

ARIZONA 17-18 JANUARY 2019



Sotheby's



Lot 248 1967 Ferrari 275 GTB/4 by Scaglietti





Lot 264

1955 Mercedes-Benz 300 SL Gullwing



Sotheby's

ARIZONA

Thursday | 17 January 2019 | 5:30 p.m.

Friday | 18 January 2019 | 5:30 p.m.

LOCATION

Arizona Biltmore
2400 East Missouri Avenue
Phoenix, Arizona 85016

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Thursday | 17 January 2019 | 10:00 a.m.–5:30 p.m.

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ARIZONA

Thursday | 17 January 2019 | 5:30 p.m.

LOTS 101 - 183



Sotheby's

Lot 151
1960 Mercedes-Benz 300 SL Roadster



101

MERCEDES BENDS – 300 SL

RICHARD PIETRUSKA

Bronze mounted on a black marble base

9.5 × 11.5 × 11 in.

This stylized Mercedes “Bends” 300 SL depicts the flowing lines of the iconic Gullwing as it appears to take flight. Finished in bronze by renowned automotive artist Richard Pietruska, it is an excellent example of one of his original designs.

\$4,000 – \$5,000 OFFERED WITHOUT RESERVE



102

1914 MERCEDES 18/100 GRAND PRIX

LEO BESTGEN, 1986

Bronze mounted on a black marble base

Signed and dated by the artist; numbered 5/14

7.5 × 18 × 12 in.

This exciting bronze by the late automotive artist Leo Bestgen shows the Mercedes 18/100 driven by Christian Lautenschlager and his co-pilot kicking up dust en route to winning the 1914 French Grand Prix in Lyon. Signed and dated by the artist, it is number 5 of a limited edition of 14 pieces.

\$6,500 – \$8,500 OFFERED WITHOUT RESERVE



103

ALFA ROMEO 2900B – BEAUTY IN THE BEAST

RICHARD PIETRUSKA

Bronze over mirrored glass mounted on a wood and marble base

Features the artist’s signature in relief; numbered 2/15

12 × 22 × 16 in.

Titled *Beauty in the Beast*, this bronze sculpture by automotive artist Richard Pietruska depicts a stylized Alfa Romeo 8C 2900B roaring around the bend. Reflected in the mirrored base is the beauty that lies within the beast. This is the second of only 15 such pieces produced by the artist.

\$6,500 – \$7,500 OFFERED WITHOUT RESERVE



1968 VOLKSWAGEN BEETLE SEDAN

104

Stunning, comprehensive concours-quality restoration

Driven only 100 miles since completion

The 20th century's most iconic design

CHASSIS NO. **118807651**

\$35,000 – \$50,000

OFFERED WITHOUT RESERVE

The Volkswagen Beetle was immensely popular in the 1960s and with that in mind, the factory made only minor but important changes to the 1967 models. Improvements included a larger and more powerful 1,493-cc, flat-four engine rated at 53 hp, as well as dual circuit brakes, backup lights, locking door buttons, and perhaps most welcome of all, a new 12-volt electrical system replacing the dated 6-volt system. These factory upgrades carried over to the 1968 model, making this Beetle safer and more user friendly than previous years.

This charming, rust-free original Arizona example was subject to a no-expense-spared, full rotisserie restoration lovingly commissioned by the car's original owner, in an effort to make it as perfect as possible. This was his very first car and he was passionate about it, so cost was no object. The paint and body work, performed by Becker Automotive Restorations in Tempe, Arizona, was done at a cost of over \$60,000.

Truly a labor of love, the restoration quality, fit and finish, authenticity, and thoroughness must be seen to be believed. Every mechanical component has been expertly rebuilt and highly detailed to perfection, including the original, numbers-matching engine rebuilt by noted Porsche and German car specialist, Beck's European in Scottsdale, Arizona. The undercarriage, floor pans, and suspension system appear better than new. The restoration is spectacular and done to factory specifications.

Properly stored and driven only test miles since restoration, the current owner states that approximately \$140,000 was spent on the restoration and reports that the Beetle runs wonderfully and is an absolute pleasure to drive. This exceptional, classic Volkswagen is the perfect choice for concours, club events, or for the discriminating Volkswagen enthusiast seeking the very best Beetle available of this vintage.



