sopravvissuta di 10 prodotte (stimate).
 - Si ritiene l'ultimo telaio realizzato da Motto.
 - Necessita di un restauro di carrozzeria.
 - The Lancia Appia coupé Motto, as a former participant in the speed edition, is eligible for the Mille Miglia.
 - Coachwork by Motto.
 - It is believed to be the only survivor of 10 produced (estimated).
 - It is believed to be the last chassis built by Motto.
 - In need of a bodywork restoration."



Lo chassis no. 812.01-1031 è un'esemplare probabilmente unico: sembra che sia, difatti, la sola sopravvissuta delle 10 Lancia Appia carrozzate da Motto e realizzata in alluminio. È un esemplare costruito nel 1957, particolarmente adatto e facilmente eleggibile per gare di durata per veicoli d'epoca come la Mille Miglia, dove il modello ha corso nel 1957. L'auto è stata acquistata già restaurata nel 1993; negli anni è stata fatta una revisione alla meccanica e alla ciclistica. Tra il 1993 e il 2003 l'auto è stata usata per gare di regolarità. Dal 2003 l'auto è stata custodita ma "messa a riposo"; si presenta con carrozzeria da rivedere, mentre gli interni sono in buone condizioni. L'auto è stata sottoposta a una revisione meccanica.

All'uscita di scena dell'Appia, Ferruccio Bernabò, noto giornalista e sfegatato lancista, scrisse: "... avevi un aspetto di giovane aristocratica, tanto elegante quanto sobria... nella meccanica, come nella linea, avevi osato andare controcorrente - come tante Lancia che ti avevano preceduto - e per questo ti fu un po' difficile importi immediatamente. E del resto faceva parte della tua natura schiva... Ti vestirono... e allora, come sempre senza chiasso, vincesti nei concorsi d'eleganza..."

Ma i vestiti che indossò la "piccola" Appia, nella sua carriera furono diversi; uno, particolarmente azzeccato ne esaltava le qualità sportive, essendo modellato in leggera lega d'alluminio. Era opera di Rocco Motto, che è stato il carrozziere di numerose automobili celebri, ma ha quasi sempre lavorato in incognito. Specializzato in costruzioni che prevedevano l'uso dell'alluminio, prima e dopo la guerra ha allestito innumerevoli vetture da competizione, che hanno corso con successo in Europa e in America. Negli anni '50 ha carrozzato automobili sportive e granturismo; carrozzò, su richiesta della Lancia, alcune Aurelia alleggerite per le corse e una piccola serie di esemplari di Appia da competizione. Negli anni 60 finì, poi, per diversificare la produzione e concentrarsi su veicoli per il tempo libero.

Il telaio no. 812.01-1031 è una di, si presume, 10 Lancia Appia carrozzate da Motto e realizzata in alluminio, con un abitacolo molto contenuto, rispetto alle proporzioni della macchina e lunghi cofani anteriore e posteriore. Le linee sono tese e affusolate, molto proporzionate, interrotte solo dai due grandi sfoghi laterali. La vetratura è ampia, per una buona visibilità. Il muso, dalle foto osservate a confronto di altri due esemplari sembra variare leggermente da esemplare ad esemplare; in questo è una bocca rastremata verso l'alto con un baffo cromato e lo scudo Lancia, cui si accostano due piccole griglie laterali all'interno dei fanali. All'interno un abitacolo sobrio ma non spoglio; il cruscotto è ben leggibile e completo di contagiri.

A far propendere per la vocazione corsaiola del veicolo, stanno la generale attenzione al peso: realizzazione in alluminio, abitacolo semplice, mancanza di paraurti; lunotto e deflettori sono in perspex. La presenza di dettagli adatti a gare di lunga durata come un serbatoio sovradimensionato di grande capacità. Le generose prese d'aria, i sedili sportivi. Il modello ha comunque un'importante storia sportiva. Si hanno evidenze fotografiche di due altri esemplari che hanno preso parte a eventi sportivi dell'epoca. Uno, ha corso la I coppa Autunno, presso l'Autodromo di Monza con Franco Patria. Un secon-

The chassis no. 812.01-1031 is probably a unique example: it seems that it is, in fact, the only survivor of the 10 Lancia Appia bodied by Motto and made of aluminum. It is a model built in 1957, particularly suitable and easily eligible for endurance races for vintage vehicles such as the Mille Miglia, where the model raced in 1957. The car was purchased already restored in 1993; over the years the mechanics and chassis have been revised. Between 1993 and 2003 the car was used for regularity races. Since 2003 the car has been kept but set-aside; It comes with bodywork to be reviewed, while the interior is in good condition. The car has undergone a mechanical overhaul.

When the Appia left the scene, Ferruccio Bernabò, a well-known journalist and ardent Lancia-lover, wrote: "... you had the look of a young aristocrat, as elegant as sober ... in mechanics, as well as in the line, you had dared to go against the flow - like so many Lancias that preceded you - and for this it was a little difficult for you to impose yourself immediately. And besides it was part of your shy nature ... You had been dressed ... and then, as always without fuss, you won in the competitions of elegance ... "

But the clothes that the "little" Appia wore in its career were different; one, particularly apt, enhanced its sporting qualities, being modeled in light aluminum alloy. It was the work of Rocco Motto, who was the coachbuilder of many famous cars, but has almost always worked undercover. Specializing in constructions that involved the use of aluminum, before and after the war he set up countless racing cars, which raced successfully in Europe and America. In the 1950s he built sports cars and GT cars; he coached, at the request of Lancia, some lightened Aurelia for racing and a small series of racing models of Appia. In the 1960s he then ended up diversifying production and focusing on leisure vehicles.

The chassis no. 812.01-1031 is one of, it is assumed, 10 Lancia Appia bodyworked by Motto and made of aluminum, with a very contained cockpit, compared to the proportions of the car and long front and rear hoods. The lines are taut and tapered, very proportionate, interrupted only by the two large side vents. The glazing is large for good visibility. The nose, from the photos observed in comparison with other two specimens, seems to vary slightly from specimen to specimen; in this is a mouth tapered upwards with a chrome mustache and the Lancia shield, which is joined by two small side grilles inside the headlights. Inside, a sober but not bare cockpit; the dashboard is clearly legible and complete with rev-counter.

The general attention to weight leans towards the racing vocation of the vehicle: aluminum construction, simple passenger compartment, lack of bumpers; rear and quarter windows are in perspex. The presence of details suitable for long duration races such as an oversized large capacity tank. The generous air intakes, the sports seats. However, the model has an important sporting history. There is photographic evidence of two other specimens that took part in sporting events of the time. One raced in the 1st Autumn Cup at the Monza racetrack with Franco Patria. A second specimen raced in the







do esemplare ha corso la stagione 1957 con Enrico Coda al volante; tra le gare disputate: la Coppa Intereuropa, la Trieste-Opicina (dove una foto la ritrae col numero 94 e un allestimento del tutto stradale) e l'evento più significativo, la Mille Miglia (per il World Sportscar Championship e che comprendeva il Gran Premio Nuvolari), gareggiando col numero 019 e piazzandosi 124° assoluta. La storia della vettura telaio no. 812.01-1031 si svolge da sempre in nord Italia. Un probabile ed eventuale utilizzo sportivo è ancora allo studio. L'auto, da foglio complementare, risultava targata Sondrio, poi Como e in seguito Milano, targa che ha ancora oggi. L'auto è stata acquistata già restaurata dall'odierno proprietario nel 1993; negli anni è stata fatta una revisione alla meccanica e alla ciclistica (testata e freni). Tra il 1993 e il 2003 l'auto è stata usata per gare di regolarità. Nel 2003 il proprietario smise di usare l'auto lasciandola custodita, ma un po' dimenticata, in un casolare; nonostante gli anni passati al coperto ma senza un telo di protezione l'auto si presenta con difetti della vernice su parti della carrozzeria, mentre gli interni sono in buone condizioni; da una prima ispezione non risultano buchi o ruggine. L'auto è stata sottoposta a una revisione meccanica, senza collaudo. Si presume che il presente, sia l'unico esemplare sopravvissuto della piccola serie.

1957 season with Enrico Coda at the wheel; among the races held: the Coppa Intereuropa, the Trieste-Opicina (where a photo portrays it with the number 94 and a completely street set-up) and the most significant event, the Mille Miglia (for the World Sportscar Championship and which included the Gran Premio Nuvolari), competing with the number 019 and finishing 124th overall. The history of the car chassis no. 812.01-1031 has always been held in northern Italy. A probable and possible sporting use is still being studied. The car, from the supplementary sheet, was registered in Sondrio, in Como and later in Milan, a registration that still has today. The car was purchased already restored by the present owner in 1993; over the years the mechanics and chassis (head and brakes) have been revised. Between 1993 and 2003 the car was used for regularity races. In 2003 the owner stopped using the car, leaving it guarded, but somewhat forgotten, in a cottage; despite the years spent indoors but without a protective cover the car shows paint defects on parts of the body, while the interior is in good condition; from a first inspection there are no holes or rust. The car has undergone a mechanical overhaul, without testing. It is assumed that the present is the only surviving example of the small series.



[3] 1959 ELVA 100 FORMULA JUNIOR (ELVA)

NUM. TELAIO • CHASSIS NO. 100/46

NUM. MOTORE • ENGINE NO. BMC STR4 OHV 10 CG 1602

STIMA • ESTIMATE € 60.000 / 80.000

COMPERA SUBITO • BUY NOW € 66.000

- HTP FIA.
- Veicolo conservato.
- Motore restaurato.
- Monoposto di gestione economica.
- Sotto i 1.000 cc di cilindrata.

Elva (dal francese “elle va” o “lei va”) è stata fondata nel 1955 da Frank G. Nichols. La sua intenzione era quella di costruire un’auto da corsa sportiva a basso costo; nel 1954 fu prodotto il primo modello con sospensioni anteriori Standard e posteriori Ford Anglia con un motore Ford 10 dotato di valvole in testa. Era, comunque, composta da componenti di auto diverse e che potevano variare. Subì varie modifiche fino al 1959 quando la “Mark V” fu progettata per gli eventi di Formula Junior e aveva motori DKW o BMC, come su questa vettura (motore BMC serie “A” 1098 cc), in un telaio tubolare d’acciaio ed ebbe estremamente successo fino a quando la Formula venne conquistata dalle vetture con motore posteriore. Si ritiene che poco più di 100 Elva 100 siano stati costruite tra il 1959 e il 1960, con circa 20 ancora in competizione regolarmente oggi.

- HTP FIA.
- Vehicle preserved.
- Engine restored.
- Economic management single-seater.
- Under 1,000 cc of displacement.

Elva (from French “elle va” or “she goes”) was founded in 1955 by Frank G. Nichols. His intention was to build a low cost sports racing car; in 1954 the first model was produced using Standard front and Ford Anglia rear suspension with an OHV conversion of a Ford 10 engine. It was, however, made up of different and varying car components. It went through various changes up to 1959 when “Mark V” was designed for Formula Junior events and had either DKW or BMC engines, as with this car (BMC “A” series engine 1098 cc), in a tubular steel chassis and was extremely successful until the Formula was taken over by rear engine cars. Just over 100 Elva 100’s were believed to have been constructed between 1959 and 1960 with possibly around 20 still competing regularly today.





[4] 1963 DE SANCTIS FORMULA JUNIOR

NUM. TELAIO • CHASSIS NO. 02

STIMA • ESTIMATE € 65.000 / 75.000

COMPERA SUBITO • BUY NOW € 71.500

- HTP FIA.
- Restauro completo.
- 2° di 4 esemplari realizzati.
- Storia conosciuta.
- Monoposto di gestione economica e rara opportunità.

A metà anni '50 nasce la Formula Junior, una formula "entry level" per la pista, con componenti derivati da Fiat 1100 o Fiat 600. La De Sanctis Formula Junior 1963 fu realizzata, sembra, in quattro esemplari. Il suo debutto avvenne il 7 aprile al quarto gran premio Caltex a Vallelunga. Dalle classifiche il telaio 02, qui presente in asta, risulterebbe iscritto con Rovero Campello ma non arrivato. Si ritrova Campello col telaio 02 al terzo gran premio Cidonio all'Aquila sul circuito di Collemaggio, il 14 luglio; gara "di casa" per il pilota Campello, un nobile industriale umbro. Sono presenti in gara altre due De Santis formula Junior. Un quinto pilota Roberto Lippi partecipò alla coppa Formula Junior in settembre a Monza, si presume con la vettura telaio 02.

- HTP FIA.
- Complete restoration.
- 2nd of 4 cars made.
- Known history.
- Economic management single-seater and rare opportunity.

In the mid-1950s the Formula Junior was born, an "entry level" formula for the track, with components derived from the Fiat 1100 or Fiat 600. The 1963 De Sanctis Formula Junior was produced, it seems, in four examples. Its debut took place on 7 April at the fourth Caltex Grand Prix in Vallelunga. From the rankings, chassis 02, present here in the auction, would be registered with Rovero Campello but not arrived. Campello with chassis 02 finds himself at the third Cidonio Grand Prix in L'Aquila on the Collemaggio circuit, on 14 July; home race for the driver Campello, a noble Umbrian industrialist. Two other De Santis Formula Junior are present in the race. A fifth driver Roberto Lippi participated in the Formula Junior cup in September at Monza, presumably with chassis 02 car.





**[5] 1969 LANCIA
FULVIA COUPÉ RALLYE 1.6 HF**

NUM. TELAIO • CHASSIS NO. 818540 1006

NUM. MOTORE • ENGINE NO. 818540 001027 VARIANTE 1016

STIMA • ESTIMATE € 290.000 / 350.000



- Ex works.
- Importante palmares.
- Storia documentata.
- Sesto esemplare allestito.
- Gruppo 4.
- Matching numbers.

- Ex works.
- Important palmares.
- Documented history.
- Sixth specimen set up.
- Group 4.
- Matching numbers.

Ex works, che si è conquistata la copertina e un servizio su Ruoteclassiche nel novembre 2016 e su Auto d'Epoca nel gennaio 2019. Con un passato che l'ha vista correre nelle gare più importanti con nomi come Sandro Munari. Risulta essere la sesta costruita e la terza allestita come Gruppo 4 dal reparto corse Lancia. In un palmarès ricco di piazzamenti, vinse il Rally di Spagna nel 1969 con Källström-Häggborn, il Portogallo nel 1970 con Lampinen-Davenport e il "4 Regioni" nel 1971 con Lampinen-Davenport. Dopo i primi anni in Lancia, è stata a lungo di Amilcare Ballestrieri.

La Fulvia "Fanalone", è una macchina unica, speciale, vincente. Alla fine del 1968 nacque una macchina utilizzata prima in corsa e solo poi presentata per la produzione di serie. Era soprannominata "Fanalone" per gli aggressivi fari interni di profondità da 170 mm e aveva importanti dettagli di produzione che nulla avevano a che vedere con tutte le Fulvia precedenti. Molti dei pezzi prodotti per quella macchina portavano impresso il numero 818.540. Di vetture ne vennero prodotte 1278 tra il 1969 e il 1970 per il reparto corse Lancia, per le scuderie dell'epoca come Jolly Club, 3 Gazzelle, Grifone e per i privati.

Per le scuderie e i privati che lo richiedevano erano disponibili motori con caratteristiche simili agli originali ma capaci di erogare più potenza. Invece i motori delle vetture destinate al Reparto Corse Lancia erano tutt'altra cosa ed evidenziavano molti dettagli da corsa: gli specialisti delle "esperienze meccaniche" del settore motori Lancia modificavano testate, sedi valvole, collettori, scarico, poi i basamenti attraverso delle fusioni e dei rinforzi ben differenti da quelle destinate alla produzione. Il materiale da corsa "ESPER MECC" è riconoscibile oltre che per la sigla per molti dettagli come nella vettura con numero di scocca 1006 (la sesta prodotta), anno di produzione 1968, con un Palmarès che la distingue come la più vincente delle ufficiali del Reparto Corse Lancia.

