21.pictures

under exposed stories

Artbook 12.2026




This unique collection revives forgotten treasures
of photography and makes them accessible
in a way rarely seen before.
What you are about to discover is an exclusive
collection of unique works, available not only
for acquisition but also through
a highly advantageous leasing system.
This approach opens the doors of exclusive fine art
photography to new collectors while maintaining
the rarity and prestige that such images deserve.

Cette collection unique ravive des trésors oubliés
de la photographie et les rend accessibles d'une manière
rarement vue auparavant.
Ce que vous allez découvrir est une collection exclusive
d'œuvres uniques, disponibles non seulement
à l'acquisition mais aussi grâce à un système de location
ou de leasing particulièrement avantageux.
Cette approche ouvre les portes de la photographie
d'art exclusive à de nouveaux collectionneurs tout en
préservant la rareté et le prestige que ces images méritent.










## Where it all begins

Everything starts with the negative : fragile, irreplaceable, and entirely ours. Unlike many collections that rely on licensed material, we own the negatives we restore. Each one is carefully cleaned and digitally reconstructed by skilled craftsmen, always respecting the photographer's intent. This ownership guarantees not only authenticity but also the true uniqueness of every image in time.

## Là où tout commence…

Tout commence avec le négatif : fragile, irremplaçable et entièrement notre propriété. Contrairement à de nombreuses collections reposant sur des licences, nous possédons les négatifs que nous restaurons. Chaque original est soigneusement nettoyé et numérisé par des artisans expérimentés, dans le respect total de l'intention du photographe. Cette propriété garantit non seulement l'authenticité mais aussi l'unicité véritable de chaque image à travers le temps.






## Printing and selecting

Once restored, the image is brought to life in print. Each photograph is produced on museum-approved baryta paper, renowned for its depth, brilliance, and longevity. Formats range from intimate to monumental, with every detail revealed in striking clarity. The curation is uncompromising: only works with exceptional artistic strength and narrative power are chosen, ensuring that every piece in the collection is unique.

## Tirage et sélection

Une fois restaurée, l'image prend vie sur papier. Chaque photographie est tirée sur du papier baryté approuvé par les musées, réputé pour sa profondeur, sa brillance et sa longévité. Les formats vont de l'intime au monumental, chaque détail étant révélé avec une clarté saisissante. La sélection est rigoureuse : seules les œuvres dotées d'une force artistique et narrative exceptionnelle sont retenues, garantissant que chaque pièce de la collection est unique.



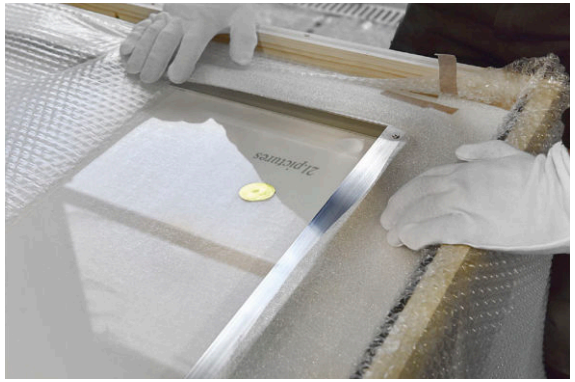

## Authenticity and limited editions

Each work is issued as a one-of-a-kind edition. Depending on the format, series are limited to a maximum of 12 copies (and often fewer: large formats, for example, are unique). Thus, there will never be more than 21 prints of each negative in the world. Numbered and accompanied by a certificate of authenticity with an anti- forgery hologram, every piece carries a guarantee of rarity and transparency. This promise extends to all our clients whether they choose to live with a work for a year or to keep it forever.

## Authenticité et éditions limitées

Chaque œuvre est éditée en série limitée, voire en pièce unique. Selon le format, les séries vont jusqu'à 12 exemplaires maximum (et souvent moins: les grands formats, par exemple, sont uniques). Ainsi, il n'existera au monde jamais plus de 21 épreuves de chaque négatif. Chaque tirage est numéroté et accompagné d'un certificat d'authenticité avec hologramme antifraude. Chaque pièce bénéficie d'une garantie de rareté et de transparence. Cette promesse s'applique à tous nos clients qu'ils choisissent de vivre avec une œuvre pendant un an ou de la conserver pour toujours.






## Presentation and care

The presentation is as meticulous as the creation. Prints are mounted under anti- reflective acrylic glass or within handcrafted frames, enhancing contrasts and safeguarding the image. We personally handle the delivery, made in tailor-made packaging, accompanied by documentation and cotton gloves, and installation, ensuring that the first encounter with the artwork is as exceptional as the work itself.

## Présentation et soin

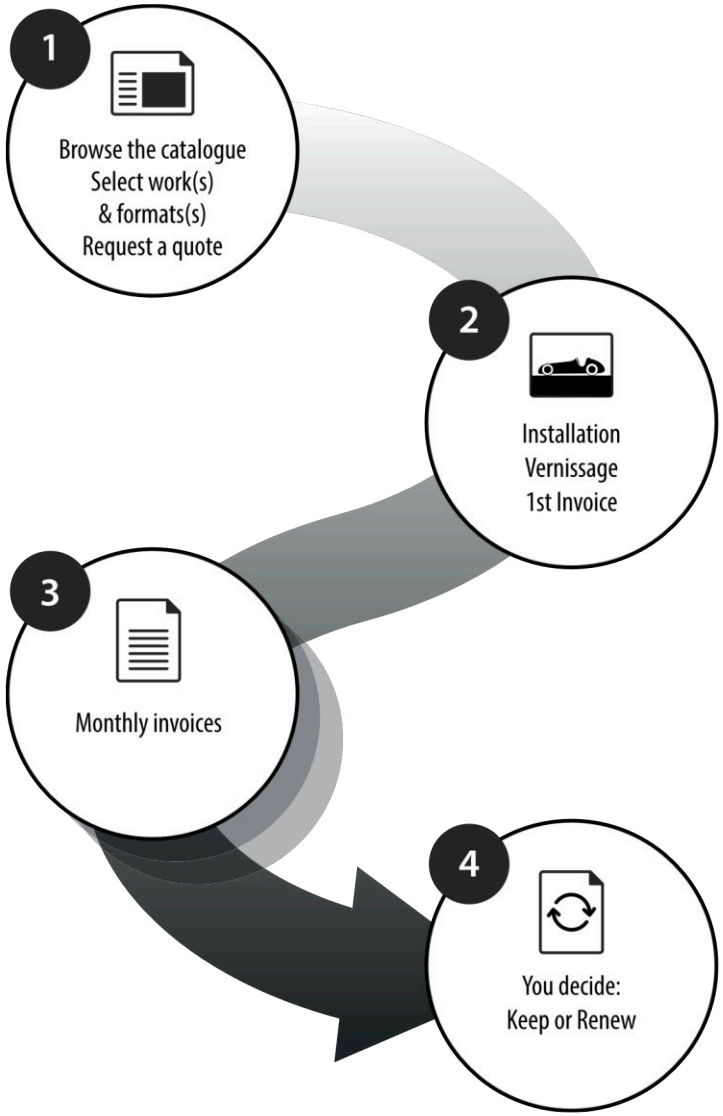
La présentation est aussi méticuleuse que la création. Les tirages sont montés sous verre acrylique antireflet ou dans des cadres artisanaux, afin de sublimer les contrastes et protéger l'image.
Nous assurons personnellement la livraison dans un emballage sur mesure, chaque oeuvre étant accompagnée de sa documentation et de gants en coton.
Ainsi, la première rencontre avec l'œuvre est aussi exceptionnelle que l'œuvre elle-même.

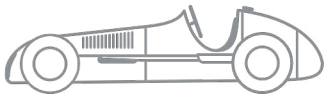
## Enjoying the benefits

Today, we're offering more than ownership we're offering experience. Through a carefully designed leasing or renting system, collectors and companies can access rare works of art, rotate them over time, or gradually build their own collection. It is a model that combines exclusivity with flexibility, allowing the prestige of fine art photography to be lived, not just admired.
And this is just as easy as it sounds:

## Profiter des avantages

Aujourd'hui, nous offrons bien plus qu'une simple acquisition : une véritable expérience.
Grâce à un système de location ou de leasing soigneusement conçu, collectionneurs et entreprises peuvent accéder à des œuvres rares, les faire tourner au fil du temps ou constituer progressivement leur propre collection.
Ce modèle associe exclusivité et flexibilité, permettant de vivre le prestige de la photographie d'art, plutôt que de simplement l'admirer.





# THE PIONEERS

## Motoring Pioneers 1907

*Semmering International Hill Climb (Austria),*
*22 September 1907. Willy Pöge / Mercedes 120 HP.*

One upon a time, long ago, racing looked like this…

Splendid victory for Willy Pöge, the former German Empire cycling champion, also a horse rider and later an aviator.

The automobile is an attainment of freedom for man. But as soon as the automobile appeared, man wanted to make it go faster and faster.

Evidently, man enjoys the risk for the specific desire of competing, which basically, is one of the few things that sets him apart from other species.