105

2006 FERRARI F430 SPIDER

CHASSIS NO.
ZFFEW59A560149477

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

**Finished in attractive Grigio Silverstone over black
480-hp, 4.3-liter V-8 engine; six-speed F1 gearbox
Just over 13,000 miles; clean CARFAX report
Features a full host of factory books and tools**

The Ferrari F430 was the realization of a new, upgraded version of Ferrari's initial 21st century sports car, the 360 Modena. Debuting the berlinetta at the 2004 Paris Motor Show, less than a year later, Ferrari unveiled the spider version in March 2005 at the Geneva International Motor Show.

Though similar in philosophy and design to the 360, the F430 was the necessary successor as its mechanical improvements and updated design ushered in a new era of performance Ferraris. The car utilized a brand-new 4.3-liter 90-degree flat-plane crank V-8 producing 480 hp at 8,500 rpm and 343 foot-pounds of torque at 5,250 rpm. The powerful engine and exceptional aerodynamics propelled the car to 60 mph in just 4.1 seconds and all the way to an incredible top speed of 190 mph. Featuring five different driving modes, which can be operated from the "Manettino" driving switch, the car is able to handle various driving styles and environments. Fitted with an electronic differential, the "E-Diff" is a computer-controlled, limited-slip,

active differential that aids in transferring the proper amount of torque to each rear-wheel under fast cornering. The handling of the car was famously described by Top Gear presenter James May as that of a "ballerina's shoe."

This F430 Spider from 2006 is a stellar example of the model. Finished in Grigio Silverstone over a black leather interior, the Ferrari is complemented with tasteful Daytona inserts on the seats and a Giallo Fly tachometer. The car is also adorned with Scuderia shields emblazoned on the fenders and striking ball-polished wheels. Included is a full host of factory books and manuals along with a full tool kit and air pump. Wrapped in a protective clear bra, the F430 is fitted with a Tubi exhaust system from Maranello's finest aftermarket exhaust manufacturer. The collection from which the consignor acquired the car featured a full staff of technicians whose duties included the necessary up-to-date service of all the cars. In accordance with the focused and managed collection, the notorious "sticky buttons" were appropriately replaced.

With its combination of fantastic looks and exceptional performance, this F430 Spider is ready to attack the most winding of roads with its top down at full speed!



1959 FIAT-ABARTH 750 GT 'DOUBLE-BUBBLE' COACHWORK BY ZAGATO

106

Celebrated 'Double-Bubble' Zagato coachwork

Upgraded 850-series 903-cc engine

Sympathetically restored

Ideal entrant for vintage driving events

This Fiat-Abarth 750 GT with 'double-bubble' coachwork by Zagato is a wonderful example. It is in excellent condition throughout, benefitting from a sympathetic restoration and expert care. This Abarth, chassis no. 558327, was built in road-going trim and is equipped with bumperettes front and rear, as well as a smattering of additional trim to thinly disguise its purposeful, race-bred roots. The bright red paintwork shows in fine order throughout, having mellowed nicely since its restoration. Other features include covered headlamps, correct wheels with chrome hubcaps, and badges that proudly proclaim Abarth's past success in Gran Turismo racing.

The signature Italian pushbutton handles open the featherweight door to reveal a surprisingly spacious interior. Taller drivers will appreciate Zagato's signature roofline as well as the rear-engine layout

that affords plenty of leg room. The seats are trimmed in biscuit tan leather with black piping, along with black carpeting and tan panels. The interior was refreshed in approximately 2004 and remains in excellent condition today, the seats having taken on a pleasant character that suits the car well. For road-rally duty, a roll bar has been integrated behind the seats. The dash features a full complement of original Jaeger gauges. A refinished wood-rimmed, period Nardi steering wheel rounds out the interior.

This car is powered by a later 903-cc 850-series engine, but it retains many important and correct Abarth components such as twin 34-mm exhausts and the high-capacity finned-alloy sump. Fiat were masters of efficient packaging, and while the tiny engine bay is tight, all major components are surprisingly easy to access for service and the engine on this example is very well presented with correct fittings and hardware. The lively little engine runs strong and this car has proven itself on events such as the California Mille in 2010. It would undoubtedly be a welcome entrant for future driving events.