Partendo dalla carrozzeria: cofani e portiere erano in peraluman con spessore ridotto. Nella parte posteriore del gruppo quattro l'intero parafango destro veniva stampato senza lo sportellino per il carburante, sostituito con un foro vicino al montante destro del tetto, per l'uscita del manicotto del serbatoio maggiorato a forma di L per accogliere la ruota di scorta. I cristalli del lunotto anteriore, nei primi 200 esemplari erano sottili e leggeri ma si screpolavano nell'uso sportivo, per cui furono sostituiti con vetri ben più resistenti. Sedendoci al posto di guida, nel gruppo 4 tutto cambia tutto radicalmente a cominciare dalla protezione interna vettura con roll bar a gabbia. Il volante in legno fu sostituito con il volante Fusina nei primi esemplari. Con l'omologazione in gruppo 4, il cruscotto e la palpebra vennero completamente rivisti con uno stampo nuovo in vetroresina alluminio, sui quali erano sistemati tutti gli strumenti, le leve in una posizione più sicura, i fusibili. Sul cruscotto delle vetture del Reparto Corse Lancia viene a mancare il tachimetro. I sedili nella versione da gara erano prevalentemente degli avvolgenti Ferrero ma, nei trasferimenti, venivano usati i due sedili Recaro reclinabili. La pedaliera era completamente ri-

Ex works, which won the cover and a report on Ruoteclassiche in November 2016 and on Auto d'Epoca in January 2019. With a past that has seen it run in the most important races with names like Sandro Munari. It turns out to be the sixth built and the third set up as Group 4 by the Lancia racing department. In a palmarès rich in placings, it won the Rally of Spain in 1969 with Källström-Häggborn, Portugal in 1970 with Lampinen-Davenport and the "4 Regioni" in 1971 with Lampinen-Davenport. After the first years in Lancia, it has been property of Amilcare Ballestrieri for a long time.

The Fulvia "Fanalone" is a unique, special, winning machine. At the end of 1968 a car was born that was first used in racing and only then presented for series production. It was nicknamed "Fanalone" for its aggressive 170 mm internal headlights and had important production details that had nothing to do with any previous Fulvia. Many of the parts produced for that machine bore the number 818.540. 1278 cars were produced between 1969 and 1970 for the Reparto Corse Lancia, for the teams such as Jolly Club, 3 Gazzelle, Grifone and for individuals.

For the teams and private individuals who requested it, engines with characteristics similar to the originals were available but capable of delivering more power. Instead the engines of the cars destined for the Reparto Corse Lancia were quite another thing and highlighted many racing details: the specialists of the "mechanical experience" of the Lancia engine sector modified cylinder heads, valve seats, manifolds, exhaust, then the crankcases through castings and reinforcements very different from those intended for production. The "ESPER MECC" racing material is recognizable as well as by the initials for many details as in the car with body number 1006 (the sixth produced), year of production 1968, with a Palmarès that distinguishes it as the most successful of the Reparto Corse Lancia. Starting from the bodywork: bonnets and doors were in peraluman with reduced thickness. At the rear of group 4 the entire right fender was molded without the fuel flap, replaced with a hole near the right roof pillar, for the outlet of the oversized L-shaped tank sleeve to accommodate the spare wheel. The windshield crystals, in the first 200 examples, were thin and light but they cracked in sporting use, so they were replaced with much more resistant glass. Sitting in the driver's seat, in group 4 everything changes radically, starting with the car interior protection with roll cage. The wooden steering wheel was replaced with the Fusina steering wheel in the first examples. With group 4 homologation, the dashboard and the lid were completely revised with a new fiberglass aluminum mold, on which all the instruments were placed, the levers in a safer position, the fuses. The speedometer is missing on the dashboard of the Reparto Corse Lancia cars. The seats in the racing version were mainly of Ferrero wraparounds but, in transfers, the two reclining Recaro seats were used. The pedal board was completely revised. In group 4, an Avional sheet metal was placed between the seat and the boot to prevent possible passage of







vista. Nelle gruppo 4, tra sedile e bagagliaio veniva interposto un lamierato in Avional per evitare eventuali passaggi di vapori del carburante in abitacolo. Nel motore le differenze tra stradale e gruppo 4 sono tantissime e tutte nascoste! Balza agli occhi il coperchio motore nelle classiche tinte giallo e blu, colori della città di Torino con le scritte Lancia esterne leggermente più piccole. Molti i dettagli di numerazioni e punzonature particolari stampigliate. Come carburatori, in questo esemplare, sono presenti dei Weber da 45. Il basamento subì negli anni trasformazioni importanti e la preparazione fu notevole con rinforzi un po' ovunque. Il cambio fu pensato dall'inizio proprio per la 1.6 HF ed il suo uso agonistico. Proprio per questa ragione si aggiunse un rinvio finale per aggiungere una quinta marcia; l'operazione produsse un cambio pesantissimo con l'aspetto di un omino con testa (da qui il termine "testone") ma affidabile. Il cambio per le competizioni fruiva di molte possibilità di scelta di rapporto finale ed ovviamente anche i rapporti potevano essere diversi.

La Fulvia gruppo 4 chassis 1006 appartiene al lotto delle prime quattro vetture preparate dal Reparto Corse Lancia con tutte le specifiche del gruppo 4 in allegato J. Solo citando le gare internazionali sostenute dalla vettura, sedettero alla guida Sandro Munari (RAC 1969, non classificato), Harry Källström (Spagna 1969, primo assoluto), Simo Lampinen (Svezia 1970, non classificato - Portogallo 1970, primo assoluto - RAC 1970, non classificato - 4 Regioni 1971, primo assoluto), Tony Fall (Montecarlo 1970, non classificato); Amilcare Ballestrieri (Sanremo, RAC), Sergio Barbasio (Wiesbaden 1970, non classificato - Rally Tulipani 1970, terzo assoluto - Sanremo 1971, terzo assoluto - Semperit - 999 minuti 1971, terzo assoluto); Alcide Paganelli-Ballestrieri-Ireland (84 Ore del Nürburgring 1969) e James Ireland (Marathon de la Route 1969). Anche i navigatori che si sedettero a fianco dei piloti erano i più forti dell'epoca. Tra essi annoveriamo il maestro Mario Mannucci, Pierino Sodano, John Davenport e Gunnar Haggbom. A fine carriera, la vettura con chassis 1006 è stata venduta ad Amilcare Ballestrieri.

Per poi passare di mano a un importante storico italiano del marchio Lancia, autore di alcuni libri sul marchio di Torino.

fuel vapors into the passenger compartment. In the engine the differences between road and group 4 are many and all hidden! The engine cover in the classic yellow and blue hues, colors of the city of Turin with slightly smaller external Lancia writings, catches the eye. Many details of numbering and special stamped marks. As carburetors, in this example, there are 45 Webers. The crankcase underwent important transformations over the years and the preparation was remarkable with reinforcements almost everywhere. The gearbox was designed from the outset precisely for the 1.6 HF and its racing use. Precisely for this reason a final postponement was added to add a fifth gear; the operation produced a very heavy gearbox with the appearance of a little man with a head (hence the term "testone" aka "big head") but reliable. The gearbox for the competitions benefited from many possibilities of choosing the final ratio and obviously the gear ratios could also be different.

The Fulvia group 4 chassis 1006 belongs to the lot of the first four cars prepared by the Reparto Corse Lancia with all the specifications of group 4 in attachment J. Only citing the international races faced by the car, the drivers were: Sandro Munari (RAC 1969, not classified), Harry Källström (Spain 1969, first overall), Simo Lampinen (Sweden 1970, not classified - Portugal 1970, first overall - RAC 1970, not classified - 4 Regions 1971, first overall), Tony Fall (Monte Carlo 1970, not classified); Amilcare Ballestrieri (Sanremo, RAC), Sergio Barbasio (Wiesbaden 1970, not classified - Rally Tulipani 1970, third overall - Sanremo 1971, third overall - Semperit - 999 minutes 1971, third overall); Alcide Paganelli-Ballestrieri-Ireland (84 Hours of Nürburgring 1969) and James Ireland (Marathon de la Route 1969). Even the co-drivers who sat next to the drivers were the strongest of the time. Among them we include the master Mario Mannucci, Pierino Sodano, John Davenport and Gunnar Haggbom. At the end of its career, car with chassis 1006 was sold to Amilcare Ballestrieri. The Fulvia was then handed over to a critical Italian historian of the Lancia brand, author of some books on the Turin brand.



[6] 1971 ALFA ROMEO 2000 GT VELOCE (BERTONE)

NUM. TELAIO • CHASSIS NO. 2420929

NUM. MOTORE • ENGINE NO. 00512

STIMA • ESTIMATE € 40.000 / 65.000

COMPERA SUBITO • BUY NOW € 44.000

- Motore preparato da GTM motorsport .
- HTP FIA in corso di validità.
- Auto preparata pista.
- Restauro maniacale della carrozzeria e motore ultimato nel 2019.
- Una sola gara a restauro ultimato.

Ultima evoluzione della Giulia GT, nel 1971, quando la 1750 berlina venne sostituita dalla 2000 berlina anche la 1750 GT Veloce venne sostituita dalla 2000 GT Veloce (Alfa Romeo serie 105.21). L'aumento di cilindrata da 1779 a 1962 cc che fece crescere la potenza fu ottenuto aumentando l'alesaggio a 84 mm e fu accompagnato da numerosi aggiornamenti esterni e interni. La vettura qui in asta è stata preparata per gare in pista. Dopo un restauro completo e maniacale, ha partecipato alla 300km di Vallelunga nel 2019 con piazzamento al 2° posto. Successivamente non ha più partecipato ad altre gare.

- Engine built by GTM motorsport.
- HTP FIA.
- Car set up for track.
- Maniacal restoration of the bodywork and engine completed in 2019.
- Only one competition once the restoration is complete.

Last evolution of the Giulia GT, in 1971, when the 1750 sedan was replaced by the 2000 sedan, the 1750 GT Veloce was also replaced by the 2000 GT Veloce (Alfa Romeo 105.21 series). The increase in displacement from 1779 to 1962 cc that made the power grow was achieved by increasing the bore to 84 mm and was accompanied by numerous external and internal updates. The car here at auction has been prepared for track races. After a complete and maniacal restoration, it participated in the 300km of Vallelunga in 2019 with a 2nd place finish. Subsequently it no longer participated in other races.





[7] 1972 ALFA ROMEO MONTREAL (BERTONE)

NUM. TELAIO • CHASSIS NO. AR1425664

STIMA • ESTIMATE € 65.000 / 80.000

COMPERSA SUBITO • BUY NOW € 71.500

- ASI
- Matching numbers.
- Vettura restaurata.
- Meccanica conservata e mantenuta.
- Eccellenti condizioni.
- Alza cristalli elettrici.

Cosa può essere emozionante come la “voce” del bialbero Alfa Romeo? Forse il suono di un V8. Poter disporre di entrambe le cose: questo è la Montreal, la dreamcar che non ti aspetti. Questo esemplare è in perfette condizioni generali, ha meccanica ottimamente conservata. La macchina è stata venduta in Italia nei primi mesi del 1972, poi in Inghilterra negli anni 80, acquistata dall'attuale proprietario nel 2013 e reimmatricolata in Italia nel 2015. È stato fatto un completo restauro di tutti i lamierati, guarnizioni, sedili e riverniciata nel suo colore originale Grigio Ascoli. Il restauro è durato 2 anni ed il rimontaggio dell'auto è stato eseguito da uno specialista Alfa Romeo Montreal in Germania. A fine restauro, l'auto è stata riportata in Italia “in moto” partendo al primo colpo e percorrendo la strada sino in Italia. Ha partecipato con successo a Raduni di marca.

- ASI
- Matching numbers.
- Restored car.
- Mechanics preserved and maintained.
- Excellent conditions.
- Electric windows.

What can be as exciting as the “voice” of the Alfa Romeo twin cam? Maybe the sound of a V8. Having both: this is the Montreal, the dream car you don't expect. This specimen is in perfect general condition, it has very well preserved mechanics. The car was sold in Italy in early 1972, then in England in the 1980s, purchased by the current owner in 2013 and re-registered in Italy in 2015. A complete restoration of all sheet metal, gaskets, seats and repainting was done in its original Ascoli Gray color. The restoration took 2 years and the reassembly of the car was carried out by an Alfa Romeo Montreal specialist in Germany. At the end of the restoration, the car was brought back to Italy “on its wheels” starting at the first try and traveling the road from a town 100 km north of London. It has successfully participated in Brand Meetings.





[8] 1973 BRABHAM BT 40 F2 (BRABHAM)

NUM. TELAIO • CHASSIS NO. 4032

STIMA • ESTIMATE € 85.000 / 110.000

COMPERSA SUBITO • BUY NOW € 95.000

- Eleggibile per i più prestigiosi eventi per vetture di formula storiche.
- HTP FIA.
- Restaurata integralmente da Mauro Pane.
- Una di solo nove BT40 allestite come Formula 2.
- Pronta gare.

Il telaio 4032 è uno di soltanto 9 esemplari BT40 allestiti come Formula 2, su 28 esemplari in totale. Dal documento HTP, rilasciato dalla FIA, la vettura risulta del 1973, come anno di produzione. Acquistata nuova dalla Scuola Federale CSAI di Vallelunga, fu usata estensivamente per test e corsi di guida fra il 1974 e il 1976 prima di essere ritirata nel 1977 per via del cambio di regolamenti. Nel 1978, fu venduta ad un collezionista torinese che la custodì per ben 30 anni, senza mai utilizzarla. Nel 2010, fu acquistata da Mauro Pane, famoso restauratore di vetture di Formula, che l'ha completamente restaurata.

- Eligible for the most prestigious historic formula racing events.
- HTP FIA.
- Thoroughly restored by Mauro Pane.
- One of only nine BT40s built for F2.
- Race ready.

Chassis 4032 is one of only 9 BT40 built as a Formula 2, out of a total of 28. According to the HTP document, issued by the FIA, the car is actually 1973, as year of production. Purchased by the CSAI Federal School of Vallelunga it was used extensively for tests and driving courses between 1974 and 1976 before being retired in 1977, due to regulation changing. In 1978 it was sold to a Turinese collector who kept it for 30 years, without ever using it. In 2010 it was bought by Mauro Pane, the famed F1 restorer, who restored it completely.





[9] 1974 INNOCENTI MINI COOPER 1300

NUM. TELAIO • CHASSIS NO. 552247

STIMA • ESTIMATE € 14.000 / 20.000

COMPERA SUBITO • BUY NOW € 15.400

- Allestimento rally.
- Lasciapassare FIA e fiche di regolarità.
- Meccanica revisionata e preparata in ogni sua parte.
- 4 set completi diversi di pneumatici/cerchi.
- Ideale regolarità a media per vetture storiche (Monte-Carlo Historique)

L'auto, prodotta nel 1974, è stata completamente restaurata ed allestita da rally con rollbar, cinture, sedili, fari supplementari, estintori. La carrozzeria è stata modificata rendendo completamente apribile il cofano anteriore ed i finestrini posteriori. Molti i lavori di meccanica, con: motore revisionato; volano in acciaio; albero a camme preparato; collettore con due carburatori Weber 45 DCOE; cambio revisionato; sincronizzatori racing; differenziale autobloccante; semiassi maggiorati; giunti maggiorati; radiatore nuovo; alternatore nuovo; motorino avviamento racing; frizione racing; servosterzo. La vettura è dotata di 4 set completi di pneumatici diversi: 5 cerchi con gomme racing scolpite; 5 cerchi con gomme tecniche; 5 cerchi con gomme da neve; 5 cerchi con gomme chiodate. Monta un portapacchi sul tetto.