Man's imagination has no limits, and he will exclude nothing to satisfy this instinct as a splendid, authentic volunteer in the face of risk.

| | | |
|---|---|---|
| 80 x 112 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 140 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 168 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 210 cm | *Limited edition of 1* | **28.000 €** |



## Intrepid Racers 1907

*Semmering International Hill Climb (Austria),*
*22 September 1907. Rehsteiner / Peugeot type 92 Sport*

The dawn of the automobile can be seen as a motoring adventure. But even at that time, motoring was already more than an adventure…

Driver and mechanic at full speed on improbable roads. The need for speed in all its glory.

A true allegory of the conquerors of the useless and a vibrant tribute to the pioneers of motor racing.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Monza 1923

*Monza 1923 - Fiat 805 - Carlo Salamano*

9 September 1923, Carlo Salamano, winner of the European Grand Prix at Monza, at the refuelling pits at the wheel of his Fiat 805/405.

The event is famous for being the first victory for a supercharged car.

He covered the 800 km in 5 hours, 27 minutes and 38 seconds, ahead of Felice Nazzaro (Fiat) and Jimmy Murphy (Miller).

This beautiful image of Salamano at Monza in his Fiat 805 is emblematic of this pioneering victory, a technical feat and a success for Fiat in the early 1920s.

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| 80 x 120 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## Pioneer of the Avant-garde 1923

*Presentation of the revolutionary Avions-Voisin C6 Laboratory before its participation in the Grand Prix Automobile de France held in Tours on 2 July 1923 (André Morel at the wheel).*

Built around an aerofoil-shaped monocoque hull of wood and aluminium, the result was a dazzlingly inventive racing car that looked quite unlike anything that had had gone before.

The unconventional thinker Gabriel Voisin (together with French designer Andre Lefebvre - famous for his Citroën 2CV and DS designs) had created what might be thought of as the first rudimentary ground effect Grand Prix racing car. Truly ahead of its time!

Absolutely amazing restoration of a glass plate photographic negative from the factory's archives! And a unique representation of the pioneers of motor racing and engineering.

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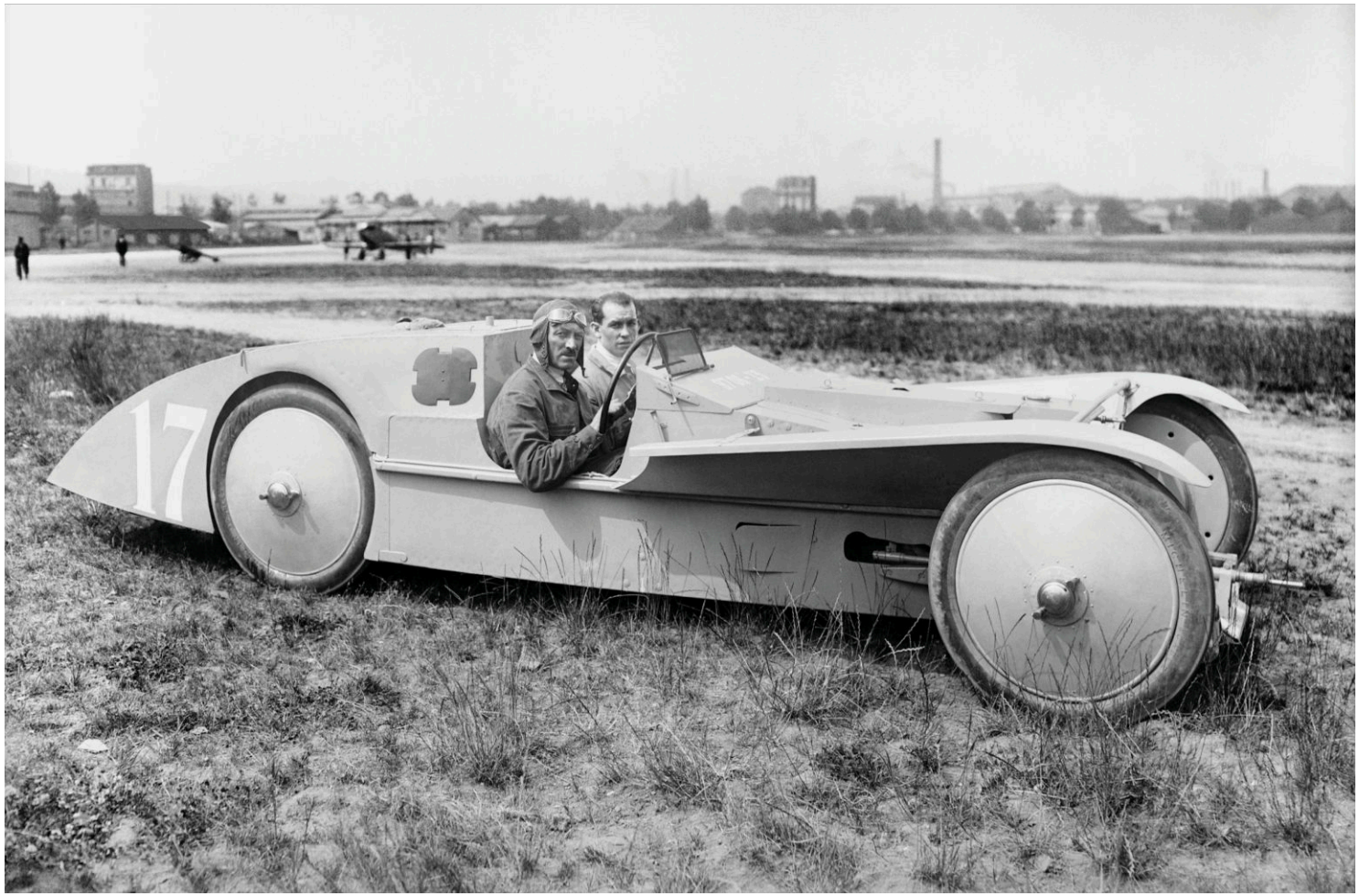
| 80 x 124 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 155 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 185 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 232 cm | *Limited edition of 1* | **28.000 €** |



## Bergkönig 1929

*Semmering International Hill Climb (Austria),*
*15 September 1929.*
*Hans Stuck / Austro-Daimler ADM-R 3L-6cyl.*

The famous masterpiece designed by renowned technician Ferdinand Porsche which made Hans Stuck nearly unbeatable.

Two consecutive victories and race record at Semmering among numerous other wins and the European Hill Climb Championship title in 1930 earned him the nickname "Bergkönig" or "King of the Mountains".

Careful and meticulous restoration of an exceptional photographic negative on glass plate!

And the amazing feeling of being a real live spectator.

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| 80 x 110 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 137 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 165 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 205 cm | *Limited edition of 1* | **28.000 €** |



## Modern Circus Games 1937

*Swiss Grand Prix (Bremgarten), 22 August 1937.*
*Hans Stuck / Auto Union Typ C n°10.*

Wild, brutal and delirious, the tricky rear-engined Auto Union Typ C is the perfect example of the ultra-extreme pre-war racing car.

In fact, it is more like a mythological beast, noisily sniffing the asphalt.

A man with some kind of magical power, dressed as a Spartan warrior, will try to tame his fury.

Under the astonished eyes of other men, spectators, mere mortals.

In an amphitheater setting strangely reminiscent of the Roman circus games.

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| 80 x 117 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 146 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 176 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 220 cm | *Limited edition of 1* | **28.000 €** |



## Breathtaking Control 1938

*Swiss Grand Prix (Bremgarten), 21 August 1938.*
*Hermann Lang / Mercedes-Benz W154.*

A highly technical and particularly fast circuit, feared by drivers for its very dangerous character.

The brand-new Mercedes-Benz W154 and their supercharged V12 will brilliantly monopolize the first three places of the race.

All the power and bestiality of motor racing at that time !

The apology of modern-day gladiators.

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| 80 x 118 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 147 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 177 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 221 cm | *Limited edition of 1* | **28.000 €** |



## Racing Portrait 1947

*Grand Prix de Reims (France), 6 july 1947.*
*Louis Chiron / Talbot Lago MC n°20.*

One of the most mythical figures in motorsport. Without any doubt the perfect representation of the gentleman driver.

The charismatic, stylish and very talented Louis Chiron has a glittering record of achievement and an eclectic career. From Grand Prix to the 24 hours of Le Mans, from hill climb races to the 500 miles of Indianapolis, not to mention the Monte Carlo rally… He has run everything and won almost everything. Such a brilliant all-rounder.

He started out as a ballroom dancer and offered his services to wealthy ladies. A rich Russian duchess helped him get his driving license; a wealthy American lady gave him his first racing car…

It was the time of the risk-takers, for whom the conquest of a beauty counts almost as much as a good time in a race. It is the spirit of an era, when motor racing is above all the passion of extraordinary personalities. Ace drivers who are adored by the richest and most attractive women.

The Bugatti Chiron takes its name from him.

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| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## 1947 Spa Grand Prix

Beautiful image of the finish of the Spa Grand Prix on 29 June 1947 on the new 14 km track.

