

CHRISTIE'S

AUTOMOBILES DE COLLECTION

SALON RETROMOBILE

17.02.07 PARIS

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RETROMOBILE

Friday 16th and Saturday 17th February 2007

Christie's Paris



A proud owner taking delivery of his new Mercedes-Benz 540K, 1936

Paris – Christie's International Motor Cars is delighted to announce that once again it will be in Paris for Rétromobile 2007, Europe's most prestigious classic car show. With over 100,000 visitors expected to attend this annual event at Rétromobile, the Christie's sales on Friday 16th (automobilia) and Saturday 17th February (motor cars) promise to offer a fine array of collectibles sure to whet the appetite of established collectors and motoring enthusiasts around the globe, as well as those looking to absorb the atmosphere.

Now in its 6th year, Christie's Rétromobile sale looks set to eclipse all previous years, with a major consignment of cars from an important private collection contributing to an historically significant selection of collector's vehicles.

Included in the sale:



1951 Talbot Lago T26GS "Barquette", coachwork by Dugarreau; the very car in which Pierre Levegh single-handedly drove the 24 Hours of Le Mans in 1952, and in which he would have won but for mechanical failure in the 23rd hour. Although at Le Mans again in 1953 and 1954, its greatest successes came with three successive wins at the Coupe d'Automne again driven by Levegh.
Estimate €1,400,000-1,600,000



1936 Mercedes 540K Cabriolet A; one of around twenty "interim" examples which enjoy the more graceful coachwork of the earlier 500K married with the more powerful engine of the 540K. What makes this particular car more special still is that it has remained in the same French ownership since new.
Estimate: €1,250,000-1,650,000



1927 Amilcar MCO; the most competitive of all the Amilcars, and the rarest: only two single-seaters were constructed on shortened a CO chassis, both powered by the company's own supercharged, 1,100cc six-cylinder engine. This car broke six speed records for the 1,100cc class in 1927 and 1928 in the hands of works driver Morel. It was then sold to and raced by Maurice Mestivier, president of the AGACI.
Estimate: €300,000-400,000



1948 Delahaye 135MS Drophead Coupé, coachwork by Antem; one of the first cars built by the marque after the Second World War, and one of only a handful of the top-of-the-range 135MS models to be executed by the famous Belgian coachbuilder.
Estimate: €160,000-260,000



1908 Panhard-Levassor Y Type Open Drive Limousine, coachwork by J. Rothschild and Son; with six-cylinder engine and chain drive. This car was formerly the property of Dr A.D. Juilliard of the New York Music School. It has been in the current ownership for over 30 years.
Estimate: €160,000-200,000



1950 Talbot T26GS Berlinette; reputed to be the last of just 30 such examples built, it was raced extensively by first owner Lucien Vincent and his friend Lino Fayen before passing to racing-car collector Paul Bignon. Restored by Carrosserie Lecoq.
Estimate: €150,000-250,000



1930 Derby K4 Low-Chassis Roadster; the only remaining example of its kind, and formerly of the Serge Pozzoli Collection, this beautiful and unique car has remained in France throughout its life.
Estimate: €110,000-160,000



1974 Citroën DS23 IE Décapotable Automatic; the only DS Décapotable ever to have left the factory equipped with a fully-automatic gearbox.
Estimate: €90,000-130,000



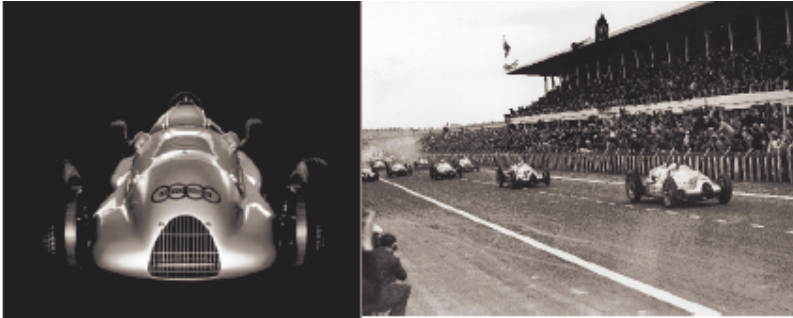
1950 Gatsonides Barchetta; the only Barchetta ever built by the marque, and, of the ten cars built by Gatsonides, this is the only car to survive to date.
Estimate: €90,000-130,000

Formula One; in the context of the fierce battle between **Renault** and **Ferrari** over the recent season, it gives us great pleasure to present a Formula One car from each stable, both dating from the early 1980s and the famous era of the turbocharger...