- Rally setup.
- FIA passes and regularity forms.
- Mechanics overhauled and prepared in every part.
- 4 different complete sets of tires / rims.
- Ideal medium regularity for historic cars (Monte-Carlo Historique)

The car, produced in 1974, was completely restored and set up for a rally with roll bars, belts, seats, additional lights, fire extinguishers. The bodywork has been modified making the front hood and rear windows fully open. Many mechanical works, with: overhauled engine; flywheel in steel; prepared camshaft; manifold with two Weber 45 DCOE carburetors; revised gearbox; racing synchronizers; self-locking differential; oversized drive shafts; oversized joints; new radiator; new alternator; racing starter motor; racing clutch; power steering. The car is equipped with 4 complete sets of different tires: 5 rims with sculpted racing tires; 5 rims with technical tires; 5 rims with snow tires; 5 rims with studded tires. Is fitted with a roof rack.



[10] 1975 BMW 1602

NUM. TELAIO • CHASSIS NO. 3972988

STIMA • ESTIMATE € 14.000 / 18.000

COMPERSA SUBITO • BUY NOW € 15.400

- Pronta gare con fiches CSAI Regolarità valida.
- Auto perfetta per Rally regolarità a media (Monte-Carlo Historique)
- Matching numbers.
- Allestimento completo di roll bar, differenziale autobloccante, impianto di estinzione, etc.
- Sanissima, riverniciata. Meccanicamente perfetta.

La vettura è stata allestita qualche anno fa per partecipare a gare di velocità, salite e rally, esportata in Inghilterra dove a fine 2018 sono stati fatti molti interventi dimostrabili con fatture per circa 7000 Euro. Ha targhe e documenti italiani. Meccanicamente perfetta. Ha HTP scaduto e Fiches inglese valida. Sono presenti come allestimento: Differenziale autobloccante; due carburatori doppio corpo; assetto da rally completo; cambio revisionato; rollbar a gabbia; serbatoio di sicurezza; pompa elettrica; impianto di estinzione; sedili da corsa; cinture a quattro punti; volante sportivo; trip master; fari supplementari anteriori e posteriore; 8 cerchi. La macchina è sanissima, non presenta ruggine e ha la revisione scaduta a dicembre 2019; è stata completamente riverniciata qualche mese fa.

- Race-ready with CSAI Regularity fiches valid.
- Perfect car for medium regularity rally (Monte-Carlo Historique)
- Matching numbers.
- Complete set-up with roll bar, Limited slip differential, extinguishing system, etc.
- Very healthy, repainted. Mechanically perfect.

The car was set up a few years ago to participate in speed races, hill-climbs and rallies, exported to England where at the end of 2018 many demonstrable interventions were made with invoices for around 7000 Euros. It has Italian plates and documents. Mechanically perfect. Has expired HTP and valid English fiches. The following equipment is available: limited slip differential; two double-barrel carburetors; complete rally set-up; revised gearbox; cage rollbar; safety tank; electric pump; fire extinguishing system; racing seats; four-point belts; sports steering wheel; trip master; additional front and rear lights; 8 wheels. The car is very healthy, has no rust and has the inspection expired in December 2019; it was completely repainted a few months ago.



[11] 1979 ABARTH SE033 (FORMULA ABARTH)

NUM. TELAIO • CHASSIS NO. SE033-008

STIMA • ESTIMATE € 30.000 / 35.000

COMPERA SUBITO • BUY NOW € 32.500

- Può correre in Formula Fiat Abarth (FIA FA/2a) in Periodo IR del 5° raggruppamento.
- 4 Cerchi originali in magnesio di scorta.
- Vettura presente in numerosi articoli dell'epoca.
- Ultima manifestazione: Historic Abarth Day 2014 all'autodromo di Franciacorta (BS).
- Vettura completamente revisionata da Gabriele Terzi dopo l'ultima manifestazione.

Questa è una delle prime vetture prodotte già nel 1979; Telaio n 008/79. Il primo proprietario fu Scuderia Edo 1000 Miglia (Edoardo Lazzaroni). Il telaio è monoscocca centrale. La meccanica bialbero Fiat-Lancia da 2 litri, per 140 hp. Il campionato Formula Abarth fu pensato dalla CSAI come categoria propedeutica alla Formula 3, particolarmente economica; le vetture non avevano alcun dispositivo che creasse l'effetto suolo né appendici alari. Le prime vetture (tra cui questa) furono presentate all'autodromo di Monza il sabato precedente al Gran Premio d'Italia 1979 alla presenza di Jody Scheckter e la domenica mattina una fu portata in pista dal collaudatore Giorgio Pianta. Il campionato monomarca cominciò nel 1980; e proseguì fino al 1986. Il pilota, lanciato da questa serie, che ebbe maggior fortuna fu Alessandro Nannini.

- It can race in Formula Fiat Abarth (FIA FA / 2a) in the IR Period of the 5th group.
- 4 original spare magnesium rims.
- Car featured in numerous articles of the time.
- Last event: Historic Abarth Day 2014 at the Franciacorta racetrack (BS).
- Car completely overhauled by Gabriele Terzi after the last event.

This is one of the first cars produced as early as 1979; Frame no. 008/79. The first owner was Scuderia Edo 1000 Miglia (Edoardo Lazzaroni). The frame is a central monocoque. The 2-liter Fiat-Lancia twin cam mechanics, for 140 hp. The Formula Abarth championship was conceived by the CSAI as a preparatory category for Formula 3, which was particularly economical; the cars had no ground effect device or wing appendages. The first cars (including this one) were presented at the Monza racetrack on the Saturday before the 1979 Italian Grand Prix in the presence of Jody Scheckter and on Sunday morning one was driven to the track by test driver Giorgio Pianta. The single-brand championship began in 1980; and continued until 1986. The pilot, launched by this series, who had the greatest luck was Alessandro Nannini.



[12] 1980 ALFA ROMEO ALFETTA GTV 2.0 (ITALDESIGN)

NUM. TELAIO • CHASSIS NO. ZAR116360*00052534

NUM. MOTORE • ENGINE NO. 1655*146345

STIMA • ESTIMATE € 15.000 / 25.000

COMPERA SUBITO • BUY NOW € 16.500

- HTP FIA.
- Preparazione rally Gruppo 1.
- Restauro completo nel 2019.
- Roll-bar a gabbia e serbatoio di sicurezza.
- Ammortizzatori regolabili.
- Rapporti ravvicinati e differenziale autobloccante.

L'alfetta GT è una vera icona dei rally. Esordì nel 1975, schierata dalla squadra Autodelta e guidata da piloti di grosso calibro che ottennero importanti risultati. Negli anni successivi il disimpegno della squadra ufficiale ridusse le partecipazioni a quelle dei piloti privati. Ma nelle varie versioni, corse sempre con successo fino a superare la metà degli anni '80. Questo esemplare, completamente preparato, permette di rivivere appieno una stagione di corse irripetibile.

- HTP FIA.
- Group 1 rally set-up.
- Complete restoration in 2019.
- Cage roll-bar and safety fuel tank.
- Adjustable shock absorbers.
- Close gear ratios and self-locking differential.

The Alfetta GT is a true rally icon. It made its debut in 1975, deployed by the Autodelta team and led by big-caliber drivers who achieved important results. In the following years, the disengagement of the official team reduced the participation to those of private pilots. But in the various versions, it always ran successfully up to the mid-1980s. This model, fully tuned up, allows you to fully relive an unrepeatable racing season.



[13] 1980 OSELLA PA8

NUM. TELAIO • CHASSIS NO. 101

STIMA • ESTIMATE € 170.000 / 200.000

COMPERSA SUBITO • BUY NOW € 192.500

- HTP FIA.
- Certificato di provenienza Osella.
- Cerchi e gomme asciutto/bagnato e parti a corredo.
- Completamente restaurata.
- Solo due gare all'attivo dal restauro.
- Eleggibile Le Mans Classic e Campionato CER.

Realizzato nel 1980, il telaio no. 101 è uno dei due realizzati per ospitare il motore BMW M12 in versione turbo; in seguito il motore Turbo fu sostituito per ragioni di affidabilità con una unità M12 aspirata, sempre da 2.000 cc, dotata di iniezione meccanica ed accoppiata ad un cambio Hewland. Affidata ad un team francese, con sponsor Jagermeister, ha corso poi in Spagna per tornare infine in Italia 10 anni fa. Acquistata dall'attuale proprietario tre anni fa, è stata completamente restaurata e ha all'attivo solo due gare nell'ultimo anno. Ampio il corredo di cerchi e gomme e di accessori e parti forniti.

- HTP FIA.
- Certificate of origin from Osella.
- Dry/wet rims and tires and accompanying parts.
- Fully restored.
- Only two races since the restoration.
- Eligible for Le Mans Classic and CER championship.

Made in 1980, chassis no. 101 is one of the two made to house the BMW M12 engine in turbo version; subsequently the turbo engine was replaced for reasons of reliability with an aspirated M12 unit, of again 2,000 cc, equipped with mechanical fuel-injection and coupled to a Hewland gearbox. Entrusted to a French team, with sponsor Jagermeister, it later raced in Spain to finally return to Italy 10 years ago. Purchased by the current owner three years ago, it has been completely restored and has only two races in the past year. Wide range of rims and tires and accessories and parts supplied.





[14] 1981 PORSCHE 924 CARRERA GT

NUM. TELAIO • CHASSIS NO. WP0ZZZ93ZBN700272

STIMA • ESTIMATE € 135.000 / 185.000

COMPERSA SUBITO • BUY NOW € 125.000

- Completo allestimento per Le Mans Classic.
- Pronta gare, mai corso.
- Allestimento interno Sabelt Racing.
- Cerchi BBS scomponibili per la pista e cerchi Porsche scomponibili per la salita.
- Kit impianto frenante Porsche Racing 911 Turbo Gr4.

Vettura preparata all'inizio degli anni 2000. Nel 2016 la vettura è stata allestita per la Le Mans Classic ed il motore completamente revisionato, spendendo € 50.000 di lavori. Non ha mai gareggiato dopo la revisione. Questa vettura può partecipare alla Le Mans Classic, essendo un modello che ha fatto la 24 Ore di Le Mans all'epoca. Realizzata a partire da una scocca leggera Carrera GT originale (per un peso di 945 kg) e da un Kit Porsche corsa con cofani e parafanghi in resina e vetro posteriore in plexiglass. Allestita con differenziale autobloccante; collettore di scarico racing con turbina lato aspirazione; serbatoio carter secco nel baule; alternatore piccolo trascinato dal differenziale.

- Complete equipment for Le Mans Classic.
- Ready to race, never raced.
- Sabelt Racing interior fitting.
- Two-piece BBS rims for the track and Porsche two-piece rims for climbing.
- Porsche Racing 911 Turbo Gr4 brake system kit.

Car prepared at the beginning of the 2000s. In 2016 the car was set up for the Le Mans Classic and the engine was completely overhauled, spending € 50,000 for work. It never competed after the set up. This car can participate in the Le Mans Classic, being a model that made the 24 Hours of Le Mans at the time. Made from an original Carrera GT lightweight body (weighing 945 kg) and a Porsche racing kit with resin bonnets and mudguards and plexiglass rear glass. Equipped with limited slip differential; racing exhaust manifold with turbine on the intake side; dry sump tank in the trunk; small alternator driven by the differential.





[15] 1981 OSELLA PA 9/90

NUM. TELAIO • CHASSIS NO. 108

STIMA • ESTIMATE € 155.000 / 185.000

COMPERSA SUBITO • BUY NOW € 170.500

- HTP FIA.
- Pronta gare.
- Motore con 0 km.
- Vincitrice 2 volte Campionato Italiano Velocità in Salita.
- Cerchi e gomme asciutto/bagnato e parti a corredo.
- Eleggibile Le Mans Classic e Campionato CER.

L'Osella modello PA9 nacque nel 1981; Osella fece un aggiornamento, creando il modello 9/90, ma solo 12 esemplari furono modificati direttamente in fabbrica da Osella. Il qui è presente telaio è una di queste 12. Da notare che soltanto altri 5 esemplari di 9/90 furono realizzati in seguito ex novo da Osella, a fronte di molti esemplari poi diffusi sui campi di gara. Il cuore è un motore BMW M12 a iniezione meccanica da 2.500 cc. Rialzato completamente, viene consegnato pronto gara con praticamente "zero" km. La vettura è stata due volte Campione Italiano di Velocità in Salita nel 2016 con Di Fulvio e nel 2018 con Marelli. Ampio il corredo di cerchi e gomme e di accessori e parti forniti.

- HTP FIA.
- Race ready.
- Engine with 0 km.
- 2 times winner of Italian Hill Climb Championship.
- Dry/wet rims and tires and accompanying parts.
- Eligible for Le Mans Classic and CER championship.

The Osella model PA9 was born in 1981; Osella made an update, creating the 9/90 model, but only 12 were modified directly in the factory by Osella. The chassis here is one of these 12. It should be noted that only 5 other 9/90 models were subsequently made from scratch by Osella, compared to many examples which were then distributed on the competition fields. At its heart is a 2,500cc mechanical injection BMW M12 engine. Completely updated, it is delivered ready to race with practically "zero" km. The car was twice Italian Hill Climb Champion in 2016 with Di Fulvio and in 2018 with Marelli. Wide range of rims and tires and accessories and parts supplied.





[16] 1985 ALFA ROMEO 75 2.5 V6

NUM. TELAIO • CHASSIS NO. ZAR16283000001014

STIMA • ESTIMATE € 75.000 / 90.000

COMPRA SUBITO • BUY NOW € 82.500

- HTP FIA.
- Gruppo A.
- Cambio ravvicinato, differenziale ZF autobloccante.
- Sospensioni e freni "Superturismo".
- Cerchi OZ monodado.
- Roll-bar integrale.

Il 1 Maggio 1986 viene omologata per le gare (con fiche n. A5300) l'Alfa Romeo 75 V6 2500. I preparatori italiani Elio Imberti e Mauro Nocentini, in collaborazione con la casa madre, portarono al debutto l'auto in versione gr. A. Le vetture preparate furono sei in totale, tra cui quella in questo lotto preparata da Imberti, riconoscibile dalla targhetta identificativa del preparatore bergamasco. Il primo test avviene nel circuito di Misano, come riportato sul settimanale "Rombo" n.19 - 1986. La vettura in asta partecipò al Campionato Europeo 1986 con Camathias-Castagna. Dal 1989 la vettura entrò a far parte del Team Ferlito che la equipaggiò con il motore 3 litri per gareggiare nelle gare di rally della "Coppa Italia 5° Zona", nella categoria oltre 2500 cc (classe oltre 2500 gr.A), ottenendo importanti risultati. Nel 1992 la vettura viene riportata all'origine per poter partecipare al CIVT nella classe gr. A 2500 (cat. A2). Nel 2017, dopo 25 anni di inattività si riapre la possibilità di tornare a gareggiare nel Campionato Italiano Auto Storiche, dopo un'accurata e approfondita revisione sempre da parte del team Ferlito e il ritorno a l motore 3 litri.

- HTP FIA.
- Group A.
- Close ratio gearbox, limited slip ZF differential.
- "Superturismo" suspensions and brakes.
- OZ single nut rims.
- Full-cage roll-bar.

On May 1, 1986, the Alfa Romeo 75 V6 2500 was homologated for racing (FIA form no. A5300). In collaboration with Alfa Romeo, the Italian tuners Elio Imberti and Mauro Nocentini brought the car in the gr. A. There were six cars prepared in total, including the one in this lot prepared by Imberti, recognizable by the identification plate of the Bergamo tuner. The first test takes place in the Misano circuit, as reported in the weekly "Rombo" n.19 - 1986. The car in auction participated in the 1986 European Championship with Camathias-Castagna. From 1989 the car became part of the Ferlito Team who equipped it with the 3-litre engine to compete in r"Coppa Italia 5th Zona" rally races in the over 2500 cc category (over 2500 gr. A-class), obtaining important results. In 1992 the car was brought back to its origin to participate in the CIVT (Italian Tuoring car championship) in the gr class. A 2500 (cat. A2). In 2017, after 25 years of inactivity, the opportunity to return to racing in the Italian Historic Car Championship reopens after an accurate and thorough review by the Ferlito team and the return to the 3-litre engine.