Jean Pierre Wimille followed by Achille Varzi and Carlo Felice Trossi, all driving Alfa Romeo 158s.




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| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |

## Saharan Meetings 1950

*Desert track between Aguel'Hoc and Tessalit (French Sudan, current Mali), 24 December 1950.*

Meeting with a meharists patrol during the Raid Volkswagen Brussels - Belgian Congo - Brussels (from 6 October 1950 to 5 January 1951).

4 Belgian adventurers, Pierre D'Ieteren (the historical and leading cars importer for Belgium), Jacques Swaters (racing driver, future Ferrari importer and founder of the very famous Ecurie Francorchamps), Jacques Cortvriendt and Christian Nicolaï de Gorhez, dared to travel more than 25.000 km across Africa in the immediate post war period.

A thrilling human adventure and a sensational photographic composition !

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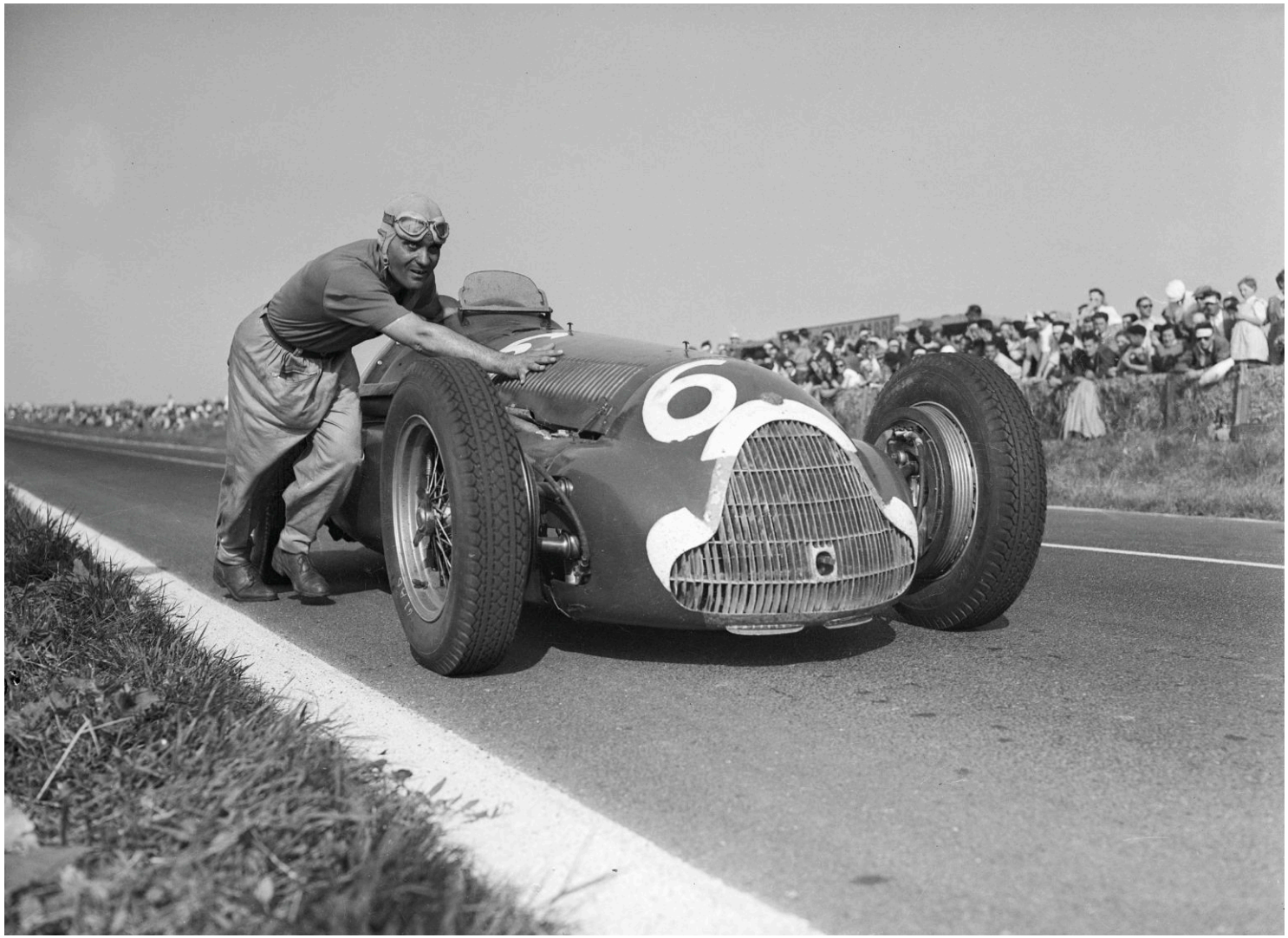
# RACING & EMOTION

## Breakdown in 1951

*1951 French Grand Prix at the Reims-Gueux circuit.*
*Race won by Juan Fangio 1 July 1951.*
*Consalvo Sanesi - Alfa Romeo 159 No. 6.*

Cansalvo Sanesi, whose magneto had broken down, pushed his Alfetta 159 along the long straight stretch of the Reims circuit to reach and cross the finish line in order to be classified and receive the finish bonus.



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## Le Mans 1951

*24 Hours of Le Mans on 23 and 24 June 1951, Talbot Lago T26 GS car driven by Louis Rosier and Juan Manuel Fangio*

Juan Manuel Fangio, who won his first Formula 1 world title that year with Alfa Romeo, never succeeded at Le Mans in four attempts.

He retired prematurely after only 92 laps.
The 1951 race was won by the Talbot Lago T26 GS driven by Louis Rosier and Juan Manuel Fangio.

Premature retirement after only 92 laps.




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## Über Alles 1952

*24 Hours of Le Mans, 15 June 1952.*
*Hermann Lang – Fritz Riess*
*Mercedes-Benz W194 n°21.*

Scene of jubilation with the winning drivers and the famous race director Alfred Neubauer.

1-2 victory and first win for a German manufacturer and a closed-body car after a frantic race (40 retirements from the 57 starters).

The speed, excitement and drama that make Le Mans the most important sports car race on the motorsport calendar.

Undoubtedly a milestone in the history of Mercedes, Le Mans and motor racing. And a beautiful celebration of glory.

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| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Helmets are Mandatory 1953

*III Grand Prix de Rouen-les-Essarts, 28th June 1953.*
*Philippe Etancelin - Talbot Lago T26C n°6.*

The ever-green "Phi-Phi" Etancelin (56 years old!) drove like a demon all the race to score his last Grand Prix podium behind the works Ferraris.

His trademark was a reversed blue cloth cap, which he had worn for his entire racing carrer.

When the use of a crash helmet became compulsory, Etancelin put one of the kind used by bicycle racers in velodromes...

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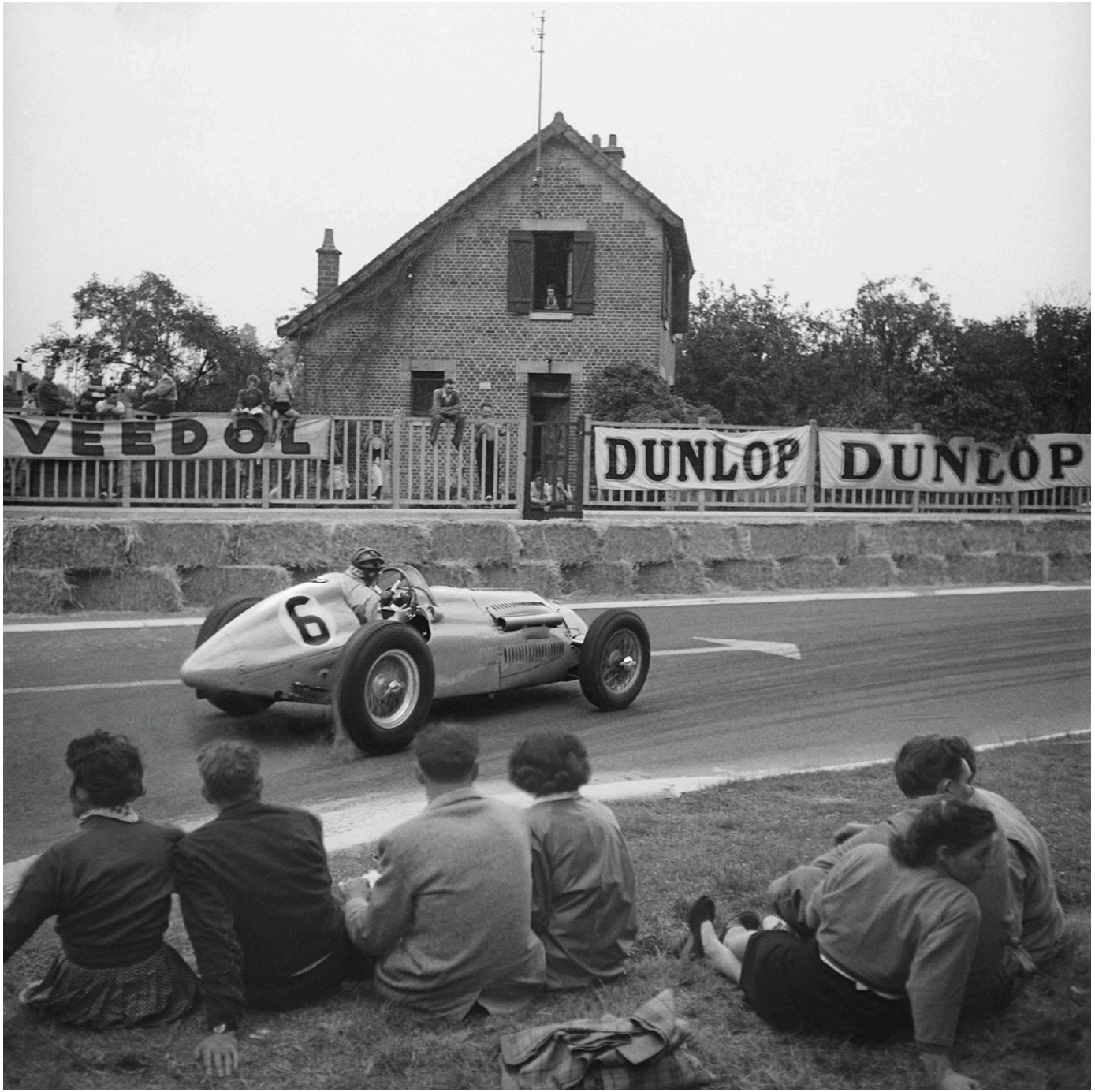