CHASSIS NO. **100 558327**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE



107

1964 PORSCHE 356 SC GT 'OUTLAW'

CHASSIS NO. **218890**

ENGINE NO. **812431**

\$200,000 – \$275,000

Beautiful 356 SC GT tribute

Mechanically and cosmetically upgraded

Features a full leather interior

Powered by 912-based engine

A very fast and comfortable Porsche 'Outlaw'

'Outlaw' builds began to emerge from Southern California's Porsche 356 community several decades ago, when individuals such as Gary Emory altered their personal rides with subtle, but interesting alterations, called "customizing" if one were driving a Chevy, Ford, or some other piece of American iron. These 356 hot rods horrified the Porsche purists, but their owners did not care; they built what they liked, and over time the philosophy gained new adherents. There was a parallel course that others chose to follow;

that of creating "tributes" to important cars that either no longer existed or were unavailable for purchase. Here is a stunning combination of the two streams of thought that should delight any 356 enthusiast.

Porsche's 1964 and 1965 SC GTs evolved from the earlier lightweight Super 90 GT coupes and the 356 B Carrera GT coupes. The SC versions were built at the factory with full GT options and pushrod engines. Just six were built, all sold in the U.S. Their scarcity prompted the consignor to build his own version, using the pair of real GT alloy doors that he owned. Starting with a solid 1964 356 SC shell sourced in California, he commissioned the Schlabaugh Brothers in Wellman, Iowa, to create a highly personalized car. After waiting in line for a full year, the restoration began, consuming another two years.



The custom work included welding in a late-356 sunroof clip and fabricating a heavily louvered rear exhaust apron echoing that of a Carrera four-cam. The engine cover was also louvered and the body cleaned up. Save for the glass windshield, all the other windows are Plexiglas, with authentic GT/Carrera-type pull up straps for the door windows. The front trunk contains a custom-made oversize fuel tank with a racing-style center-fill, and the hood was modified to match. The completed body was then painted a wonderful and rarely seen shade of green called Auratium, a 356 color from 1957–1959. The interior is fully trimmed in fawn leather with tan cord inserts supplied by Autos International and features a pair of widened Speedster-style bucket seats crafted by the Schlabaughs. The rear of the cabin is fully carpeted. All the instruments are restored and fitted to a Speedster-style dashboard. All trim is either new or restored to original, and an elegant Nardi steering wheel faces the driver.



This masterpiece is powered by a 912-based air-cooled flat-four of 1,833 cc, completely rebuilt and modified by Peter McCurdy with a lightweight SCAT crank and heads from Competition Engineering. A pair of 44-mm Solex carbs feeds the intake side and an GT extractor and muffler handles the exhaust. Vic Skirmants rebuilt the transmission. This GT tribute has been lowered and rides on 15-in. Minilite alloy wheels.

The car was completed for the 2009 356 Registry West Coast Holiday in Arizona, and recently participated in several long-distance tours with the 356 Club. The owner had added fewer than 10,000 miles since the restoration was completed. It is supplied with a spare wheel, jack, and partial tool roll, and accompanied by a file of restoration invoices and photos. With workmanship the equal of any other coachbuilt automobile, a plush interior, and a powerful engine in the tail, this one-of-a-kind automobile is said to be a delight to drive, and always draws an appreciative audience wherever it goes.





108

1960 TOYOTA FJ25 LAND CRUISER SOFT-TOP

CHASSIS NO. **O-FJ25-21848**

ENGINE NO. **F 128400**

\$50,000 – \$70,000

OFFERED WITHOUT RESERVE

One of the last FJ25 Land Cruisers built

**Storied service in Costa Rica on coffee
and banana plantations**

Superb restoration by renowned Land Cruiser restorer

Gorgeous original color combination of Lily White over Coral

In 1955, Toyota refined its basic BJ model to appeal to a wider market than Japan's National Police. The BJ25 was launched as the point vehicle to extend the marque into a global civilian market. The B-type motor was then replaced by the F series, a six-cylinder engine producing 105 hp. The new Land Cruiser became known as the FJ25. In 1958, the Land Cruiser came to the U.S. and quickly became a popular feature among off-road enthusiasts.

This short wheelbase, all-wheel-drive, soft-top version is one of the very last FJ25 models ever produced. It was originally sold to a banana plantation in Costa Rica where it served for over 40 years, before it was purchased by a coffee farmer and remained in Central America until 2017, when it was acquired by the current owner. Imported

Stateside, this matching-numbers FJ25 underwent a 12-month, frame-off restoration by Elite Land Cruisers of Katy, Texas.