[17] 1987 SYMBOL SPORT LM/N (LUCCHINI)

NUM. TELAIO • CHASSIS NO. 012

STIMA • ESTIMATE € 65.000 / 75.000

- HTP ACI/CSAI
- Rarissima.
- Completamente revisionata.
- Completamente restaurata nelle parti già esistenti.
- Storia documentata.

Auto costruita da Arturo Merzario in 19 esemplari tra l'86 e il 91; le prime 13 in collaborazione con Giorgio Lucchini e le altre 6 da solo. La vettura in asta è la numero 012 e ne dovrebbero essere rimaste 4/5 al mondo ma tutte con fattezze diverse. Vi hanno corso tra gli altri, lo stesso Merzario; leggenda vivente delle corse, ha gareggiato in tutte le discipline, disputando le più celebri competizioni. Nel 1978 tentò la strada di costruire in Formula 1, ma con pochi mezzi. Nel 1986 decise di costruire con la collaborazione della Lucchini, una vettura Sport Prototipo in pochi esemplari con marchio Symbol. La vettura biposto era dotata di un motore Alfa Romeo 3000 V6. La maggiore attività della vettura in asta è stata nei primi 10 anni di vita poi risulta una decade di stop, riprendendo l'attività nel 2010 fino al 2014; nuovamente uno stop fino al 2018 quando viene acquistata dall'attuale, quarto pilota e proprietario. L'auto ha corso nei maggiori autodromi italiani e salite (documentato); nel 2019 vince il civsa di classe 3000cc.

- HTP ACI / CSAI
- Very rare.
- Completely overhauled.
- Completely restored in the already existing parts.
- Documented history.

Car built by Arturo Merzario in 19 specimens between 86 and 91; the first 13 in collaboration with Giorgio Lucchini and the other 6 alone. The car up for auction is number 012 and there should be 4/5 left in the world but all with different features. Among others, Merzario himself raced there; living legend of racing, he has competed in all disciplines, disputing the most famous competitions. In 1978 he tried the constructor path in Formula 1, but with little means. In 1986 he decided to build with the collaboration of Lucchini, a Sport Prototype car in a few specimens with the Symbol brand. The two-seater car was equipped with an Alfa Romeo 3000 V6 engine. The greatest activity of the car at auction was in the first 10 years of life, then it resulted in a decade of stop, resuming activity in 2010 until 2014; again a stop until 2018 when it is bought by the current, fourth driver and owner. The car raced in major Italian racetracks and climbs (documented); in 2019 wins the civsa in the 3000cc class.





[18] 1988 MERCEDES-BENZ 190E 2.5-16 EVOLUTION II

NUM. TELAIO • CHASSIS NO. WBD2010351F545027

NUM. MOTORE • ENGINE NO. M102 E25

STIMA • ESTIMATE € 150.000 / 180.000

- Preparazione: Gruppo A/S1 DTM. Entrata nelle storiche periodo J2 con il regolamento 2012.
- HTP FIA 2020: (Gruppo A o S1 DTM) CT44/Periodo J2.
- Pronta corsa.
- Revisionata nel 2013.
- Preparata EVO2 da: Luigi Moreschi Motorsport.
Spesi oltre € 100'000 di preparazione.

Preparata (non nata) EVO2 da Luigi Moreschi Motorsport. Sono stati spesi oltre € 100.000 di preparazione. Ha cofani in vetroresina, vetri in plexiglass, pannelli delle portiere in Carbonio. Il motore è un Cosworth Mercedes 2500 16 valvole capace di 332 hp (M102 E25), provato al banco. Il peso è ridotto in 980 Kg. Le sospensioni sono completamente su Uniball; i cerchi sono monodado OZ in magnesio; l'impianto frenante è Brembo serie oro; il roll-bar è del tipo a gabbia superturismo; ha una pompa raffreddamento del differenziale; scarico ultraleggero in carbonio e alluminio; ha serbatoio benzina omologato FIA 2020, senza scadenza. L'ultima manifestazione a cui ha partecipato è stata il Mantova Motor Festival 2016 e l'ultima gara a cui ha preso parte, la Malegno Borno 2021. Viene citata nel libro "Luigi Moreschi - Le auto, Le corse, I record" di Gianni Tomazzoni. È stata revisionata nel 2013 con prova del motore al banco e sistemazione carrozzeria.

- Preparation: Group A/S1 DTM. Entry into the historic J2 period with the 2012 regulation.
- HTP FIA 2020: (Group A or S1 DTM) CT44/Period J2.
- Race ready.
- Revised in 2013.
- EVO2 prepared by: Luigi Moreschi Motorsport.
Over € 100'000 spent on preparation.

Prepared (not born) EVO2 by Luigi Moreschi Motorsport. Over € 100,000 for preparation was spent. It has fiberglass hoods, plexiglass glass, carbon door panels. The engine is a 16-valve Cosworth Mercedes 2500 capable of 332 hp (M102 E25), dyno tested. The weight is reduced to 980 Kg. The suspensions are completely on Uniball; the rims are single-nut OZ in magnesium; the braking system is Brembo gold series; the roll-bar is of the superturismo cage type; has a differential cooling pump; ultralight carbon and aluminum exhaust; it has a fuel tank approved by FIA 2020, with no expiry date. The last event in which it participated was the Mantova Motor Festival 2016 and the last race in which it took part, the Malegno Borno 2021. It is mentioned in the book "Luigi Moreschi - Le auto, Le corse, I record" by Gianni Tomazzoni. It was overhauled in 2013 with engine test and body repair.





[19] 1990 LOLA ALFA ROMEO T90/00 (FORMULA INDY)

NUM. TELAIO • CHASSIS NO. 25

NUM. MOTORE • ENGINE NO. 002

STIMA • ESTIMATE € 170.000 / 220.000

- Motore Alfa Romeo.
- Livrea originale Miller.
- Ex Roberto Guerrero.
- Dalla collezione di Mauro Pane.
- Pronta gare.
- Alfa Romeo engine.
- Original Miller livery.
- Former Roberto Guerrero's car.
- From the collection of Mauro Pane.
- Race ready.



20

MILAN



MILAN
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MILAN

Genuine Draft

Miller

Miller

Genuine Draft

Una Formula Indy, nata per percorrere gli ovali americani a oltre 350 kmh (raggiungendo i 388 kmh), una Lola Alfa Romeo T9000, con un sofisticato telaio misto carbonio e honeycomb in alluminio progettato in Lola ed un motore Alfa Romeo 8V da 2,7 litri capace di superare i 700 hp girando a oltre 12.000 rpm. La vettura ha un passato importante, avendo corso per il team Patrick Racing nella stagione 1990, con numero 20 e sponsor Miller, livrea che mantiene oggi e fu pilotata da Roberto Guerrero, il primo pilota colombiano a debuttare in Formula 1.

Quando tra la fine anni 80 e inizio 90, questa vettura nacque, la Indy è la formula più veloce del mondo, in molti casi più veloce anche della Formula 1. Le vetture Formula Indy hanno la stessa potenza delle Formula 1, ma devono scontare qualche ritardo di risposta del turbo e un peso maggiore; le vetture danno la sensazione di affaticare meno il pilota, consentendogli la lucidità mentale necessaria a completare i tanti giri di corsa, di cui spesso quelli conclusivi sono i più concitati e decisivi, come a Indianapolis.

I rapporti tra Alfa Romeo e le corse negli Stati Uniti iniziano negli anni 30, ma bisogna attendere lunghi anni per rivedere il marchio in lizza nei campionati americani, sotto forma di solo propulsore. Il Biscione si affaccia in formula Indy dall'89 al 91, ufficialmente per incrementare i volumi di vendita della Milano (ossia del modello 75) e della 164. L'immagine sportiva dell'Alfa è importante e, tramite la massima categoria, l'Alfa intende rinverdire gli allori oltre oceano. Il pilota prescelto alla guida è il veterano Roberto Guerrero, colombiano classe 1958, dal 1984 impegnato nella categoria dopo aver debuttato in Formula 1. Il debutto nel 1989 è prematuro e non c'è sufficiente tempo per lo sviluppo, aggiunto a problemi tecnici e organizzativi, ma col tempo le cose cambiano. Nel settembre 1989 l'Alfa Romeo si lega al team Patrick diretto da Chip Ganassi. La March-Alfa Romeo del team si dimostra veloce ma non dà grandi risultati finché il team divorzia da March e inizia un rapporto con Lola che diventa prioritario. La macchina ottiene dei buoni piazzamenti ma l'avventura nella formula Indy di Alfa Romeo terminerà con un po' di rimpianto perché il potenziale del propulsore appare ancora oggi più significativo dei risultati concretamente ottenuti.

La monoposto Lola in asta nata per percorrere gli ovali americani a oltre 350 kmh e capace di raggiungere i 388 kmh, è una Lola Alfa Romeo T9000, con un sofisticato telaio misto carbonio e honeycomb in alluminio progettato in Lola ed un motore Alfa Romeo 8V da 2,7 litri capace di superare i 700 hp girando a oltre 12.000 rpm. La vettura ha un passato importante, avendo corso per il team Patrick Racing nella stagione 1990, con numero 20 e sponsor Miller, livrea che mantiene oggi e fu pilotata da Roberto Guerrero, il primo pilota colombiano a debuttare in Formula 1. Alla fine del 1998, Giovanni Litrico collezionista italiano di Torino, ha comperato l'intero team Patrick Racing composto da tre March e tre Lola con motorizzazione Alfa Romeo. L'auto faceva parte della scuderia e arrivò in Italia; divenne proprietà del noto pilota e restauratore italiano Mauro Pane che si pre-

A Formula Indy, born to race the American ovals at over 350 km/h (reaching 388 km/h), a Lola Alfa Romeo T9000, with a sophisticated mixed carbon and honeycomb aluminum frame designed in Lola and a 2.7 liters Alfa Romeo V8 engine capable of exceeding 700 hp while revving at over 12,000 rpm. The car has an important past, having raced for the Patrick Racing team in the 1990 season, with number 20 and sponsor Miller, the livery it maintains today and was driven by Roberto Guerrero, the first Colombian driver to make his Formula 1 debut.

When this car was born in the late 80's and early 90's, the Indy is the fastest formula in the world, in many cases even faster than Formula 1. Formula Indy cars have the same power as Formula 1, but they have to discount some turbo response delay and a heavier weight; the cars give the feeling of tiring the driver less, allowing him the mental clarity necessary to complete the many laps of the race, of which the final ones are often the most excited and decisive, as in Indianapolis.

Relations between Alfa Romeo and racing in the United States began in the 1930s, but we had to wait long years to see the brand again competing in the American championships, in the form of an engine only. The Biscione appears in the Indy formula from 89 to 91, officially to increase the sales volumes of the Milano (ie the 75 model) and the 164. The sporting image of Alfa is important and, through the highest category, the Alfa intends to green its laurels overseas. The driver chosen to drive is the veteran Roberto Guerrero, Colombian born in 1958, engaged in the category since 1984 after making his debut in Formula 1. The debut in 1989 is premature and there is not enough time for development, added to technical and organizational problems, but over time things change. In September 1989, Alfa Romeo joins the Patrick team headed by Chip Ganassi. The team's March-Alfa Romeo proves fast but does not give great results until the team divorces March and begins a relationship with Lola that becomes a priority. The car achieved good placings but Alfa Romeo's adventure in the Indy formula will end with a little regret because the potential of the engine still appears today more significant than the results actually obtained.

The Lola single-seater at auction born to travel the American ovals at over 350 kph and capable of reaching 388 kph, is a Lola Alfa Romeo T9000, with a sophisticated mixed carbon and honeycomb aluminum frame designed in Lola and a 2.7 liters Alfa Romeo 8V engine capable of exceeding 700 hp at over 12,000 rpm. The car has an important past, having raced for the Patrick Racing team in the 1990 season, with number 20 and sponsor Miller, the livery it maintains today and was driven by Roberto Guerrero, the first Colombian driver to make his Formula 1 debut. Giovanni Litrico, an Italian collector from Turin, bought the entire Patrick Racing team made up of three March and three Lola with Alfa Romeo engines. The car was part of the team and arrived in Italy; it became the property of the well-known Italian driver and restorer







se cura della Lola/Alfa Romeo fino alla sua morte. L'attuale proprietario per passione seguiva Pane nella sua officina ed ha conservato la Formula Indy fino a oggi. La monoposto compare tra le iscritte al campionato CART nella lista della rivista Autosprint con il pilota Roberto Guerrero. La vettura conserva la sua livrea originale del campionato CART, il motore è l'Alfa Romeo tipo Indy da oltre 700 cv con alimentazione a etanolo identificato dalla targhetta come Tipo Indy 002. Un'altra Lola/Alfa Romeo è conservata al museo dell'Alfa Romeo di Arese. La monoposto è stata messa in moto prima dell'asta e viene fornita con il suo avviatore ausiliario, chiavi per le ruote e alcuni pezzi di ricambio.

Mauro Pane who took care of the Lola/Alfa Romeo until his death. The current owner was passionate about Pane in his workshop and has kept the Formula Indy until today. The single-seater appears among the members of the CART championship in the list of the Autosprint magazine with the driver Roberto Guerrero. The car retains its original CART championship livery, the engine is the Alfa Romeo type Indy with over 700 hp with ethanol fueling identified by the plate as Tipo Indy 002. Another Lola/Alfa Romeo is kept at the Alfa museum. Romeo of Arese. The car was set in motion before the auction and comes with its auxiliary starter, wheel wrenches and some spare parts.



**[20] 1992 IVECO FIAT
370 - 12 - 30 1/K/T (ORLANDI)**

NUM. TELAIO • CHASSIS NO. ZCF702M0101017391

STIMA • ESTIMATE € 170.000 / 210.000



- Motorhome della Scuderia Ferrari per i GP di F1 dal 1993 al 1997 (primo allestimento).
- Motorhome della Scuderia Ferrari per i Test di F1 dal 1998 al 2005 (secondo allestimento).
- Utilizzato da Jean Alesi, Gerald Berger, Michael Schumacher, Edie Irvine e Rubens Barrichello.
- Utilizzato dai team manager Jean Todt, Ross Brawn e Stefano Domenicali.
- Motorhome su base 370 12 30 Iveco – Fiat, allestimento Domino HD by Orlandi.
- Allestimento originale, conservato; rivisto e aggiornato nella tecnologia (internet, tv sat, etc.).”
- Scuderia Ferrari motorhome for the F1 GPs from 1993 to 1997 (first set up).
- Scuderia Ferrari motorhome for the F1 tests from 1998 to 2005 (second set-up).
- Used by Jean Alesi, Gerald Berger, Michael Schumacher, Edie Irvine and Rubens Barrichello.
- Used by team managers Jean Todt, Ross Brawn and Stefano Domenicali.
- Motorhome realised on 370 12 30 Iveco - Fiat base, Domino HD by Orlandi set up.
- Original set up, preserved; revised and updated in technology (internet, satellite TV, etc.).”

È stato il motorhome della Scuderia Ferrari in Formula 1 dal 1993 al 1997 per i Gran Premi e dal 1998 al 2005 per i test, completamente equipaggiato, conserva l'intero allestimento, compreso il lettino per i massaggi utilizzato soprattutto da Michel Schumacher all'epoca. Il pilota si fece immortalare seduto sulla porta del motorhome per la copertina della rivista Time.

Questo motorhome Iveco è stato costruito su misura per la Scuderia Ferrari nel 1992 per essere utilizzato dal 1993, prima durante le stagioni dei Gran Premi d'Europa di F1 e poi per i test dal 1998 al 2005. Durante questo periodo è stato la "casa" per il cinque volte Campione del Mondo Piloti, Michael Schumacher. Ha concluso il suo utilizzo di camper in Ferrari con Corse Clienti nel 2009, venendo venduto l'anno dopo dal direttore del team Scuderia Ferrari, Stefano Domenicali, al successivo proprietario, Alfassociati. Dal 2011 al 2017 è stato utilizzato da DHL come ufficio di supporto ufficiale durante tutti i Gran Premi d'Europa di Formula 1. Nella sua prima configurazione comprendeva l'ufficio del Sig. Jean Todt, all'epoca Amministratore Delegato e Team Manager della Scuderia Ferrari, la sua sala riunioni e un'area dedicata ai piloti.