## 1954 Marathon

*Marathon 54' Triumph TR2/Coupe des Alpes*

The Rallye des Alpes was the major summer mountain event in Europe, and was rightly reputed to be one of the toughest races, second only to the Liège-Rome-Liège.

The route took drivers along treacherous mountain roads through France, Italy, Germany, Austria and Switzerland. Traffic was open to all vehicles, and the race was run in stages, with the fastest times counting towards the overall classification.

The route took in some very treacherous mountain roads through France, Italy, Germany, Austria and Switzerland. The roads were open to the public, which is why the cars were equipped with powerful horns.

As Triumph had no experience in this type of event, the company called on experienced drivers: Maurice Gatsonides, a rally veteran and winner of the Monte Carlo Rally, and Ken Richardson, a former BRM test driver who had contributed greatly to the development of the TR2 project.

For this challenge, two new TR2s were produced on 27 May: delivered in 'British Racing' green, they were registered as PDU 20 and PDU 21.

The first, intended for Dutch driver Gatsonides, stood out because it was left-hand drive.

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## Such is Life in Racing Baggio Mans 54'

*24 Hours of Le Mans, 12 June 1954.*
*Innocente Biaggio - Porfirio Rubirosa*
*Ferrari 375 MM n°18 (chassis 0380AM).*

Luigi Chinetti, founder of the North American Racing Team (an official arm of Ferrari) entered this 375 MM for the famous Dominican playboy Porfirio Rubirosa and the Italian nobleman Count Innocente Biaggio.

In the fifth round, Count Biaggio's car spun out and got stuck in the sandbanks of Tertre Rouge. He got out of the car and, wearing a light grey Alpaca suit, a silk shirt and a black bowtie, set about digging out the car. After an hour of effort, he gave up, cleaned his hands, dusted off his trousers and shoes, put his hat back and lit a cigarette.

Those were the days!

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## Tremendous Victory 1954

*24 Hours of Le Mans, 13 June 1954.*
*José Froilan Gonzalez – Maurice Trintignant*
*Ferrari 375 Plus n°4 (chassis 0396AM).*

Apocalyptic weather conditions and fierce competition. Only 87 seconds will separate the winner from the runner-up after 24 hours of breathless racing.

On the way to victory, the legendary Argentinian driver Gonzalez, nicknamed *The Pampas Bull* because of his strong physique, had cemented his special place in Ferrari history after also giving *"The Prancing Horse"* its first Formula 1 victory three years earlier.

It is a true sculpture sublimated by the movement and dramatized by the race that we are given to admire.

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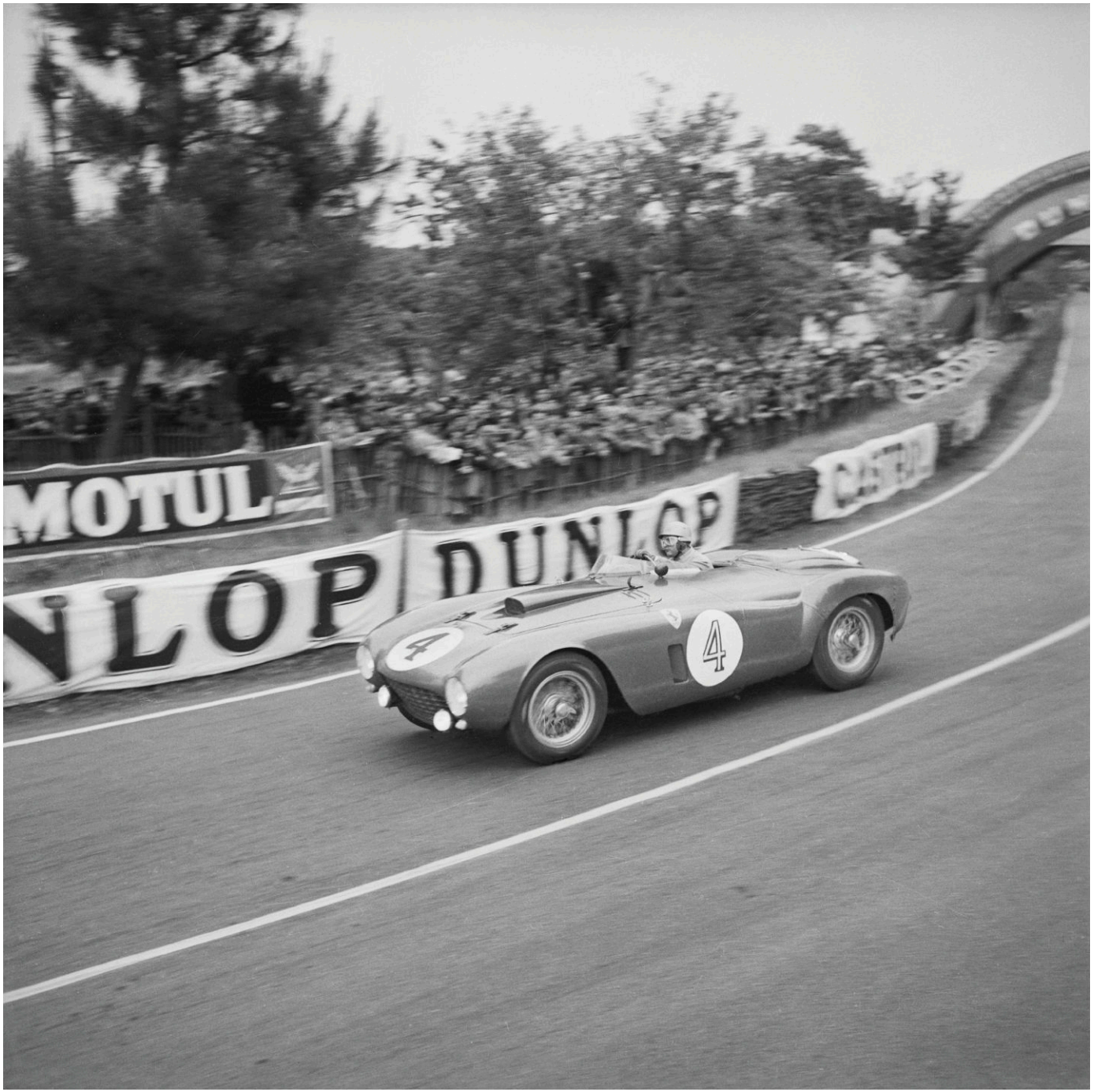

## Marathon 1954

*Liège-Rome-Liège rally, 18-22 August 1954.*
*Schneider - Neuber / Porsche 356 n°102.*

The legendary "*Marathon de la route*" is a sporting achievement that is hard to imagine today. It took place on open roads, over a distance of more than 5.000 km nonstop.

Night, rain, discomfort and psychological stress. Without doubt one of the toughest motoring events of its time.

An obvious allegory of the conquerors of the useless.

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## Racing in the Yacht Harbour 1955

*Grand Prix automobile de Monaco, 22 May 1955.*
*Alberto Ascari / Lancia D50 n°26.*

The awesome atmosphere of a city race on the famous rock of Monaco. Probably the most atypical and prestigious motoring event in the world.

When roaring cars disrupt the peaceful life of the Riviera.

Inspired photographic composition for this shot in the heat of the action.

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## Glory Day 1955

*RAC British Grand Prix held (Aintree), 16 July 1955.*
*Stirling Moss / Mercedes W196 n°12.*

The young rising star dominated the whole weekend from the first practice session to the chequered flag, scoring his first Formula 1 win at home.

Amazing close-up shot immortalizing the sensational skill of the racing driver who would soon become a legend.