Superb in every aspect, this FJ25 was redressed in its original Lily White with period-correct Coral vinyl upholstery on the front split bench and rear jump seats. The frame was blasted and painted black, and all exterior components were refurbished or replaced. The driveline, four-speed manual gearbox, hubs, brakes, differentials, and transfer case were professionally restored, and the electric harness, fuse box, and connectors replaced. The original 3.9-liter F 135 inline six-cylinder engine was rebuilt using hydraulic cylinder honing and engine crank blueprinting to the original specifications. This exceptional Land Cruiser comes with the unique FJ25 steel wheels painted to match the body, a new olive-grey canvas top with soft doors and zip closure windows, plus a restored tool kit.

This final production model is not only stunning to behold, but an entertaining drive, ready for its next adventure on the open road – or preferably off-road.



1995 ACURA NSX

109

Finished in Formula Red over tan leather

First year of the targa configuration

Well-maintained example; less than 19,000 miles from new

The Acura NSX is widely accepted as one of the most exceptional Japanese sports cars ever produced. First shown at the 1989 Chicago Auto Show, the car featured a striking design, with impressive performance and handling. The NSX was a departure from the luxury family vehicles most associated with Acura. This marked a new direction for the company, one of performance and style.

Utilizing a horizontally mid-mounted 3.0 liter V-6 DOHC engine, the car makes use of Honda's revolutionary and patented VTEC (Variable Valve Timing and Lift Electronic Control) technology. This marvel of an engine produces 270 hp at 6,600 rpm and 210 foot-pounds of torque. The engine is paired to a five-speed manual transmission.

In 1995, the car was to be upgraded in order to maintain its presence among other sports cars. The option for open top driving was to be permanent as all future NSXes beginning in 1995 would be constructed

in a targa configuration. Furthermore, the car was improved by featuring a "torque reactive" limited-slip differential. In conjunction with an also new throttle-by-wire system, the car was able to increase its corner exit speeds by 10%. Other upgrades included an improved exhaust and muffler system, which decreased emissions and increased efficiency. All of these upgrades aided in developing the NSX into a formidable sports car for all environments.

Finished in Formula Red over a tan leather interior, this NSX is offered in excellent condition. The car's overall appearance with regards to its exterior, interior, and engine bay is indicative of a very well-cared for example. Featuring the five-speed manual transmission, the car is accompanied by its factory window sticker and owner's manuals. It has been diligently maintained and serviced by the original Acura dealer it was purchased from.

With the re-release of the NSX in 2016, these first-generation examples have become highly sought after. This car, having been well-maintained throughout its life, and covering less than 19,000 miles from new, makes this an exceptional example of the marque.

CHASSIS NO.
JH4NA1187ST000428

\$70,000 – \$80,000
OFFERED WITHOUT RESERVE



110

1952 WILLYS M38 KOREAN WAR JEEP

CHASSIS NO. **65476**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Ground-up restoration by expert collectors

Loaded with period accessories and paraphernalia

An authentic Korean War-era Willys M38

This 1952 Jeep M38, from its final year of production, was subject to a ground-up restoration by a well-known father and son team, once known for their meticulous restorations of Rolls-Royce automobiles but since focusing on the preservation of military vehicles, achieving national recognition for these efforts since the late '80s. The standard of authenticity on this 45th Infantry Thunderbird Division example is breathtaking, with a correctly detailed engine bay and chassis as well as an impressive host of accessory features, including the following:

- 'Ma Deuce' M2 50-caliber machine gun, equipped with a simulated firing mechanism (producing realistic flame blasts with appropriate sound)
- Two M1 Garand training rifles (used for demonstration of loading/unloading and cleaning)

- Several machetes, bayonets, helmets, side-mounted axe and shovel, and various accessories
- A number of dormant grenades and ammo
- Two 'Jerry' cans, various ammo cans, and G.I. duffel bags
- Tool bag, footlocker, 48-star American flag, U.S. Army flag, and more

Interestingly, a distressed Korean flag was discovered under the rear seat at the time of restoration, dated 1953, and is also included with the Jeep. And finally are the three 50-caliber bullet holes found on the vehicle. Two were filled in during the restoration, but one was intentionally left as found for display purposes, above the driver's side rear fender well.

This historically significant M38 Jeep is a rare and unusual find, a perfect complement to any display of American military history, whether for a museum or private collection or use as a parade vehicle.

Visit rmsothebys.com to view all photos.