Nella sua seconda configurazione e ristrutturazione nel 1998 al posto dell'ufficio di Mr Todt è stata progettata una "zona relax" per i Piloti della Scuderia Ferrari, in cui potersi preparare per le sessioni di test e rilasciare alcune interviste esclusive; alcune foto "storiche" ritrassero Michael Schumacher sul motorhome all'epoca, su Vanity Fair e sulla copertina di Time.

Il motorhome è dotato di due appartamenti principali separati con accesso indipendente. Uno dalla porta principale posto al centro del veicolo e l'altro nella parte anteriore. È presente un vano separato per la guida del veicolo accessibile dalla parte anteriore.

Ogni appartamento dispone di un ampio spazio con soggiorno, frigobar, televisori LCD 15x18 pollici, tavolo computer, illuminazione indipendente, telefono satellitare e connessione internet, scaffali chiusi rifiniti in elegante legno laccato, vani guardaroba e tutte le prese elettriche e dispositivi necessari.

Il primo appartamento indipendente è composto da due ambienti separati, uno che è un ufficio, uno spazio con due scrivanie e un bagno e il secondo spazio con una sala riunioni separata con il suo grande tavolo centrale. L'altro appartamento ha uno spazio ufficio più piccolo ed è dotato di un letto con sotto un ripostiglio per il lettino da massaggio fisioterapico utilizzato da Michael Schumacher per il trattamento prima e dopo le sue sessioni di guida.

Accessibile dal lato esterno centrale del pullman c'è un'area bar/cucina indipendente completamente attrezzata, che durante il periodo di trasporto può essere utilizzata come deposito.

Tutti i mobili e le attrezzature del motorhome in offerta sono

It was the Formula 1 Scuderia Ferrari motorhome from 1993 to 1997 for the Grand Prix and from 1998 to 2005 for testing, fully equipped, it retains the entire set-up, including the massage bed used mainly by Michel Schumacher at the time. The pilot had himself immortalized sitting on the door of the motorhome for the cover of Time magazine.

This Iveco motorhome was custom built for Scuderia Ferrari in 1992 to be used from 1993 first during the European F1 Grand Prix race seasons and then for the test from 1998 to 2005. During this period it was the "home" for the five time Drivers World Champion, Michael Schumacher. It ended its motorhome usage in Ferrari with Corse Clienti in 2009, being sold the year after by Scuderia Ferrari Team Principal, Stefano Domenicali to the following owner, Alfassociati. From 2011 to 2017 it was used by DHL as official support offices during all the European Formula 1 Grand Prix.

In its first configuration it included the office of Mr Jean Todt, at the time Managing Director and Team Manager of Scuderia Ferrari, his meeting room and an area dedicated to the drivers.

In its second configuration and refurbishing in 1998 instead of the office of Mr Todt a "relax area" for the Scuderia Ferrari Drivers was designed, in which they could prepare for the test sessions and release some exclusive interviews; some "historical" photos portrayed Michael Schumacher on the motorhome at the time, on Vanity Fair and on the cover of Time.

The motorhome comes with build-in two main separate apartments with independent access. One from the main door placed in the middle of the coach and other in the front. There is a separate compartment for the driving of the vehicle accessible from the front.

Each apartment has a spacious area with a living room, mini bar, 15x18 inch LCD Televisions, computer table, independent lighting, satellite telephone and internet connection, closed shelves finished in elegant lacquered wood, wardrobe closet rooms as well as all the necessary electrical sockets and fittings.

The first independent apartment is composed from two separate areas, one which is an office a space with two desks and a washroom and the second space with a separate meeting room with its big central table. The other apartment has a smaller office space and is equipped with a bed with below a storage area for the physiotherapy massage bed used by Michael Schumacher for the treatment before and after his driving sessions.

Accessible from the external central side of the coach there is an independent full equipped bar/kitchen area, that during the transport period can be used for storage.

All furniture and equipment in the motorhome that is being offered is original from the Scuderia Ferrari period







originali del periodo della Scuderia Ferrari e ancora in ottime condizioni. Le parti in legno sono ben dipinte con moderne finiture in acciaio inossidabile e i pavimenti sono rivestiti in moquette con pezzi di piacevoli materiali in PVC. Il servizio igienico dispone di una comoda toilette in ceramica e di un lavabo completi di boiler per l'acqua calda.

Dispone inoltre di impianto di riscaldamento e condizionamento autonomo. Tutti i servizi sono alimentati da un generatore diesel a 220 volt che non richiede alcun collegamento elettrico esterno.

Questo motorhome completamente attrezzato è stato portato da Maranello a tutte le principali gare e test europei di Grand Prix F1 dal 1993 al 2005. A partire dai piloti del team ufficiale della Scuderia Ferrari Jean Alesi/Gerald Berger, poi Michael Schumacher/Eddie Irvine e per finire Michael Schumacher/Rubens Barrichello hanno trascorso molte ore in questo motorhome così come i Team Manager come Jean Todt, Ross Brawn e Stefano Domenicali per decidere strategie di gara e decisioni tattiche che alla fine hanno aiutato a vincere sei titoli mondiali costruttori (1999 – 2000 – 2001 – 2002 – 2003 - 2004) e quattro titoli mondiali piloti (2000 – 2001 – 2002 – 2003 – 2004) dal pilota tedesco.

Viene offerto in vendita nelle sue condizioni originali.

Il motorhome viene fornito anche con la sua struttura tenda esterna, di cui oggi il telaio metallico è in buone condizioni, ma la copertura in PVC necessita di qualche ristrutturazione.

and still in excellent conditions. The wooden parts are nicely painted with modern stainless steel trim and the floors are carpeted with pieces of pleasant PVC materials. The washroom facility features a comfortable ceramic lavatory and a washbasin complete with a boiler for hot water.

It also features independent heating and air-conditioning units. All amenities are powered by a 220 volt diesel generator which requires no external power connection.

This completely equipped motorhome was driven from Maranello to all the major European F1 Grand Prix races and tests from 1993 to 2005. Starting with the Official Scuderia Ferrari team drivers Jean Alesi / Gerald Berger, then Michael Schumacher / Edie Irvine and finishing Michael Schumacher / Rubens Barrichello have spent many hours in this motorhome as well as Team Managers such as Jean Todt, Ross Brawn and Stefano Domenicali to decide race strategies and tactical decisions that ultimately have help win six Constructors World Championship Titles (1999 – 2000 – 2001 – 2002 – 2003 - 2004) and four Drivers World Championship Titles (2000 – 2001 – 2002 – 2003 - 2004) by the German driver.

It is being offered for sale in its original conditions.

The motorhome come also with its external tent structure, of which today the metal frame is in good conditions, but the PVC cover needs some restructuring.



[21] 2006 BMW M3 CSL GTR (E46) (HERRMANN)

NUM. TELAIO • CHASSIS NO. 88436354

NUM. MOTORE • ENGINE NO. S50B32

STIMA • ESTIMATE € 60.000 / 90.000

COMPERSA SUBITO • BUY NOW € 66.000

- Unico proprietario.
- Carrozzeria, cofani, porte e kit aerodinamico in carbonio.
- Cambio Sequenziale.
- Sistema di acquisizione dati completo.
- Preparata con regolamento GTR, può correre in Coppa Italia in pista e in E1 Italia in salita, gare endurance all'estero.
- Passaporto tecnico elettronico FIA 2014. Passaporto tecnico cartaceo CSAI 2012.

Youngtimer del 2006. Carrozzeria, cofani, porte e kit aerodinamico sono completamente in carbonio Flossmann. Il motore BMW S50B32 genera 400 cv. Lo scarico è un 6 in 1 con uscita laterale. Il cambio è un sequenziale Tractive RD906: 8 marce con drop gear per cambio rapporti in uscita (costo 20'000 €). Il differenziale è Drexler con semiassi rinforzati. Sistema frenante AP Racing Pro 5000+ a 6 pistoni e dischi da 380 mm con ABS Bosch motorsport a 4 vie. Ammortizzatori KW e barre di torsione regolabili. Sterzo con idroguida disinseribile. Cerchi scomponibili. Roll-bar a gabbia FIA con fiche. Elettronica motore MecTronik MKE6 con cambio mappe a volante. Impianto elettrico vettura completo Evotec motorsport. Sistema di acquisizione dati completo AIM con telecamera in acquisizione. Cruscotto in carbonio con strumentazione digitale (50'000 € ~ di elettronica). I sistemi di sicurezza sono da aggiornare. Disponibili 8 ruote di scorta. Carrozzeria recentemente riverniciata di bianco. La vettura ha effettuato la sua ultima gara alla Coppa Italia Misano (RN) 26/10/2013 e partecipato, come ultima manifestazione al Motorshow (BO). È stata completamente revisionata dopo l'ultima manifestazione.

- One-owner.
- Carbon bodywork, bonnets, doors and aerodynamic kit.
- Sequential gearbox.
- Complete data acquisition system.
- Prepared with GTR regulations, it can race in the Coppa Italia on the track and in E1 Italy uphill, endurance races abroad.
- FIA 2014 electronic technical passport. CSAI 2012 paper technical passport.

2006 youngtimer. Bodywork, hoods, doors and aerodynamic kit are completely in Flossmann carbon. The BMW S50B32 engine generates 400 hp. The exhaust is a 6 in 1 with side exit. The gearbox is a sequential Tractive RD906: 8-speed with drop gear for changing output ratios (cost € 20,000). The differential is Drexler with reinforced drive shafts. AP Racing Pro 5000+ brake system with 6 pistons and 380 mm discs with 4-way Bosch motorsport ABS. KW shock absorbers and adjustable torsion bars. Steering with disengageable power steering. Dismountable rims. FIA cage roll-bar with fiche. MecTronik MKE6 engine electronics with steering wheel map change. Complete vehicle electrical system Evotec motorsport. Complete AIM data acquisition system with camera in acquisition. Dashboard in carbon with digital instrumentation (50'000 € ~ of electronics). The safety systems are to be updated. 8 spare wheels available. Body recently repainted in white. The car made its last race at the Coppa Italia Misano (RN) 26/10/2013 and participated, as the last event, at the Motorshow (BO). It has been completely overhauled since the last event.





[22] 2019 ALFA ROMEO STELVIO Q RACING

NUM. TELAIO • CHASSIS NO. ZARPAHEV5K7C67152

NUM. MOTORE • ENGINE NO. 670052589

STIMA • ESTIMATE € 150.000 / 190.000

COMPERSA SUBITO • BUY NOW € 165.000

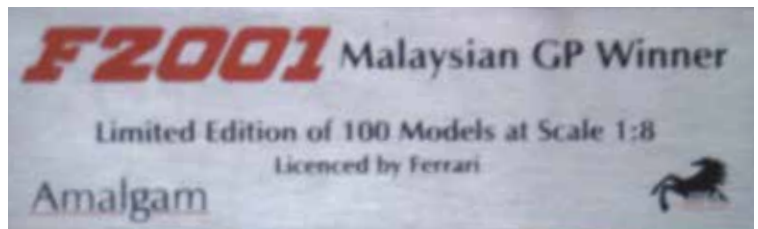
- Uno di 15 esemplari prodotti.
- Esemplare numero 1.
- Autografato da Kimi Raikkonen.
- Full optional.
- Pari al nuovo.

Nato nel 2019 per celebrare la [partnership con il team Sauber di Formula 1](<https://www.autoappassionati.it/alfa-romeo-racing-f1/>), è una versione limitata a soli 15 esemplari. La livrea riprende le auto della scuderia di F1, arricchita dalla fibra di carbonio sul tetto, sugli specchi e in altri punti strategici della vettura; completano questa serie speciale i cerchi da 20" pollici neri, le pinze freno rosse Brembo, i dischi carboceramici e lo scarico Akrapovič. Il motore è il 2.9 V6 Bi-Turbo benzina, che, grazie al nuovo impianto di scarico Akrapovič raggiunge la potenza di 520 CV (10 in più rispetto a Stelvio Q "normale") con 600 Nm di coppia, una velocità di 283 km/h e 3,8 secondi da 0-100 km/h. Gli interni sono arricchiti dalla fibra di carbonio, alcantara e pelle. L'auto in asta è il primo esemplare delle 15 prodotte e riporta l'autografo del pilota Kimi Raikkonen sulla plancia, l'auto è pari al nuovo.

- One of 15 produced.
- The first of 15.
- Autographed by Kimi Raikkonen.
- Full optional.
- Like new.

Born in 2019 to celebrate the partnership with the Sauber Formula 1 team, it is a limited version of just 15 units. The livery incorporates the cars of the F1 team, enriched by carbon fiber on the roof, on the mirrors and in other strategic points of the car; this special series is completed by 20 "black wheels, Brembo red brake calipers, carbon ceramic discs and Akrapovič exhaust. The engine is the 2.9 V6 Bi-Turbo petrol, which, thanks to the new Akrapovič exhaust system, reaches the power of 520 HP (10 more than the "normal" Stelvio Q) with 600 Nm of torque, a speed of 283 km / h 3.8 seconds from 0-100 km / h. The interiors are enriched with carbon fiber, alcantara and leather. The car at auction is the first of the 15 produced and bears the autograph of the driver Kimi Raikkonen on the dashboard, the car is like new.





**[23] FERRARI F2001
VINCITRICE GP MALESIA 2001
SCALA 1:8 - AUTOGRAFATO DA MICHAEL SCHUMACHER**

STIMA • ESTIMATE € 3.500 / 5.000

- Scala 1:8
- Edizione limitata 100 modelli.
- Autografato da Michael Schumacher.
- Custodia e imballo originali.

Il Gran Premio della Malesia 2001 è stato un Gran Premio di Formula 1 disputato il 18 marzo 2001 sul circuito di Sepang, a Kuala Lumpur. La gara fu vinta da Michael Schumacher su Ferrari, seguito dal compagno di squadra Rubens Barrichello e da David Coulthard su McLaren - Mercedes. Il qui presente modellino riproduce la Ferrari F2001 – Vincitore del GP della Malesia. È stato realizzato in un'edizione limitata di 100 Modelli in scala 1:8, il modellino ha l'eccezionalità di essere stato firmato dal campione del mondo Michael Schumacher. Il pezzo viene consegnato con teca in plexiglass e scatola nera di imballaggio originali.

- Scale 1: 8
- Limited edition of 100 models.
- Signed by Michael Schumacher.
- Original case and packaging.

The 2001 Malaysian Grand Prix was a Formula 1 Grand Prix held on March 18, 2001 at the Sepang circuit in Kuala Lumpur. The race was won by Michael Schumacher in a Ferrari, followed by team mate Rubens Barrichello and by David Coulthard in McLaren - Mercedes. This model reproduces the Ferrari F2001 - Winner of the Malaysian GP. It was made in a limited edition of 100 1: 8 scale models, the model has the exceptionality of being signed by world champion Michael Schumacher. The piece is delivered with original plexiglass case and black packaging box.