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## Racing in the Mountains 1955

*Liège-Rome-Liège rally, 17-21 August 1955.*
*Buntjens - Gosselin / Mercedes 300 SL n° 141.*

The masterful scenography of one of the toughest events in the world. An improbable road full of stones and dust.

Four days and four nights without respite to cover more than 5.000 km on open roads, crossing at full speed the scariest passes of the Dolomites and the Alps.

A car competition like no other, a relentless challenge, a monument to motor sport.

This frantic race was more than appropriately named *"Marathon de la Route".*

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## Traffic 1955

*Liège-Rome-Liège rally, 17-21 August 1955.*
*Renel - Moore / Porsche 356 n°119.*

Competitors in one of the most iconic events of the 1950s slalom at full speed between local buses and tourists on a mountain pass in northern Italy. Dangers and risks of open road racing…

A real time capture and an incredible testimony of an authentic motorsport sight amazingly surreal nowadays.

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## Glamorous Race Start 1956

*Grand Prix automobile de Monaco, 13 May 1956.*
*Juan Manuel Fangio / Ferrari D50 n°20.*

The stressful atmosphere on the starting grid... Sound and fury. The cars rush off with a thunderous noise.

What an incredible spectacle!

Juan Manuel Fangio, the reigning world champion, starts from the pole position in the most prestigious event on the calendar.

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|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Pre-Race Excitement 1956

*Grand Prix automobile de France (Reims-Gueux), 1st July 1956.*

The hustle and bustle of the mechanics making final adjustments to the factory Ferraris.

Tension is palpable. The ignition procedure is started. The fury of the power monsters will soon be heard in a strong smell of oil and burnt gasoline.

An atmosphere full of effervescence.

| | | |
|---|---|---|
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| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Get Ready for the Start 1956

*Grand Prix automobile de France (Reims-Gueux), 1st July 1956.*

A heavy, overwhelming calm before the storm.
As if time was suspended.

In a few moments, the modern-day gladiators will enter the track at the wheel of their powerful racing machines.

At the forefront, the Ferrari D50 'Syracuse' of Argentinean ace Juan Manuel Fangio, who has just set the fastest qualifying time.

A sublime frozen time capsule.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
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| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Gullwing Racing 1956

*Tour de France Auto, September 1956.*
*Stirling Moss - Georges Houel / Mercedes 300SL*
*"Sportabteilung" n°149 (chassis 5500659).*

Believed to be the very first factory campaigned W198 300SL, Stirling Moss finished a very good second overall in the 1956 Tour de France.

A captivating atmosphere reminiscent of the golden age of great road races.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## The first of the three
## Le Mans 1958

*The American Phil Hill prepares for the start in the Ferrari Testa Rossa 250 TR58, chassis #0728TR, which he shared with the Belgian driver Olivier Gendebien at the 1958 24 Hours of Le Mans.*

The race took place in appalling weather conditions, marked by thunderstorms and torrential rain for nearly 15 hours, yet this did not prevent the number 14 Ferrari from completing 305 laps at an average speed of 170 km/h
It was the first victory for the Hill-Gendebien duo, who went on to win the 24 Hours together on three occasions: in 1958, 1961 and 1962, always in a Ferrari..

| | | |
|---|---|---|
| 80 x 120 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## In the Heat of the Race 1959

*24 Hours of Le Mans, 20 June 1959.*
*Cliff Allison – Hermano da Silva Ramos*
*Ferrari 250TR/59 n°15 (chassis 0770).*

An amazing feeling of speed. The so famous Testa Rossa lineage that outrageously dominated the late 1950s

The racing driver enters the curve at the extreme limit of his high-performance sports prototype. So quick, so wild, so beautiful.

Living life in the fast lane.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
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| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Le Mans 1961

*Aston Martin DB4 GT Zagato, Jean Kerguen and Jacques Dewes, retired on lap 286.*

24 Hours of Le Mans, 10 and 11 June 1961, weighing and ride height check.

For the Aston Martins at Le Mans in 1961, notably the Aston Martin DB4 GT Zagato (race): These lowered models had a very low ride height for aerodynamics.

We often talk about 100 to 110 cm high, or even less, for these GT Zagato versions, depending on the settings.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Such is Life in Racing 1961

*24 hours of Le Mans, 10 june 1961.*
*Tom Dickson - Bruce Halford*
*Cooper T57 Monaco MkII n°22.*

Halford lost control and crashed in the rain under the Dunlop bridge on the 32nd lap. The Cooper entered by Ecurie Ecosse was at the time in a truly fantastic and unexpected 7th position overall.

The dramatic intensity of motor racing. When things go wrong... No more illusions. Just desolation and misery.

Motor racing is also and perhaps above all a human story.

| | | |
|---|---|---|
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| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## At the DB garage in Champigny-sur-Marne in 1961

*A garage-like atmosphere at Deutsch-Bonnet in Champigny-sur-Marne, the historic birthplace of the DB brand.*

DB HBR4 models, with René Bonnet at work in the centre of the picture, share the space with two other HBR5 models on the left-hand side of the picture.

At the 1961 24 Hours of Le Mans, the French marque DB distinguished itself thanks to its legendary D.B HBR4 barquette, securing victory in the performance index and a remarkable 18th place in the overall standings.

A sign displayed in the garage is clear:

"Customers
We expect our staff to work quickly and treat customers with courtesy. Please help us by avoiding engaging in conversation with them. You will be served more quickly and more efficiently."

| | | |
|---|---|---|
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Out of the Shadow 1962

*24 Hours of Le Mans, 23 June 1962.*
*Mike Parkes - Lorenzo Bandini*
*Ferrari 330 GTO n°7 (chassis n°3765A).*

Revised 250 GTO chassis and body with the 4-liter engine entered by Ferrari factory. The 330 TRI/LM will win the event outright using the same engine and chassis in a spyder configuration.

Breathtaking photo shot of one of the most iconic cars in the world. A sublime contrast between shadow and limelight for the one who definitely enters the light.

| | | |
|---|---|---|
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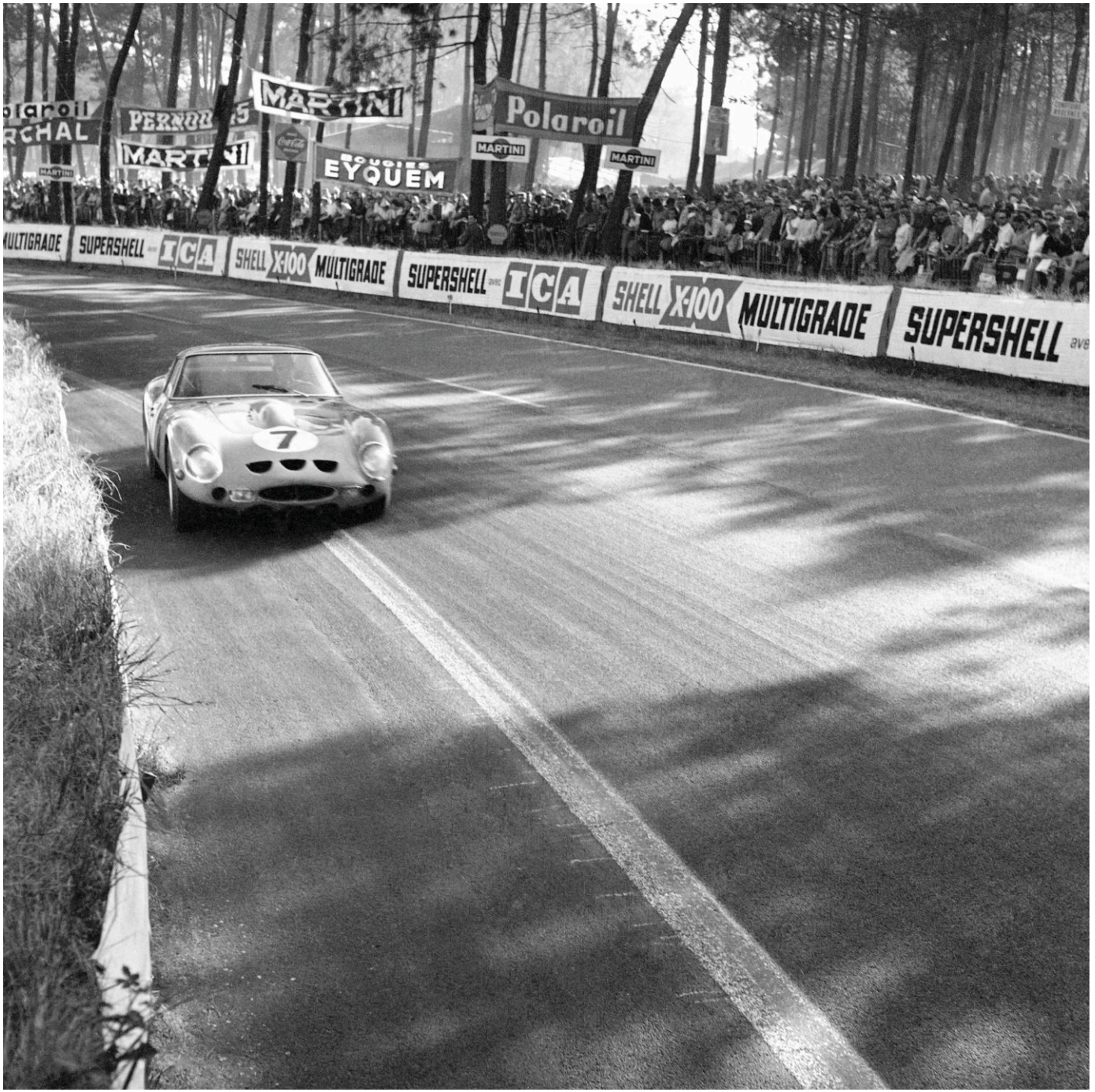
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Leading the Pack 1962

*Tour de France Auto (Spa), September 1962.*
*Lucien Bianchi – Claude Dubois*
*Ferrari 250 GTO n°151.*
*André Simon – Maurice Dupeyron*
*Ferrari 250 GT Berlinetta SWB n°152.*

The most powerful and exciting grand touring cars at full speed through *Eau Rouge*, one of the world's most famous corners. A show of breathtaking beauty.