Also featured will be a number of road-going **Ferraris** from an important private collection, including a beautifully-preserved F40 (estimate: €250,000-350,000), a 365GTC (estimate: €160,000-220,000), and a 250GT Pininfarina Coupe (estimate: €90,000-140,000).

The full catalogue for the sale will be available from 18 January 2007

One of the most important cars in motor-racing history to be sold at Christie's in Paris, February 2007



1939 AUTO UNION D-TYPE
Estimate: Available on request

Paris – the highlight of *Christie's International Motor Cars* next sale on 17 February 2007 will be an extremely rare 1939 Auto Union D-Type. Thought to be one of only two in existence, the car will lead the sale at *Rétromobile 2007*, one of Europe's most prestigious exhibitions for automotive collectors.

One of the most important cars in motor-racing history, it won the 1939 Belgrade grand prix at the hands of Nuvolari, and today enjoys a near-mythical status due to its rarity. It is expected to break current records and become the most expensive car ever to be sold at auction.

The car designed by Porsche was revolutionary; the driver was placed in front of the engine and the fuel tanks, and all four wheels benefited from independent suspension. Never ceasing to win Grands Prix across Europe, the model evolved throughout the years into this, the D-Type. The arrival of war interrupted this famous era of racing, and the cars were lost or destroyed during the hostilities that followed. It is therefore even more extraordinary that this car should survive.

Taken to Russia for its technology to be studied, it was here its disassembled parts were discovered, completely apart from the body and waiting to be crushed. Sent from Russia to England, the body was recreated by Rod Jolley Coachbuilding to the exact dimensions of the original, upon these original underpinnings. The car was fully restored by Crosthwaite and Gardiner, and was tested for the first time by Dick Crosthwaite at the Nürburgring in October 1994. It has been meticulously preserved in the same state ever since.

This may be considered to be among the most important cars ever to pass under the gavel; Christie's is extremely proud to have been entrusted with its sale.

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CHRISTIE'S STRENGTHENS EUROPEAN CAR OPERATION

London/Paris - Rupert Banner, Head of Christie's International Motor Car Department today announced the opening of a new office in Paris devoted entirely to motor car consignments. Christie's winter UK auctions will now be consolidated around the annual February

Rétromobile auction in Paris, and specialist Jack Patrick, previously based in London, has relocated to Christie's Paris Office in Avenue Matignon.

This new European team of specialists will be headed by Christie's Director **Philip Kantor**, based in Brussels, while **Jack Patrick** will provide business-getting support based in Paris. **Rupert Banner** will remain based in London at Christie's South Kensington, giving clients an additional central London office in an area long associated with the sale of historic automobiles. These strategic changes will provide Christie's car clients with three points of contact throughout Europe, in Paris, Brussels and London.

"Christie's sales of motor cars in France have been incredibly successful. We have sold more than €32 million of classic cars since their inception in 2002, and we have decided to enhance the service we offer our global clients by providing an additional local point of contact for Europe. With this move we anticipate a broader audience will benefit from the unique nature of our international motor car auctions." said **Rupert Banner**.

*Images available upon request
or contact www.christies.com*

Notes to editors:

Current world record for a car at auction was is 1931 Bugatti Type 41 Royale Sports Coupe - £5.5m. Sold at Christie's 19th November 1987.

Christie's International Motor Cars was established in 1972, and holds regular sales in Paris, Monterey and New York. Christie's specialists are more than happy to provide free no obligation valuations to anyone thinking of selling their collector's car.

Public Auction: Friday 16 and Saturday 17 February, Retromobile, Paris

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