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GENERAL TERMS AND CONDITIONS OF SALE

1. DEFINITIONS

Buyer: the natural person or legal entity making the highest bid in relation to the lot accepted by the auctioneer at an auction;

Buyer's Premium: the consideration due to Finarte by the Buyer in connection with the purchase of the lot and calculated as a percentage of the Hammer Price, on the basis of the percentage value set out in the auction catalogue or in these General Terms and Conditions of Sale, in addition to any other amount due to Finarte by the Buyer as VAT or any equivalent tax;

Consumer Code: Legislative Decree 2016 of 6 September 2005;

Counterfeit: according to Finarte's reasonable opinion, an imitation of a lot offered for sale, not described as such in the auction catalogue, created for the purpose of being deceptive as to its authorship, authenticity, provenance, attribution, origin, source, date, age, period, and that, at the date of sale, had a lower value than the one it would have had if the lot had corresponded to the description in the auction catalogue. A lot that has been restored or undergone modifications of any kind (including repainting or overpainting) does not constitute a counterfeit;

Expenses: in connection with the purchase of a lot, all the expenses due to Finarte by the Buyer, including (but not limited to) taxes of any kind, packaging and shipment costs, expenses related to the collection of any sums due by a defaulting Buyer, expenses (if any) incurred for reproduction, estimate and/or authentication of the lot, the Artist's Resale Right, which the Buyer agrees to pay and which is payable by the seller under Article 152, first paragraph, of Law 633 of 22 April 1941;

Finarte: Finarte Auctions S.r.l., with registered offices in Milan, Via Paolo Sarpi 6, Tax Code, VAT and registration number with the Register of Enterprises of Milan 09479031008, REA MI-2570656, share capital of Euro 100,000.00, fully paid up);

General Terms and Conditions of Mandate: the general mandate conditions applicable to the Seller;

General Terms and Conditions of Sale: these general terms and conditions of sale;

Hammer Price: the price at which the lot is sold to the Buyer by the auctioneer at an auction, net of the Buyer's Premium;

Mandate: the agency mandate entered, from time to time, between Finarte and the Seller, regulated by the General Terms and Conditions of Mandate;

Minimum Pre-Sale Estimate: the minimum final estimate at which a lot is offered for sale, notified or not to the Seller;

Reserve price: the minimum confidential price at which the Seller has agreed with Finarte to sell the Lot, or, in the absence of an agreement between Finarte and the Seller, an amount corresponding to seventy-five per cent (75%) of the Minimum Pre-Sale Estimate;

Seller: the natural person or legal entity that confers upon Finarte, as agent, the exclusive right to offer a lot for sale at an auction. In the event that a co-owned asset is offered for sale, Seller shall be deemed to be each of the co-owners, who shall jointly and severally undertake all the obligations arising from the Mandate vis-à-vis Finarte;

Total amount due: the Hammer Price, in addition to the Buyer's Premium and the Expenses;

Urbani Code: Legislative Decree 42 of 22 January 2004, as amended and supplemented;

Website: www.finarte.it.

2. Important Information to Buyers

Buying at an auction

Finarte acts in the name and on behalf of the Seller, as an agent of the Seller and, thus, as a mere intermediary between the Buyer and the Seller. Therefore, the sale of the lot is considered to have taken place between the Buyer and Seller. Potential Buyers are required to consult the Site to view the most up-to-date classification of the lots in the catalogue.

Provenance

In certain cases, Finarte may print in the auction catalogue the history of the ownership of a lot when it believes that such information can contribute to the study of, or can help identify, the lot. However, the identity of the Seller or of previous owners might not be disclosed for various reasons, for example to meet the Seller's request to remain anonymous, or because the identity of the previous owner is unknown, due to the fact that the artwork is old.

Hammer Price, Buyer's Premium and VAT

In addition to the Hammer Price of the lot, the Buyer shall pay a Buyer's Premium, as part of the Total amount due.

The Buyer's Premium is set as follows:

(a) at thirteen point fifty per cent (13.5%) + VAT of the Hammer Price of the lot, up to a maximum of Euro five hundred thousand (500,000.00);

(b) for any part of the Hammer Price in excess of Euro five hundred thousand (500,000.00), the Buyer's Premium is set at eleven per cent (11%) + VAT.

In the event that, with reference to a specific lot, the percentages specified in the auction catalogue are different from those specified herein with respect to the Buyer's Premium, the percentages set out in the catalogue will prevail.

VAT

A Value Added Tax (VAT) may be applied to the Hammer Price and/or the Buyer's Premium. Reference is made to the information on VAT contained in the "Symbols" section below.

In order to harmonise the tax procedures between EU Member States, on 1 January 2001 new regulations came into force in Italy, and the margin scheme was extended to auction houses too. Under Article 45 of Law 342 of 21 November 2000, said scheme also applies to sales made under commission contracts entered into with: (a) private individuals; (b) entities subject to VAT that have subjected the transaction to the margin scheme; (c) entities that could not detract said tax pursuant to Article 19, 19-bis, and 19-bis2 of Presidential Decree 633/72 (i.e. the sale was made in exemption regime under Article 10, 27-quinquies); (d) entities benefiting from the exemption regime granted to small enterprises in their own country.

By virtue of the specific legislation in force, in the aforesaid cases, Finarte will apply the relevant VAT, if any, or the equivalent tax, whenever applicable. No specific symbol will be used to indicate lots sold under the margin scheme.

Artist's Resale Right

In addition to the Hammer Price, the Buyer's Premium and the other Expenses, the Buyer undertakes to pay to Finarte, if due, the "Artist's Resale Right" under Articles 144 et seq. of Law 633 of 22 April 1941, as amended and supplemented, which is payable by the seller under Article 152, first paragraph, of Law 633 of 22 April 1941, as amended and supplemented. The Artist's Resale Right shall be paid by the Buyer in accordance with Article 7 and paid to (S.I.A.E.) by Finarte. Lots marked with the symbol (®) are subject to artist's resale right in the percentage set out below for a total amount in any event not exceeding Euro 12,500.00. The "artist's resale right" shall be due only if the selling price is not less than Euro 3,000.00. It is set as follows:

- 4% for any portion of the selling price between Euro 0 and Euro 50,000.00;
- 3% for any portion of the selling price between Euro 50,000.01 and Euro 200,000.00;
- 1% for any portion of the selling price between Euro 200,000.01 and Euro 350,000.00;
- 0.5% for any portion of the selling price between Euro 350,000.01 and Euro 500,000.00;
- 0.25% for any portion of the selling price exceeding Euro 500,000.00.

Currency

During some auctions, the latest exchange rates for the main foreign currencies, concurrently with the bids made in the auction room, may be shown on a screen. Exchange rates are approximate, and all bids made in the saleroom will be expressed in Euro. Finarte may not be held liable for any error or omission in the data shown on the screen. The payment of the purchased lots will be in Euro currency. The equivalent amount in other currencies will be accepted only if calculated on the basis of the exchange rate of the day when payment is made.

Safety

In order to protect the safety of potential Buyers and Buyers when they are in our exhibiting areas, Finarte will display all artworks in such a way as to prevent any danger. However, should a potential Buyer handle any lot displayed on our premises, he/she will do so under his/her own responsibility. Some heavy and bulky objects can be dangerous if handled improperly. In the event that you wish to closely examine an object, please seek assistance from our staff. Some artworks on display could be marked with a "Please don't touch" note or other similar expressions. If you wish to examine such objects, please ask assistance from Finarte's staff. In any event, except in case of wilful misconduct or gross negligence, Finarte shall in no way be liable for any damage suffered by a potential Buyer, a Buyer or any of its scholars or independent experts during inspection of a lot.

3. BEFORE THE AUCTION

Estimates Published in the Catalogue

The estimates published in the catalogue serve only as an indication to potential buyers and are subject to review. The Hammer Price may be higher or lower than the given estimates. It is understood that estimates in the auction catalogue are not inclusive of the Buyer's Premium and VAT. Prospective Buyers are required to consult the Website to view the most up-to-date classification of the lots in the catalogue.

Symbols

The auction catalogue may contain the following symbols:

0 Minimum Guaranteed Amount.

If a lot is marked with this symbol, the Seller has been guaranteed a minimum price in connection with one or more auctions.

P Lots owned by Finarte.

Lots marked with this symbol are wholly or partially owned by Finarte.

PI Concerned Party.

It means that, in connection with a certain lot, bids may also be made by entities having a direct or indirect interest in the same, such as a beneficiary or will executor that has sold the lot, or a co-owner of the lot, or any other party having provided a guarantee in relation to the same.

SR Without Reserve.

Lots in the catalogue that are not marked with the (SR) symbol are subject to a sale with reserve. Generally, the Reserve corresponds to a percentage of the Minimum Pre-Sale Estimate and does not exceed said amount. In the event that the lot is sold without Reserve, it will be marked with this symbol.

® Artist's Resale Right.

For lots marked with this symbol, the Buyer undertakes to pay the "artist's resale right", payable by the seller under Article 152, first paragraph, of Law 633 of 22 April 1941, as amended and supplemented, in the amount set out in the "artist's resale right" section above.

I Lot sold by a company.

For lots marked with this symbol, the Hammer Price is subject to VAT.

TI Lot imported under temporary import regime.

Lot imported under temporary import regime pursuant to Article 72 of the Urbani Code or in connection with which a temporary import has been requested.

ID Lot under temporary customs import.

Lots marked with this symbol are subject to VAT (currently to the extent of 10%) on the Hammer Price and the Artist's Resale Right, where applicable for residents in Italy. Any cost connected with the termination of the temporary importation shall be for the account of the Buyer.

IA Lot under temporary artistic import.

4. THE AUCTION

Conduct of the Auction

The auction is regulated by the General Terms and Conditions of Sale and by the General Terms and Conditions of Mandate. The General Terms and Conditions of Sale can be amended by a saleroom notice posted in the auction room or an announcement made by the auctioneer before the auction begins. If Finarte also allows online biddings, such amendments will be disclosed also through the Website before the auction begins.

Bids can be made in person by using a paddle at the auction, in writing prior to the auction, over the telephone or via the Internet (in the latter case, only if allowed in the specific auction).

If the Seller is a professional and the Buyer a consumer within the meaning of Article 3 of the Italian Consumer Code, sales made by means of written, telephone or online bids shall be deemed as distance contracts within the meaning and for the purposes of Articles 45 et seq. of the Italian Consumer Code.

The speed of the auction may vary between fifty (50) and one hundred and twenty (120) lots per hour.

Generally, each bid is made by offering a ten per cent (10%) increase over the previous one.

Finarte shall be entitled, at its exclusive discretion, to refuse any person from participating in the auctions.

With respect to any prospective Buyer, Finarte reserves the right to make the participation in the auction subject to the prior submission of a letter of reference from banks or the deposit of a sum as a security for due performance of the obligations set out in these General Terms and Conditions of Sale, to be returned once the auction is over.

Anyone making a bid at an auction will be considered a party directly concerned by the purchase unless otherwise agreed between Finarte and the same by a written agreement, where the latter declares to act in the name and on behalf of a third party, and this is accepted by Finarte. In the event that a person, who has been given the possibility of making a bid in connection with a lot, has a direct or indirect interest in the same, e.g. a beneficiary or a will executor who has sold the lot, a co-owner of the same or any other party having provided a guarantee in relation to the lot, Finarte will include such information in the catalogue.

The auctioneer conducts the auction starting from the bid he considers suitable, taking into account the value of the lot and any competing bids. The auctioneer can open the bids on each lot by making an offer in the interest of the Seller. The auctioneer can also make bids on behalf of the Seller up to an amount corresponding to the Reserve, by putting consecutive bids or in reply to other bids.

The fall of the auctioneer's hammer determines the acceptance of the highest bid, the Hammer Price and, consequently, the conclusion of the purchase contract between the Seller and the Buyer.

The auctioneer may, at its sole discretion and at any time in the course

of the auction:

- (a) withdraw a lot from the auction;
- (b) review a sale offer relating to a lot, whenever the same may deem that it contains mistakes and/or could give rise to disputes; and/or
- (c) adopt any measures that the same deems adequate to the circumstances of the case, e.g. to combine or separate lots, or vary the order of sale from the one set out in the catalogue, provided that the lot is not offered for sale any day prior to the one set out in the auction catalogue.

At some auctions, a video screen may be operated. Finarte will not be held liable for both the correspondence to the original of the image displayed on the screen and any malfunction of the video screen.

Finarte represents that the lot can be declared an object of cultural interest by the Italian Ministry of Cultural Heritage and Activities and Tourism under Article 13 of the Urbani Code. In such case, or in the event that a procedure has been undertaken in order to declare the lot an object of cultural interest under Article 14 of the Urbani Code, Finarte will announce said circumstance before the sale. Should the lot be declared of cultural interest, the Seller shall notify the sale to the competent Ministry under Article 59 of the Urbani Code. The sale shall be subject to the condition precedent that the Ministry does not exercise its pre-emption right within 60 (sixty) days as of the date of receipt of the relevant notice, or within the 180- (one hundred and eighty-) day period under Article 61, second paragraph, of the Urbani Code. In the period when the pre-emption right may be exercised, the lot cannot be delivered to the Buyer in accordance with Article 61 of the Urbani Code.

Generally, the Reserve does not exceed the Minimum Pre-Sale Estimate announced or published by Finarte, except in the event that the Reserve is expressed in a currency other than Euros and there are significant fluctuations in exchange rates between the time when the Reserve is agreed and the day of the auction. In such case, unless otherwise agreed between Finarte and the Seller, the Reserve shall be an amount equal to the Euro equivalent based on the closing exchange rate on the business day immediately preceding the auction.

No "without limit" bids, "upon examination" bids or any bids covering lots alternative to the one indicated will be accepted.

Room Bids

To participate in a saleroom auction, all potential Buyers are required to take – before the auction begins – a numbered paddle to make their bids.

The numbered paddle shall be provided to each potential Buyer by Finarte's staff at the registration desk subject to showing an identity document, filling in and signing the relevant registration and paddle allotment form.

By filling in and signing the registration and numbered paddle allotment form, each potential Buyer will accept the General Terms and Conditions of Sale included in the catalogue.

Registration for auction will be allowed also on the days of the exhibition preceding the auction.

Participation in the auction in the name and on behalf of another natural person or legal entity is allowed. In such case, upon registering for the auction, the agent must show a valid power of attorney granted by the principal, including an identity document of the principal as an attachment. The person participating in the auction will be jointly and severally liable with the third party concerned to Finarte for all the obligations arising from these General Terms and Conditions of Sale. If the principal is a legal entity, the power of attorney must be signed by the legal representative of the same or by an attorney authorised to sign whose identity card must be enclosed to the power of attorney. Finarte reserves the right to prevent a representative from participating in the auction when considering, at its sole discretion, that his/her representation powers are not duly proved

Numbered paddles must be used to indicate the bids to the auctioneer during the Auction.

If you are the highest bidder for a lot, you must be sure that your paddle can be seen by the auctioneer, and that the number announced is your number.

In case of doubt concerning the Hammer Price or the Buyer, promptly call the auctioneer's attention.

All sold lots will be billed to the person and address indicated upon allotment of the numbered paddle and cannot be transferred to other persons and addresses.

In case of loss of the paddle, please inform the auctioneer's assistant, who will provide any potential buyer with a new paddle.

At the end of the auction, the paddle must be returned at the registration desk.

Written Bids

Written bids can be made by filling in and sending the relevant bid form attached to the auction catalogue and downloadable from the Website (with the documentation requested therein).

Finarte shall place bids on behalf of the potential Buyer.

The above service is free and confidential.

The bid form must be sent to Finarte at least twenty-four (24) hours ahead of the auction.

Written bids will be accepted by Finarte only if sufficiently clear and complete, notably with respect to the lot and the price at which the bidder intends to purchase it.

In the event that Finarte receives multiple written bids of the same

amount on a specific lot, the same will be allotted to the bidder whose bid has been received first by Finarte.

In submitting bids on behalf of potential Buyers, Finarte shall take into account both the Reserve and the other bids, so as to obtain the sale of the lot at the most favourable Hammer Price.

The amounts set out in the bid form must be considered as maximum amounts. Bids for unlimited amounts or bids for an unspecified amount will not be accepted by Finarte.

Each bidding form should contain bids for one auction only. Alternative bids may be accepted when using the word "OR" between lot numbers.

After the auction, those who have made their bids in writing will have to promptly check with Finarte if their bids have been successful.

Where a lot is sold, if the Seller is a professional and the Buyer a consumer within the meaning of Article 3 of the Italian Consumer Code, the Buyer shall not have – pursuant to Article 59, first paragraph, m), of the Italian Consumer Code – the right to withdraw provided for by distance agreements as the contract of sale is concluded at a public auction in accordance with the definition contained in Article 45, first paragraph, o) of the Italian Consumer Code.