The victory in this grueling race seemed assured for the 250 GTO but a damning collision with a milk lorry on a road stage will offer victory to the 250 GT Berlinetta SWB.

The incredible twists and turns of the 1960s road races.

| | | |
|---|---|---|
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Race Pit Atmosphere 1962

*1000 km de Paris (Montlhéry), 21 October 1962.*
*Lucien Bianchi – Willy Mairesse / Ferrari 250 GTO n°2 (chassis 3527GT).*

The Paris race is now part of the World Sports Car Championship and the domination of Ferrari was unchallenged in the first 6 places.

The magical backdrop of the race pits at a world-class event.

Refueling, driver change, mechanical adjustments; all in an atmosphere that smells of 1960s car racing.

| | | |
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## « Kamm tail » Tipo 151
## Le Mans 1962

*A pair of Maserati Tipo 151s on the right-hand bend at Tertre Rouge, heading onto the Mulsanne Straight at Le Mans in 1962.*

Bruce McLaren at the wheel of this 4-litre V8 monster, producing 360 ch from its 895 kg, formidable on the straights and clocked at over 310 km/h on the Hunaudières

Car number 2 (chassis 151.004) sporting the white livery with blue stripes of the American Briggs S. Cunningham team.

Radical aerodynamic lines characterised by a truncated rear end. (Kamm Tail). The race came to a premature end during the night after 177 laps due to an engine failure.

| | | |
|---|---|---|
| 80 x 120 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## Behind the scenes 1963

*24 Hours of Le Mans, June 1963.*
*Gerhard Koch - Carel Godin de Beaufort / Porsche 356B 2000GS GT n°29.*
*Heinz Schiller - Ben Pon / Porsche 356B 2000GS GT n°30.*

A fantastic insider view of the pre-race preparations. The thrilling backstage of a factory team competing in one of the world's greatest classics.

| | | |
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| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Targa Florio Atmosphere 1963

*Targa Florio (Piccolo circuito delle Madonie),*
*5 May 1963.*

Mind-blowing display of the most amazing racing cars of the 1960s !

Porsche 356B Carrera Abarth, René Bonnet Djet, Porsche 718 WRS, Ferrari 250 GTO, Alfa Romeo Giulietta Sprint Zagato, Lancia Flaminia Sport Zagato, or even Ferrari 250 P...

The typical and unique atmosphere
of the legendary Sicilian road race.

| | | |
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## Cooper "Twini"
## Targa Florio 1963

*Paul Frère at the 1963 Targa Florio in an Austin Mini Cooper "Twini" – a special version fitted with two engines – alongside his co-driver John Whitmore.*

In the under-1000cc class, it was a memorable outing despite the car retiring.

This entry with such an unusual car left a lasting impression and forms part of the Mini's history in rallies and endurance races.

| | | |
|---|---|---|
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| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## Autoportrait 1963

*Targa Florio, 5 May 1963.*
*Gaspare Cavaliere - Vincenzo Riolo*
*Porsche 718 RS 61 n°188.*

Typical vision of this legendary road race through the Sicilian villages.

The fast racing car is perfectly sharp with a blurred background scenery, reinforcing the impression of speed.

A perfectly mastered and absolutely sublime composition due to the deliberate juxtaposition of characters' shadows – spectators and photographer - above the car.

| | | |
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Jim Clark portrait

*Jim Clark – 1964 Pau Grand Prix*

After dominating Formula 1 with his Lotus-Climax the previous year, Jim Clark brilliantly clinched victory at the wheel of his Lotus-Cosworth Formula 2 car.

The Scotsman won the Pau Grand Prix four times (1961, 1963, 1964 & 1965), which is, of course, an absolute record.

| | | |
|---|---|---|
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## Rising tension - Mont Ventoux 1964

The Mont Ventoux hill climb has been held since 1902 and is one of the oldest in France.

The classic route, linking Bédoin to the summit, is 21.6 km long with an average gradient of 7.5%, a formidable technical challenge.

| | | |
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Red, Odd... and Win 1964

*Rallye Monte-Carlo, 21 January 1964.*
*Paddy Hopkirk – Henry Liddon*
*BMC Mini Cooper S n°37.*

Small car, huge win. The triumph of the classic Mini in one of the world's toughest rallies was lauded as a sensation by motor sport fans around the world.

Its faultless run over country roads and mountain passes, ice and snow, tight corners and steep gradients laid the foundations for the underdog-turned-giant-slayer to cement itself in both the hearts of the public and the annals of motor sport legend.

The last stage took place on the famous Formula 1 circuit, allowing the tiny car to win the jackpot at the doors of the Monte-Carlo casino.

By beating the enormous and far more powerful V8-powered Ford Falcon, it was also a sort of David versus Goliath remake.

| | | |
|---|---|---|
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| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Full Speed to Victory 1964

*24 Hours of le Mans, 21 June 1964.*
*Jean Guichet - Nino Vaccarella*
*Ferrari 275 P n°20 (chassis 0816).*

The Franco-Italian racing team brought the eighth win for *"The Prancing Horse"* in the so much prestigious Le Mans twice around the clock event. Also the last one for the Ferrari works team.

One of the most successful chassis of all time, since this car had already won the previous edition of Le Mans and the 12 Hours of Sebring 1964.

Absolutely breathtaking photographic composition immortalizing the triumphant Ferrari 275 P on the road to victory.

| | | |
|---|---|---|
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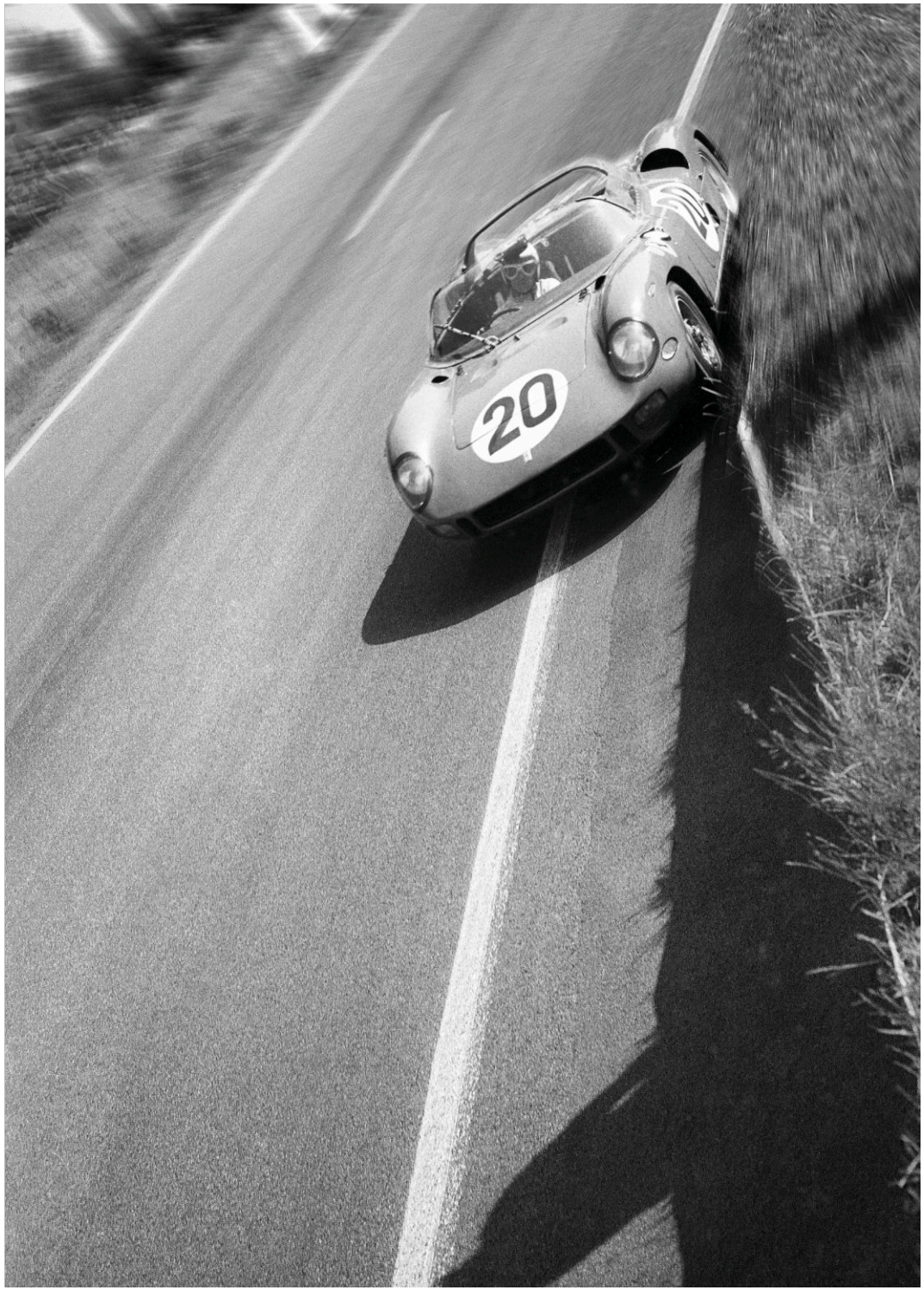
| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## Flying Zagato in Paris 1964