1946 FORD SUPER DELUXE STATION WAGON

111

Freshened highly original car

Documented ownership history

America's favorite woodie

Ford was the first U.S. automaker to resume production at the end of World War II. The assembly lines commenced operation on 3 July 1945, before hostilities had ceased completely in the Pacific. The company had the advantage of being authorized to restart civilian truck manufacture in April 1944. Still, it took time to reach satisfactory production levels, and the more complex styles like station wagons took even longer. The Iron Mountain plant had produced glider parts during the war, but had kept a stock of 1942 wagon parts on hand for the day that assembly could resume. Because engineering and development work had halted during the war, all 1946 Fords and Mercurys were very slightly restyled and re-trimmed versions of their 1942 counterparts.

Most significant was the fact that all V-8 Fords now used the Mercury-derived 239-cu. in., 100-bhp engine. Slight changes from 1942 involved the ignition system and a new casting for the cylinder block, the latter taking its "59A" designation from the Ford project code.

Equipped with radio, heater, and electric clock, this 1946 Ford Super DeLuxe station wagon was formerly owned by James J. Angleton, a young officer in the Office of Strategic Services during World War II. Joining the Central Intelligence Agency after the War, he became Chief of Counterintelligence in 1954, serving until 1975. The car was kept at his vacation retreat in Superior, Wisconsin, for many years, stored carefully in a red brick garage. After Angleton's passing in 1987, it was discovered by the estate's caretaker. Highly original, it is finished in maroon with brown artificial leather upholstery. The car is in excellent condition throughout and has received restoration as required. A history of Mr. Angleton and a letter from a prior owner documenting its history are included with the car.

CHASSIS NO. **99A-1165658**

\$80,000 – \$110,000
OFFERED WITHOUT RESERVE



112

1996 PORSCHE 911 TURBO COUPE

CHASSIS NO.
WPOAC2990TS375355

\$200,000 – \$250,000

Single ownership and 4,200 miles from new

Highly original throughout, including original books and window sticker

Recent engine-out service

The original Porsche 911 Turbo reset the performance car benchmark in 1975 upon its introduction. The first road-legal production car to utilize turbochargers to enhance its performance, these early 911 Turbos quickly gained a reputation for manic performance, yet became more and more refined with each passing generation.

The advent of the 911 Turbo for the 993-generation of the Porsche 911 brought a number of interesting and welcome changes.

This was the first 911 Turbo to utilize not only twin turbochargers, but all-wheel drive. With 408 bhp on tap, the all-wheel drive helped to keep the car inline, assisting to a 0–62 mph sprint in just 4.5 seconds and a top speed of 180 mph, performance figures that would give sports cars of today a run for their money.

Offered today from single ownership from new, this is without doubt one of the nicest 993-generation 911 Turbo Coupes in existence.

Finished in black paint over a black leather interior, the car is presented in overwhelmingly original condition throughout, no doubt helped by its stunningly low mileage: a paltry 4,200 miles. Recently, the car has received a full, engine-out service and was fitted with brand-new tires. Furthermore, the car is accompanied by its original window stickers, books, tools, air compressor keys, and a copy of the original title from the car's first and only owner

To many, the 993 Turbo was the ideal daily driver, boasting not only all-wheel drive and seating for four, but ample amounts of storage space and world-beating performance – and all this came with respectable fuel consumption as well. With 20 years since the last production 993 left Stuttgart, finding examples with such low mileage can be quite difficult, and finding one offered from single ownership is harder still. For the collector looking for the perfect 993 Turbo, look no further





113

2011 MERCEDES-BENZ SLS AMG

CHASSIS NO.
WDDRJ7HA1BA001963

\$165,000 – \$185,000

OFFERED WITHOUT RESERVE

One-owner example; less than 3,000 miles

Finished in Iridium Silver over red leather interior

Offered in excellent condition

A modern-day iteration of the 300 SL ‘Gullwing’

The Mercedes Benz SLS AMG is among the most admired modern-day supercars. First unveiled at the 2009 Frankfurt Motor Show, the car drew design inspiration from the original 300 SL ‘Gullwing,’ a contemporary take on arguably Mercedes-Benz’s most iconic model. The car was an immediate favorite among the press and enthusiasts alike.

From the outset, the SLS was destined to be the ultimate grand tourer. Its AMG-developed 6.2-liter V-8 front-mid engine produces a tumultuous 563 hp

at 6,800 rpm and 480 foot-pounds of torque at 4,750 rpm. It is able to propel the car from 0–60 in 3.7 seconds and to a top speed of 197 miles per hour. At the time, it was the most powerful naturally aspirated engine in production. The bellows from its exhaust place this AMG engine among the greatest sounding V-8s of all time. The popularity of the engine led it to find its way into a host of later AMG models.