Telephone Bids

Telephone bids can be made by filling in and sending the relevant bid form attached to the auction catalogue and downloadable from the Website (with the documentation requested therein).

The bid form must be sent to Finarte at least twenty-four (24) hours ahead of the auction.

Following the receipt of the form, Finarte will contact the potential Buyer at the telephone number specified in the form.

Should Finarte be unable, for whatever reason, to contact the potential Buyer on the telephone, Finarte may submit bids on behalf of the potential Buyer up to the maximum amount for the bid specified in the form ("Covering Bid"). In such case, in submitting bids on behalf of potential Buyers, Finarte shall take into account both the Reserve and the other bids, so as to obtain the sale of the lot at the most favourable Hammer Price.

Finarte reserves the right to record telephone bids and, in any event, will not be liable to the participants in the auction for any problem or inconvenience with the telephone line (for example, for interruption or suspension of the telephone line).

Finarte will not accept telephone bids for lots whose Minimum Pre-Sale Estimate specified in the catalogue is less than Euro 500.00.

In any event, Finarte will not accept telephone bids for any amount less than the Minimum Pre-Sale Estimate.

Finarte's staff will be available for phone calls in English and French.

Where a lot is sold, if the Seller is a professional and the Buyer a consumer within the meaning of Article 3 of the Italian Consumer

Code, the Buyer shall not have – pursuant to Article 59, first paragraph, m), of the Italian Consumer Code – the right to withdraw provided for by distance agreements as the contract of sale is concluded at a public auction in accordance with the definition contained in Article 45, first paragraph, o) of the Italian Consumer Code.

Online Bids

At least seventy-two (72) hours before the auction day, Finarte will specify on the Website and/or in the auction catalogue the auctions in connection with which bids can also be made via the Internet.

In case of participation in the auction via the Internet, the potential Buyer shall be able to see and hear the auctioneer as well as to make bids in real time.

Participation in an auction through the Internet is subject to your registration with the Website and the subsequent registration for the auction at least twenty-four (24) hours before the auction begins.

Once the registration with the Website has been completed, each potential Buyer will receive a password by email (which he/she undertakes to safeguard with due care and diligence and not to disclose or communicate to third parties) necessary to access the Website as a registered user and to participate in the auction.

Each registered user will be held liable for any activity carried out on the Website by using his/her access credentials and undertakes to immediately notify Finarte of any unlawful use of his/her password or any loss of the same. In the latter event, Finarte will provide the registered user with a new password granting access to the Website, and he/she will no longer be able to use the previous password for access to the Website or participation in auctions.

Finarte does not guarantee that the Website is always operational and that there will be no disruptions during participation in an auction, or that the Website and/or the relevant server is free from viruses or any other hazardous or potentially hazardous materials. Consequently, except in case of wilful misconduct or gross negligence, Finarte may not be held liable for any technical problems arising when the auction is under way (including, but not limited to, slow browsing speed or disruptions in the server managing participation in the auction through the Internet).

Finarte will not be held liable for any damage or inconvenience suffered as a consequence of any improper use of the Website in accordance with these General Terms and Conditions of Sale.

Each potential Buyer will refrain from using any kind of software or tool affecting or interfering (even potentially) with the conduct of the auction and undertakes to use the Website and any related application in good faith and in a proper manner.

If Finarte allows also online participation in the auction, these General Terms and Conditions of Sale will regulate also the bidding for sale and award of lots through the websites/ platforms through which submission of bids is allowed. The online auction regulated by these General Terms and Conditions of is a public auction (defined in Article 45, first paragraph, o) of the Italian Consumer Code as the method of sale where goods or services are offered by a professional to consumers,

who attend or are given the possibility to attend the auction in person, through a transparent competitive bidding procedure run by an auction house and where the successful bidder is bound to purchase the goods or services), and is the same public auction which may be attended in the saleroom, by telephone or by a written pre-auction bid.

The lots purchased through the Internet are offered and sold by Finarte, who acts as an agent of the Seller.

The offer and sale by Finarte of lots offered for sale over the Internet constitutes a distance contract, regulated by Chapter I, Title III (Article 45 et seq.) of the Italian Consumer Code and by Legislative Decree 70 of 9 April 2003 on electronic commerce.

Where a lot is sold, if the Seller is a professional and the Buyer a consumer within the meaning of Article 3 of the Italian Consumer Code, the Buyer shall not have – pursuant to Article 59, first paragraph, m), of the Italian Consumer Code – the right to withdraw provided for by distance agreements as the contract of sale is concluded at a public auction in accordance with the definition contained in Article 45, first paragraph, o) of the Italian Consumer Code.

Bids made by Employees

Finarte's employees can make bids at Finarte's auctions only if they are not aware of the Reserve and if the bid is made in full compliance with internal regulations governing auction bids by employees.

5. FINARTE'S OBLIGATIONS TO THE BUYER

Finarte acts in the name and on behalf of the Seller, as an agent of the Seller, except for the cases in which Finarte is the owner of a lot, either in part or in full.

Upon request of the Buyer, Finarte may provide, at its own discretion and, if the case may be, upon payment, a written report ("condition report") on the condition of the lot.

In the event that, after a sale by auction, it emerges that a lot is a Counterfeit, Finarte will refund any Buyer who has requested termination of the sale contract, after returning the lot to Finarte, the Total amount due, provided that, no later than five (5) years of the date of the sale, the Buyer:

(a) provides Finarte in writing, within three (3) months of the date when the same received information inducing him to believe that the lot is a Counterfeit, with the lot number, the date of the auction where the lot was purchased, and the reasons why the Buyer considers the lot to be a Counterfeit;

(b) is able to return the lot to Finarte, free from third party claims of any kind, after the date of the sale, and the lot is in the same condition as it was at said date;

(c) provides Finarte with the reports prepared by two independent scholars or experts of acknowledged expertise, indicating the reasons why the lot is considered a Counterfeit.

Finarte reserves the right to proceed with the termination of the sale even in total or partial absence of one or more of the aforesaid conditions.

Finarte will not be bound by the opinions provided by the Buyer and reserves the right to request the opinion of further experts at its own expense. Should Finarte decide to terminate the sale, it may reimburse the Buyer, in a reasonable amount, for the costs incurred to obtain the opinion of the two independent experts accepted by both Finarte and the Buyer.

The Buyer will not be entitled to terminate the contract for sale and Finarte will not make the reimbursement, in the following circumstances:

(a) if the catalogue description were consistent with the opinion of scholars and experts generally accepted at the date of the sale, or the catalogue description indicated the authenticity or attribution of the lot as controversial; or

(b) if, as of the date of publication of the catalogue, the fact that the lot was counterfeit could be verified only by way of examinations generally considered unsuitable for the purposes concerned or difficult to carry out, whose costs were unreasonable or that could have reasonably damaged or resulted in a loss of value of the lot.

6. BUYER'S OBLIGATIONS AND FINARTE'S LIABILITY TO THE BUYER

The Buyer undertakes to examine the lot and the relevant documentation before the purchase in order to check if the same is compliant with the catalogue description, and, where appropriate, to request the opinion of a scholar or an independent expert, to verify its authorship, authenticity, provenance, attribution, origin, date, age, period, cultural origin or source, condition, completeness and quality, including its price and value.

Any representations provided by Finarte, either verbally or in writing, including those contained in the catalogue, reports, comments or evaluations concerning any characteristic of a lot such as authorship, authenticity, provenance, attribution, origin, date, age, period, cultural origin or source, condition, completeness and quality, including its price and value, exclusively reflect opinions, and can be reviewed and possibly changed by Finarte before the lot is offered for sale. Except in case of wilful misconduct or gross negligence, Finarte and its employees, co-workers, directors or consultants cannot be held liable for any mistake or omission contained in these representations.

Lots are sold as "seen and liked", expressly excluding any warranty against hidden defects, and with any gap, defect, flaw and description error.

All the lots, including those having - either in part or in full - an electrical or mechanical nature, must be considered purely for their artistic, decorative and/or collective value and must not be deemed working. The functioning and safety of the lots having, either in part or in full, an electrical or mechanical nature have not been checked before the sale, and such lots are bought by the Buyer at his own risk. The descriptions contained in the catalogues and in the condition reports under Article 5.2 above are merely approximate and are provided for the sole purpose of identifying the lot(s) concerned.

The lack of any express reference to the condition of the lot in catalogues and condition reports does not imply the absence of any defects.

Except for the case of gross negligence or misconduct, Finarte or its

employees, co-workers, directors or consultants may not be held liable for acts or omissions concerning the preparation or conduct of the auction or any issue relating to the pre-sale of the lots.

Except in case of wilful misconduct or gross negligence, Finarte's liability and the liability of Finarte's employees, co-workers, directors or consultants to the Buyer in connection with the purchase of a lot by the latter is limited to the Hammer Price and the Buyer's Premium paid to Finarte by the Buyer.

The descriptions for cars and motorcycles, including in relation to their history, age, model, changes of ownership, state of preservation and possible restoration processes, technical characteristics, internal and external components, including the engine number (matching number or not) and chassis number of the car – present in the catalogue and/or in any condition report – are given by Finarte in good faith as guidelines to the potential Buyer on the basis of the indications and information received from the Seller, but may not be considered exhaustive and/or verified. All cars and motorcycles – together with the relevant documents accompanying them – must therefore be properly examined by the potential buyer in order to fully ascertain their condition. Failure to indicate any defect, restoration work or of the presence of any non-original part does not preclude the possibility that any such defect, restoration work or presence of a non-original part exist.

The descriptions, in the catalogue and/or in the condition report, for watches and gemstones including in relation to the state of preservation and any restoration, are given by Finarte as guidelines to the potential Buyer on the basis of the indications and information received from the Seller, but may not be considered exhaustive and/or verified. All the watches and gemstones must therefore be appropriately examined by the potential buyer in order to be able to ascertain their status. Failure to indicate any defect, restoration work or of the presence of any non-original part does not preclude the possibility that such defect, restoration work or presence of a non-original part exist. Wristwatches declared by the manufacturer as water-resistant may have been opened for examination; Finarte therefore suggests that such watches be controlled by an authorised dealer to check their resistance before using the same in conditions where water is present. Straps made of organic material are associated with the watch for display purposes only. Prospective buyers are aware that the importation to foreign countries of materials derived from endangered or otherwise protected species (e.g. tortoiseshell, ivory) are subject to CITES international rules; prospective buyers should therefore acquire the necessary information on such restrictions before participating in the auction for lots containing, even partially, materials falling within the scope of the above rules.

7. PAYMENT

In case of sale, the Buyer shall pay to Finarte the Total amount due immediately – and in any event no later than five (5) days – after the conclusion of the auction.

If a lot is the subject of the declaration under Article 4.1.14 above, the Buyer shall pay the total amount due upon expiry of the period for the exercise of the pre-emption right by the competent Ministry.

Invoicing of the Hammer Price to the Buyer shall be the exclusive responsibility of the Seller.

The payment of the Buyer's Premium and of any Expenses can be made in cash, by bank draft, cheque, bank transfer, debit or credit card (American Express, Visa or Mastercard) or Paypal.

Finarte may accept single or multiple payments in cash only for amounts up to Euro 2,999.99.

In case of bank transfer, the bank details are the following:

Finarte Auctions S.r.l.

banca: BANCO.BPM

IBAN.numero.IT65G0503401748000000002588

SWIFT numero BAPPIT21677

In case of bank transfer, in the payment description the Buyer's name and surname and the invoice number must be specified.

Payment by debit card, American Express, Visa or Mastercard can be made only by the card holder or, in case of PayPal, by the account holder.

Finarte reserves the right to check the origin of payment received and reject payments received from any persons other than the Buyer.

In limited circumstances, and in any event subject to the Seller's consent, Finarte may offer any Buyer deemed reliable the possibility of paying the lots in instalments. The conditions for payment in instalments must be agreed before the auction. Before deciding whether to grant the possibility of paying in instalments or not, Finarte can request references in connection with the Buyer's reliability as well as documentation proving his/her identity and residence.

Also pursuant to and for the purposes of Article 1523 of the Italian Civil Code, the transfer of the ownership of a lot from the Seller to the Buyer shall take place only upon payment by the Buyer of the Total amount due.

In case of non-payment or late payment by the Buyer – within the time limit set out in Article 7.1. above – of the Total amount due, either in full or in part, Finarte shall be entitled, at its discretion, to ask for due performance or terminate the contract for sale pursuant to Article 1456 of the Italian Civil Code, without prejudice, in any event, to its right to claim damages and the right to have the lot sold on behalf and at the expense of the Buyer, pursuant to Article 1515 of the Italian Civil Code.

In case of delay in the payment of the Total amount due for a period of more than five (5) business days as from the auction date, Finarte may store the lot with a third party at the Buyer's risk and expense and charge the Buyer interest on arrears to Finarte at the 3-month Euribor rate provided by law plus five per cent (5%), without prejudice to Finarte's right to claim further damages.

In case of non-payment or late payment by the Buyer, Finarte may reject any bids made by the Buyer or any representative of the Buyer in the course of following auctions, or request that the Buyer lodges a sum in cash as security before accepting any bids. Finarte may offset any amount due for whatever reason to the Buyer against whatever sum owed for whatever reason by the Buyer to Finarte.

Cash desk time: Monday - Friday 10:00 am - 1:00 pm; 2:00 pm - 05.30 pm.

8. DELIVERY AND COLLECTION OF THE LOT

The lot will be delivered at Finarte's registered offices no later than five (5) business days of the date of the sale.

The lot will be delivered to the Buyer (or to any third party authorised by the Buyer by a written power of attorney) only after Finarte has received the Total amount due.

Upon delivery of the lot, Finarte will ask the Buyer or any third-party appointee to provide a document proving his/her identity.

Before organising the collection, please check with Finarte where the lot is stored.

In case of death, interdiction, inability, cessation/winding up, for whatever reason, of the Buyer, duly notified to Finarte, the latter agrees to return the lot, subject to prior consent of all the Buyer's assignees, or in accordance with the terms established by the judicial authority.

Should the Buyer fail to collect the lot within five (5) business days of the date of the sale, Finarte may:

- (a) charge the Buyer an amount corresponding to one per cent (1%) of the Hammer Price for each month of delay in the collection of the lot, from the fifth business day following the sale; or
- (b) store the lot with a third party at the Buyer's risk and expense.

9. TRANSFER OF RISK

A purchased lot is entirely at the risk of the Buyer starting from the earliest to occur of the following events:

- (a) when the Buyer receives the purchased lot; or
- (b) when the Buyer pays the Total amount due for the lot; or
- (c) from the date when the five (5) business day payment period after the sale starts to run.

The Buyer will be indemnified for any loss or damage occurring to the lot after the sale but before the risk is transferred, but said indemnity may not exceed, except in case of wilful misconduct or gross negligence, the Hammer Price along with the Buyer's Premium received by Finarte.

Except in case of wilful misconduct or gross negligence, Finarte may not be held liable for the loss or damage to the frame or the glass containing or covering prints, paintings or other artworks, unless the frame or glass constitute the lot sold at auction.

In no circumstance may Finarte be held liable in case of loss or damage due to any work (including restoration, work on the frame and cleaning operations) carried out by independent experts designated by Finarte with the Seller's consent, or in case of any loss or damage directly or indirectly caused by, or arising from:

- (a) changes in humidity or temperature;
- (b) normal wear and tear or gradual deterioration due to operations on the lots and/or hidden faults and defects (including woodworms);
- (c) improper treatment;
- (d) war, nuclear fission, radioactive contamination, chemical, biochemical or electromagnetic weapons;
- (e) acts of terrorism; and
- (f) other force majeure events.

10. SHIPMENT

Upon written request of the Buyer, Finarte may arrange the packaging and shipment of the lot, on condition that the Buyer:

- (a) has fully paid the Total amount due;
- (b) provides Finarte with any certificate of free circulation or export licence or any statement and/or certification required for such purpose.