*1000 Km de Paris (Montlhéry), 11 October 1964.*
*Andrew Hedges - John Turner*
*Aston Martin DB4 GT Zagato #0183/R (MP209).*

One of the two legendary Zagatos campaigned by works-backed Essex Racing Stable and also one of the most famous cars in the world; driven notably by the legendary Jim Clark.

Breathtaking photographic shot paying tribute to both the blistering speed of the car and the talent of the photographer.

| | | |
|---|---|---|
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| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## Blistering Speed 1968

*Grand Prix of France (Rouen-Les-Essarts), 7 July 1968.*
*Jean-Pierre Beltoise / Matra MS11 - Matra V12.*

An absolutely stunning action shot immortalizing the last Formula 1 race to take place at Rouen-Les-Essarts.

The impression of seeing a ferocious beast appearing at full speed and literally blowing the spectator away.

Powerful, elegant and stylish.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## « Il Drago di Cavarzere »
## Targa Florio 1969

Sandro Munari, nicknamed 'Il Drago di Cavarzere', and Rauno Aaltonen shared the driving of this remarkable Lancia Fulvia F&M Barchetta (a hand-built model with no roof or windscreen, developed by Cesare Fiorio and Claudio Maglioli) at the Targa Florio on 4 May 1969.

They claimed victory in the under-2-litre prototype class and finished in an impressive 9th place overall.

| | | |
|---|---|---|
| 80 x 120 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## Birth of a Legend 1969

*24h Le Mans, 15-16 June 1969.*
*Vic Elford - Richard Attwood*
*Porsche 917 n°12 (chassis 917-008).*

The Porsche 917 of Vic Elford and Richard Attwood would literally crush the 1969 Le Mans 24 Hours before retiring with less than four hours to go.

When the mechanics pushed it out of the pit lane, the Le Mans crowd gave them a standing ovation.

A legend is born. And for those who dare to tame this fearsome car, revenge will not be long in coming.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |





## Ringmeister 1969

*Grand Prix of Germany (Nürburgring), 3 August 1969.*
*Jacky Ickx / Brabham-Cosworth BT26A.*

An absolutely amazing photo shot immortalizing a sensational victory in the Nürburgring Nordschleife green hell.

*" That race was really the start of things for me in Formula 1."* Jacky Ickx



| | | |
|---|---|---|
| 60 x 120 cm | *Limited edition of 12* | **6.750 €** |
| 75 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 90 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 110 x 220 cm | *Limited edition of 1* | **28.000 €** |

*Signed by Jacky Ickx*

## Polyester Revolution

*Alpine Factory Dieppe 1970*

A beautiful image taken in the Alpine workshops in Dieppe in 1970. The silhouette of the A110, designed around a steel beam chassis with a fiberglass-polyester body, is recognizable.

| | | |
|---|---|---|
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| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |





# GLITZ & GLAMOUR

## Clothes don't Make the Man 1956

*Grand Prix automobile de Monaco, 12 May 1956.*
*Juan Manuel Fangio / Ferrari D50 n°20.*

Juan Manuel Fangio – *El Maestro* –, the most famous and successful driver of his time never leaves anything to chance. Every little detail is important.

This is how he will win 5 world championship titles and leave his name to posterity.

An amusing contrast between his elegant civilian dress and the warrior clothes he would adopt the next day for the race.

An impression of perfectionism tinged with fragility.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Charming Victory 1959

*24 Hours of Le Mans, 21 June 1959.*
*Carroll Shelby – Roy Salvadori*
*Aston Martin DBR1/300 n°5.*

Exciting contrast between the legendary Texan driver Carroll Shelby, wearing his famous chicken-farming overalls, and the young beauty who would become Miss France 1960.

And by the way Aston Martin's most significant victory.

The magical and glamorous atmosphere of the golden age of motor racing.

| | | |
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Fatal Beauty 1960

*The wonderful Diva Claudia Cardinale at the very beginning stages of her career (1960).*

Striking composition and backgrounds alongside delicate lightings.

A never seen and never published before Fine Art photograph of this iconic actress with mesmerizing beauty.

All the actresses of the 1950s and 1960s dreamed of being sublimated through the lens of world famous photographer of stars Chiara Samugheo.

The first woman to become a professional photographer in Italy, she was nicknamed One of the Seven Queens of Rome, as unalterable and imposing as the Seven Hills of the Eternal City.

| | | |
|---|---|---|
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| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## L'Eté en Hiver 1963

*The French cinema icon Mireille Darc is more seductive and sensual than ever in this movie directed by François Chalais (1963).*

Playing the role of a famous cinema star, and sharing the scene with French actor Michel Piccoli, Mireille Darc is the ultimate representation of the young and ambitious woman.

The perfect symbol of French charm.

| | | |
|---|---|---|
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Grand Prix filmset 1966

John Frankenheimer's blockbuster, a fast-paced story of Formula 1 excitement, featured many genuine racing  legends on set - and a young French singer by the name of Françoise Hardy... Mysterious, sweetly naive, and utterly desirable.

A timeless icon and a melancholy dream
that you simply don't want to wake up from.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |





## Tryptique Grand Prix

*Grand Prix'film set 1966 - Georges-Michel Fraichard*

John Frankenheimer's blockbuster, a fast-paced story of Formula 1 excitement, featured many genuine racing  legends on set - and a young French singer by the name of Françoise Hardy... Mysterious, sweetly naive, and utterly desirable.

A timeless icon and a melancholy dream that you simply don't want to wake up from.

| | | | |
|---|---|---|---|
| 60 x 150 cm | *Limited edition of 5* | 1/5 | **9.750 €** |
| 80 x 180 cm | *Limited edition of 3* | 1/3 | **16.500 €** |

## Johnny Halliday - Monte Carlo 1967

*Monte Carlo 1967 – Georges-Michel Fraichard*
*1967 Monte Carlo Rally. .*
*Henri Chemin – Johnny Hallyday*
*Ford Mustang n° 105*

Life in the fast lane for the French rock star. Jean-Philippe Smet, aka Johnny – 'the idol of young people' - , entered the though rally at the wheel of one of the most exciting car of the moment.

| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
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| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |










## Tryptique Johnny Halliday - Monte Carlo 1967

*Monte Carlo 1967 – Georges-Michel Fraichard*
*1967 Monte Carlo Rally. .*
*Henri Chemin – Johnny Hallyday / Ford Mustang n° 105*

Life in the fast lane for the French rock star. Jean-Philippe Smet,
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| | | | |
|---|---|---|---|
| 60 x 150 cm | *Limited edition of 5* | 1/5 | **9.750 €** |
| 80 x 180 cm | *Limited edition of 3* | 1/3 | **16.500 €** |

## Jacky Ickx 1969

*Montage - Jacky Ickx – Brabham BT26A 1969*




| | | |
|---|---|---|
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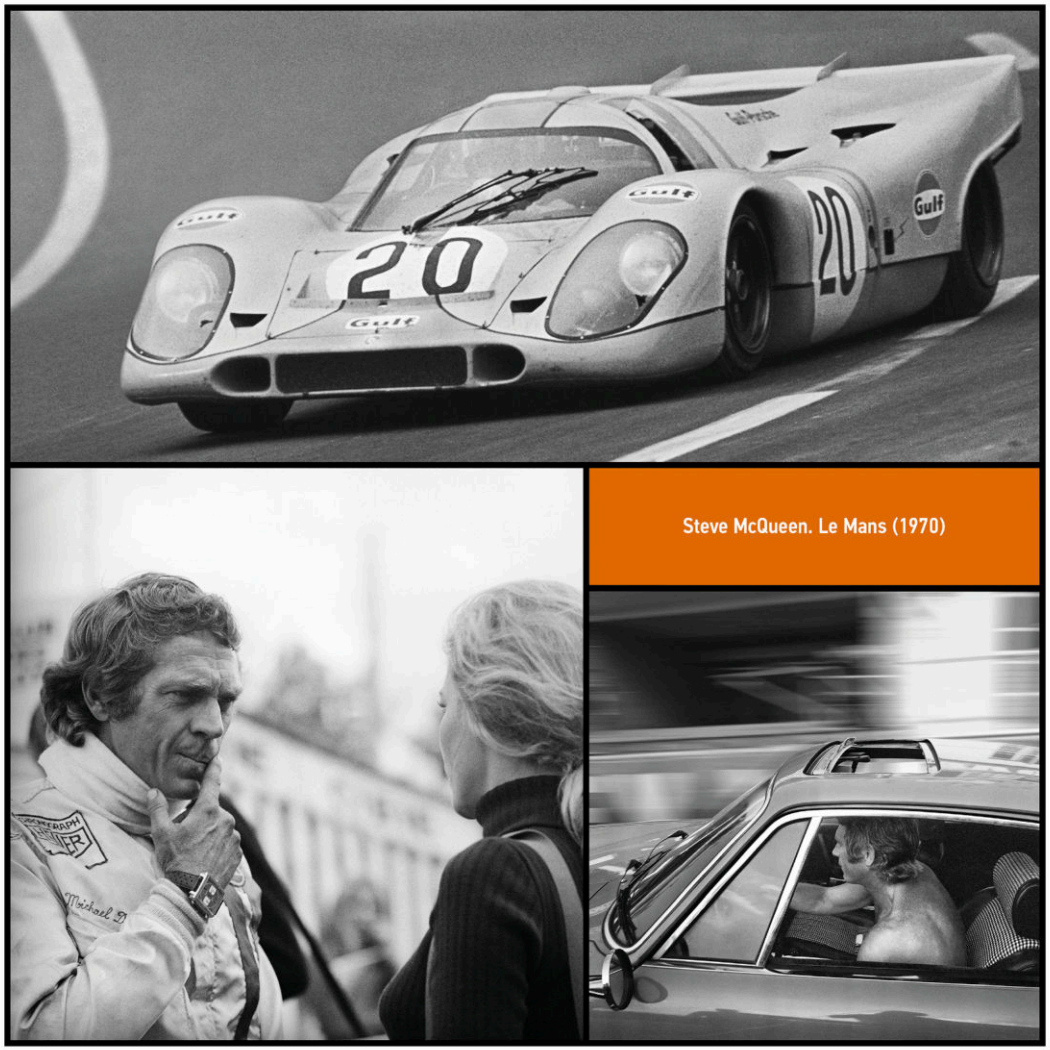
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |

## Steve McQueen 1970

*Montage – Steve McQueen – "Le Mans » film set 1970*




| | | |
|---|---|---|
| 80 x 80 cm | *Limited edition of 12* | **4.500 €** |
| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |

## Steve & Elga 1970

*Steve McQueen and Elga Andersen*
*on 'Le Mans' film set (1970).*

Exceptional film set scene highlighting all the gimmicks of the American star.

From his well-known facial expression to the now legendary TAG watch, not to mention his racing suit bearing the name of his character in the movie – *Michael Delaney*.

And on top of all that, the wonderful actress with whom he has a kind of love affair in this very famous film.

A cult movie, a cult couple... and a cult Fine Art photograph for all racing fans.

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## Steve & Elga 1970

*Steve McQueen and Elga Andersen on 'Le Mans' film set (1970).*

Elga Andersen (Lisa Belgetti) et Steve McQueen (Michael Delaney) ont partagé une relation intense, à la fois à l'écran et en dehors, principalement lors de tournage du film de course automobile « Le Mans » où elle jouait le rôle de la veuve d'un pilote italien

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## Steve McQueen
## on ‘Le Mans’ filmset 1970

*Steve McQueen is about to get into his Porsche 911 in such a casual way. He demonstrates his relaxed attitude on a film set that required so much effort.*

The movie star is making the film that is so close to his heart and illustrates so well his passion for motor racing. A real highlight of his career.

It remains today one of the most famous films dealing with the theme of motor racing.

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| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## Steve McQueen drives Porsche 1970

*Steve McQueen at the wheel of his Porsche 911 during the shooting of the film 'Le Mans' (1970).*

An exclusive and unpublished Fine Art photograph representing the quintessence of the McQueen myth : his passion for speed and his legendary coolness.

A sensational photograph taken in the heat of the moment.

More than an actor, more than a racing driver, Steve McQueen has become a timeless legend.

| | | |
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| 100 x 100 cm | *Limited edition of 5* | **6.500 €** |
| 120 x 120 cm | *Limited edition of 3* | **11.000 €** |
| 150 x 150 cm | *Limited edition of 1* | **22.000 €** |



## The 1901 wine harvest in France

*1901 was a year of paradoxes: excellent for the quality of the wine, but disastrous economically, prompting structural innovations such as cooperation.*

*The history of vines and wine dates back several millennia. Vines and wine have been an important part of societies, closely associated with their economies, cultures and religions.*

*Wine, synonymous with celebration, intoxication and conviviality, has taken on a wide range of symbolic values and is now present in most countries around the world.*

*It is the result of a long and eventful history.*

| | | |
|---|---|---|
| 80 x 120 cm | *Limited edition of 12* | **6.750 €** |
| 100 x 150 cm | *Limited edition of 5* | **9.750 €** |
| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |



## Potato harvest

*Harvesting was largely done by hand, involving farming families, as shown in this period photograph.*



| | | |
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| 120 x 180 cm | *Limited edition of 3* | **16.500 €** |
| 150 x 225 cm | *Limited edition of 1* | **28.000 €** |

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Today, we're offering more than ownership we're offering experience. Through a carefully designed leasing or renting system, collectors and companies can access rare works of art, rotate them over time, or gradually build their own collection. It is a model that combines exclusivity with flexibility, allowing the prestige of fine art photography to be lived, not just admired.
And this is just as easy as it sounds:

## Profiter des avantages

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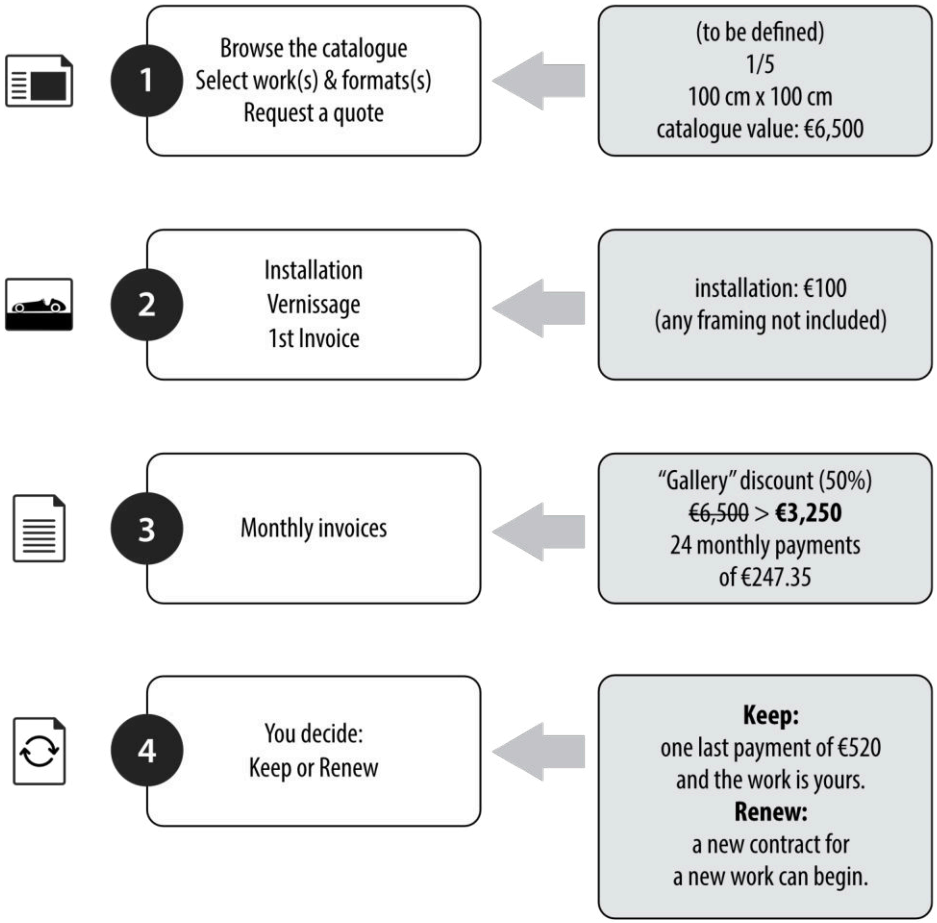
Grâce à un système de location ou de leasing soigneusement conçu, collectionneurs et entreprises peuvent accéder à des œuvres rares, les faire tourner au fil du temps ou constituer progressivement leur propre collection.
Ce modèle associe exclusivité et flexibilité, permettant de vivre le prestige de la photographie d'art, plutôt que de simplement l'admirer.

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