Unless otherwise agreed with the Buyer:

- (a) packaging and shipment expenses shall be for the account of the Buyer, who may request, at least twenty-four (24) hours before the beginning of the auction, estimates of costs should the Buyer decide to entrust Finarte with the packaging and shipping of the lot;
- (b) the insurance coverage concerning any risk for (even partial) loss and/or damage caused to the lot during transport must be agreed between the Buyer and the carrier without any liability for Finarte;
- (c) the cost of insurance shall be for the account of the Buyer.

The shipment and packaging of the lot to the Buyer shall be entirely at the risk and expenses of the Buyer and Finarte shall in no event be held liable for any action or omission of packaging workers or carriers.

11. EXPORTATION FROM THE REPUBLIC OF ITALY

Export of cultural goods outside the territory of the Republic of Italy is regulated by the provisions of the Urbani Code. Likewise, export of cultural goods outside the territory of the European Union is regulated to the provisions of Regulation (EC) 116/2009 of 18 December 2008 and of Commission Implementing Regulation (EU) 1081/2012.

The export of a lot from the territory of the Republic of Italy may require a certificate of free circulation or an export licence.

Obtaining a certificate of free circulation and/or export license is the responsibility of the Buyer. In case of non-obtainment or delay in the obtainment of a certificate of free circulation and/or an export license, said circumstance shall not constitute a reason for the termination or cancellation of the sale, nor a justification for late payment of the Total amount due by the Buyer.

12. PROTECTED SPECIES

All lots consisting of, or containing, parts of plants or animals (e.g.: coral, crocodile, ivory, whalebone, turtle), regardless of their age or value, may require a licence or certificate before export, and/or additional licences or certificates for importation into non-EU countries. The granting of a license or certificate for import does not guarantee the obtainment of a license or certificate for export, and vice versa. Please note that obtainment of an import licence or certificate does not guarantee any export licence or certificate and vice versa. Finarte recommends that potential Buyers check the requirements under their national legislation for the import of goods made of, or containing, protected species into their country. It is the Buyer's responsibility to obtain such import or export licences/certificates as well as any other document required before making any bid. Please refer to Article 11 of the General Terms and Conditions of Sale.

13. SAMPLE TERMINOLOGY

Please pay attention to the following sample terminology:

- *"SANDRO BOTTICELLI"*: in Finarte's opinion, the work is a work by the artist (when the artist's forename is not known, whether the surname is preceded by a series of asterisks or by an initial or not, it indicates that the work is by the named artist).
- *"ATTRIBUTED TO SANDRO BOTTICELLI"*: in Finarte's opinion, the work is probably a work by the artist, but there is less certainty than in the above category.
- *"SANDRO BOTTICELLI'S STUDIO/WORKSHOP"*: in Finarte's opinion, the work is a work by an unknown hand in the artist's studio/workshop who may have undertaken the painting under the artist's supervision.
- *"SANDRO BOTTICELLI'S CIRCLE"*: in Finarte's opinion, the work is by an unidentified but distinct hand, closely associated with the named artist but not necessarily a pupil of the artist.
- *"FOLLOWER OF SANDRO BOTTICELLI"*: in Finarte's opinion, the work has been made by a painter working in the artist's style, contemporary or nearly contemporary to the artist, but not necessarily a pupil.
- *"SANDRO BOTTICELLI'S MANNER"*: in Finarte's opinion, a work of the style of the artist and of a later date.
- *"AFTER SANDRO BOTTICELLI"*: in Finarte's opinion, the work is a copy of a known work of the artist.
- *"IN THE STYLE OF ..."*: in Finarte's opinion, the work is in the style mentioned, but of a later date.

The term "signed" and/or "dated" and/or "inscribed" means that, in Finarte's opinion, the signature and/or date and/or inscription are from the hand of the artist.

The terms "bearing signature" and/or "date" and/or "inscription" means that, in Finarte's opinion, the signature and/or date and/or inscription seem to have been added or from another hand.

The dimensions given are height first, width and, possibly, depth. Paintings and photographs are not to be considered framed unless otherwise specified.

14. CONTACTS

The prospective Buyer and the Buyer may request any information and/or send any communication and/or submit any complaint by contacting Finarte as follows:

- (i) by filling in and sending the form available at the "Contacts" section of the Website;
- (ii) by post, addressed to: Finarte Auctions S.r.l. Via Paolo Sarpi, 6 – 20154 – Milan, Italy;
- (iii) by calling the following phone number: (+39) 02 3363801.

Finarte will reply to the complaints submitted within five (5) business days of the receipt thereof.

For assistance with online auction participation, please contact Finarte at the following email address: bidonline@finarte.it or on the following telephone number: +39 02 3363801.

15. LEGAL GUARANTEE OF CONFORMITY

If the Seller is a professional and the Buyer a consumer within the meaning of Article 3 of the Italian Consumer Code, and the lot sold can be deemed a “consumer good” within the meaning of Articles 128 et seq., of the Italian Consumer Code, such lots sold through Finarte are covered by the legal guarantee of conformity provided for in Articles 128-135 of the Italian Consumer Code (“Legal Guarantee”).

The Legal Guarantee is reserved for consumers. It therefore applies only to anyone who has bought a lot for purposes unrelated to his/her business, commercial, craft or professional activities.

The Seller is liable to the consumer Buyer for any lack of conformity existing at the time of delivery of the product “consumer good” that becomes apparent within two (2) years of that delivery. The lack of conformity must be reported to the Seller, under penalty of forfeiture of the guarantee, within two (2) months of the date of which it was discovered. Unless proved otherwise, it is assumed that any lack of conformity which becomes apparent within six (6) months of delivery of the product already existed on the delivery date, unless such assumption is incompatible with the nature of the product or with the nature of the lack of conformity. From the seventh month following the delivery of the lot, it becomes the consumer’s burden to prove that the defect existed at the time of delivery. In order to avail himself/herself of the Legal Guarantee, therefore, the consumer shall first give proof of the date of the sale and the delivery of the lot. To be able to provide this proof, the consumer should, therefore, keep the order confirmation, the purchase invoice or the DDT or any other document suitable to demonstrate the date of purchase and delivery.

With reference to the definition of “lack of conformity”, please refer to the provisions of Article 129, second paragraph, of the Consumer Code. Excluded from the scope of the Legal Guarantee are any defects caused by accidental events or by responsibilities of the Buyer - consumer, or by any use of the lot that is incompatible with its intended use. In this regard, it is specified that all the lots, including those having - either in part or in full - an electrical or mechanical nature, must be considered purely for their artistic, decorative and/or collective value and must not be deemed working.

In the event of a lack of conformity duly reported in the appropriate terms, the consumer Buyer will be entitled: (i) first, to the repair or replacement of the lot, at his/her discretion, free of charge, unless the remedy requested is objectively impossible or excessively onerous compared to the other; (ii) second (in cases where repair or replacement is impossible or excessively onerous, or the repair or replacement did not take place within a reasonable time or the repair or replacement made previously caused significant inconvenience to the consumer), to a reduction in the price or termination of the contract, at his/her discretion. The remedy requested shall be deemed excessively onerous if it imposes unreasonable costs upon the Seller compared to any other applicable remedy, taking into account: (i) the value that the lot would have if there were no lack of conformity; (ii) the nature of the lack of conformity; (iii) the possibility to implement the alternative remedy without significant inconvenience to the consumer.

If, during the period of validity of the Legal Guarantee, the lot shows any lack of conformity, the consumer may contact Finarte according to the terms of Article 14. Finarte will promptly reply to any notice of alleged lack of conformity and inform the consumer of the specific procedure to be followed.

16. APPLICABLE LAW AND JURISDICTION

These General Terms and Conditions of Sale are governed by the laws of Italy. Any dispute relating to the application, performance and interpretation of these General Terms and Conditions of Sale shall be submitted to the exclusive jurisdiction of the courts of Milan.

The above is without prejudice of the applicability to Buyers who are consumers under Article 3 of the Italian Consumer Code and who do not have their habitual residence in Italy of any more favourable and mandatory provisions of the law of the country in which they have their habitual residence. For any dispute relating to the application, performance and interpretation of these General Terms and Conditions of Sale, the court of competent jurisdiction shall be the court of the place where the consumer Buyer resides or is domiciled.

Furthermore, any consumer Buyer residing in a Member State of the European Union other than Italy may access, for any dispute relating to the application, performance and interpretation of these General Terms and Conditions of Sale, the European Small Claims procedure under Regulation (EC) 861/2007 of the Council of 11 July 2007, provided that the value of the claim, disregarding all interest, expenses and disbursements, does not exceed Euro 2,000.00. The text of the Regulation is available on the website [.eur-lex.europa.eu](http://eur-lex.europa.eu).

Under Article 141-sexies, paragraph 3 of the Italian Consumer Code, Finarte informs any user who can be classified as a consumer within the meaning of Article 3, first paragraph, a) of the Italian Consumer Code that, in the event he/she has filed a complaint directly with Finarte, as a result of which, however, it was not possible to resolve the dispute arising therefrom, Finarte will provide information about the Alternative Dispute Resolution entity or entities in charge of out-of-court settlement of any dispute concerning the obligations arising from a contract concluded under these General Terms and Conditions of Sale (so-called ADR entities, as specified in Articles 141-bis et seq. of the Italian Consumer Code), specifying whether or not it intends to make use of such entities to resolve the dispute. Finarte also informs any user who can be classified as a consumer within the meaning of Article 3, first paragraph, a) of the Italian Consumer Code that that a European platform for online resolution of consumer disputes has been established (the so-called “ODR platform”). The ODR platform is available at <http://ec.europa.eu/consumers/odr/>. On the ODR platform, a consumer Buyer may consult the list of ADR bodies, find the link to the website of each of them and start an online dispute resolution procedure for the dispute in which he/she is involved.

17. PERSONAL DATA PROTECTION INFORMATION

Pursuant to Article 13 of Regulation (EU) 2016/679 (“GDPR”), Finarte – as data controller (hereinafter also “Controller”) – informs you that the personal data (“Data”) provided by you to Finarte shall be processed lawfully and fairly by the same, mainly through electronic, automated and/or video-recording means (using modalities and devices suitable to ensure the security and confidentiality of the Data), for the following purposes: (a) to perform the obligations of the contracts to which you are a party or for the adoption of any pre-contractual measures taken at your request; (b) to manage the relationship with sellers and buyers (e.g. management of sales proceeds, invoices and shipping operations); (c) to perform any check and assessment concerning the auctioning relationship and the risks associated therewith; (d) to fulfil any tax, accounting and legal obligations and/or orders issued by public

bodies; (e) for the purposes of applicable anti-money laundering regulations under Legislative Decree 231/2007, as amended; (f) with reference to video-surveillance systems, for the purposes of protecting the safety of persons and the company's assets; (g) to ascertain, exercise or defend a right in judicial proceedings; (h) to send commercial communications on products and services similar to those already purchased (so-called "soft spam"); (i) subject to your consent, to send advertising and information material on Finarte's products and services by automated systems such as e-mail, fax, sms or MMS, or by postal service or telephone calls with operator; (l) to carry out profiling activities for performance of the activities referred to in (h) and (i) above; (m) subject to your consent, to communicate your Data to Minerva Auctions S.r.l., a company controlled by Finarte, to allow the latter to send communications and promotional material regarding its own products and services.

The provision of Data for the purposes under Article 17.1, (a), (b), (d), (e) is not subject to your consent, it being necessary for the performance by the Data Controller of its contractual and legal obligations pursuant to Article 6, first paragraph, b) and c) of the GDPR.

The provision of Data for the purpose under Article 17.1, (c), (f), (g), (h) is not subject to your consent, it being necessary for the purposes of the legitimate interests pursued by the Controller pursuant to Article 6, first paragraph, f) of the GDPR.

The provision of Data for the purposes under Article 17.1, (i), (l), (m) is, instead, subject to your consent, pursuant to Article 6, first paragraph, a) of the GDPR. The consent to the processing of Data for such purpose is optional; in case of refusal, it will be impossible for Finarte to carry out the activities specified. For such purposes, Finarte will collect your consent by electronic and/or paper means, e.g. through the Website or the relevant forms.

The provision of Data is optional. However, the failure to provide Data for the purposes from (a) through (g) will prevent participation in the auction or due performance by Finarte of its obligations; the failure to provide Data for the purposes from (h) through (m) will likewise prevent Finarte from carrying out the activities specified.

The Data will be processed by Finarte's employees or co-workers as persons in charge of data processing.

Your Data may also be communicated to the following persons, who will be designated by Finarte as data processors or will act as independent controllers:

- (a) any entities (including Public Authorities) having access to personal data by virtue of statutory or administrative provisions;
- (b) any companies or third parties in charge of printing, enveloping, shipment and/or delivery services in connection with the lots purchased;
- (c) any post offices, couriers or carriers in charge of delivering the lots;
- (d) any companies, consultants or professionals in charge of the installation, maintenance, updating and, in general, the management of Finarte's hardware and software, or of whom Finarte avails itself, including the Website;
- (e) any companies or internet providers in charge of sending documentation and/or information or advertising material;
- (f) any companies in charge of processing and/or sending information or advertising material on behalf of Finarte;
- (g) any public and/or private entities, natural persons and/or legal entities (e.g. legal, administrative and fiscal consulting firms, Courts, Chambers of Commerce, Employment Chambers and Offices), if such disclosure is necessary or functional to the due performance of Finarte's obligations;
- (h) subject to your consent, Minerva Auctions S.r.l., for its promotional initiatives.

Your Data will be processed and disseminated, in anonymous and aggregate form only, for statistical or research purposes.

The Data Controller is Finarte Auctions S.r.l., with offices in via Paolo Sarpi 6, (20154) Milan, Italy, to which any requests or demands in connection with the processing of Data may be made by sending an email to info@finarte.it. An up-to-date list of any data controllers is available, on written request, at Finarte's registered offices.

Data will be retained for a maximum period of time corresponding to the period of the statute of limitations for the rights enforceable by Finarte, as applicable from time to time. If Data are processed for marketing and profiling purposes under i) and l), Data shall be stored for a maximum period of time equal to, respectively, 24 and 12 months. Images collected through video-surveillance systems shall be retained for a maximum of 24 hours following their collection, without prejudice to special needs for further retention in connection with public holidays or closure of offices, or where it is necessary to comply with a specific investigation request from the judicial authority or the judicial police.

Pursuant to Articles 13 and 15 et seq. of the GDPR, you have the right, inter alia:

- (a) to obtain confirmation that processing of personal data concerning you is or is not in progress;
- (b) if a processing is in progress, to obtain access Data and information relating to the processing and request a copy of personal data;
- (c) to obtain the correction of inaccurate Data and the integration of incomplete Data;
- (d) if any of the conditions foreseen by Article 17 of the GDPR is met, to obtain cancellation of the Data concerning you;
- (e) to obtain, in the cases provided for by Article 18 of the GDPR, the restriction of processing;
- (f) if the conditions set forth in Article 20 of the GDPR are met, to receive Data concerning you in a structured format, commonly used and readable by automatic devices and request their transmission to another Controller, if technically feasible;
- (g) to object, at any time, wholly or partially, to processing of Data for marketing purposes. Objection to processing through automated contact means also includes sending commercial communications by postal service or telephone calls with operator, without prejudice to the possibility to partially exercise such right, for example by objecting only to processing done by automated communication systems;
- (h) to object, at any time, to processing of Data done to pursue a legitimate interest of the Controller, provided that there are no legitimate reasons for doing the processing prevailing on the interests, rights and freedoms of the data subject, or for ascertaining, exercising or defending any right in judicial proceedings;
- (i) to withdraw your consent at any time, without prejudice to the lawfulness of the processing that occurred prior to the withdrawal.
- (j) to lodge a complaint with the Personal Data Protection Authority, according to the terms specified in the Authority's website, accessible at the address www.garanteprivacy.it;

The aforesaid rights may be exercised by making an email request to the Controller to the following address: info@finarte.it



SCUDERIA FERRARI



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