Equally impressive to its engine is the transmission. Utilizing a Getrag-developed double-clutch seven-speed paddle-shifted transmission, the car is able to shift gears in less than 100 milliseconds. The

remarkable performance of the transmission is optioned for four different settings with comfort, sport, sport plus, and manual driving modes. To aid its handling, the transmission is placed in the rear of the car as a transaxle for better weight distribution.

This 2011 SLS AMG is exceptional. A one-owner example, the car is offered with less than 3,000 miles from new. The gorgeous body is finished in Iridium Silver metallic with a red leather interior, fitting colors that mimic the 300 SLs of the mid-1950s.

The car is fitted with 19/20-in. AMG five-spoke alloy wheels. It is also accompanied by an owner's manual, specifications sheet, and clean CARFAX report.

The combination of retro-inspired styling and breathtaking AMG performance make this modern-day 'Gullwing' a formidable presence on the road and an excellent addition to any Mercedes-Benz collection.





114

1953 CHEVROLET CORVETTE

CHASSIS NO. **E53F001087**

\$225,000 – \$275,000

Desirable first year of the Corvette

The 87th of only 300 built

Three known owners from new; less than 6,000 actual miles

Restored to NCRS standards; Top Flight winner at chapter level

First introduced as one of the GM Motorama Dream Cars, the Chevrolet Corvette was put into production in June 1953. Born somewhat by accident, it was built as a show car and skeptics thought of it merely as a publicity model. In order to get the car into production quickly, the body was built of fiberglass, rather than taking the lengthy time needed to mill dies and produce a body out of steel. Although considered a production model, each car was essentially hand-crafted. The powertrain was quite simple, a 150-hp “Blue Flame Six”

with three side draft carburetors and shifted via a two-speed Powerglide automatic transmission. All were finished in Polo White with red interiors and black tops. With a base price of \$3,513, just 300 were made.

This Corvette, the 87th of those 300 built for 1953, is presented in the original Polo White over red combination. The car was purchased new by Gerald Wiles of Orrville, Ohio. He owned the car for a number of years, at one point changing the exterior color to black. Admired from afar, the Corvette was acquired in 1962 by fellow resident of Orrville, Ohio, Lyle Hill, then just 20 years of age. Hill enjoyed the car in nice weather, with

a work vehicle being his main mode of transportation. In 1968, Hill, a member of the National Guard, was called into full duty in the U.S. Army, where he was assigned to a base in Germany. Prior to leaving for service, not knowing how long he would be away or if he would be headed to Vietnam, Mr. Hill disassembled his beloved Corvette, not wanting anyone to drive his car while away.

In 1970 Mr. Hill returned home, married, and began his quest for a college degree. With the focus put on his family and career the Corvette remained in storage, awaiting restoration. In the early 1980s Mr. Hill began purchasing up parts for 1953-1957 Corvettes from estate sales, advertisements, and swap meets. He and his wife attended numerous Corvette shows around the country. Mr. Hill became well known in the Corvette world, selling parts throughout the U.S. and into Europe, South America, and Asia.

The year 2003 marked the 50th anniversary of the Corvette, and Mr. Hill, having worked on putting his Corvette back together over the years, used this date as his goal to complete the restoration.

An event was held in Flint, Michigan, where the first corvettes were built, to celebrate the 50th anniversary of America's sports car. While he was not able to complete the drivetrain restoration, Mr. Hill was proudly in attendance with no. 087. At the reunion, a general agreement among the officials was that there were no. 1953 Corvettes known with any lower original mileage. Mr. Hill owned the car until his passing in 2014. Later in 2014 the car was purchased from the estate by a private collector, and current owner, who went on to complete the restoration to NCRS standards. Less than one year later the car was judged by Bonneville Chapter National Corvette Restorers Association where the car received the chapter's Top Flight award in 2015. The car is accompanied by Mr. Hill's title from 1962. The current owner is only the third registered owner of this fantastic first-year Corvette.

With its restoration to NCRS standards, no. 87 is a stunning three-owner example, and with less than 6,000 actual miles from new, possibly the lowest mileage 1953 Corvette in existence. It is a fine example of the first year of the of the Chevrolet Corvette, America's first sports car.





115

1954 KAISER-DARRIN ROADSTER

CHASSIS NO. 161-001381

Renowned Dutch Darrin design

Fewer than 500 ever built

Multiple trophy winner and cover car

\$140,000 – \$180,000

OFFERED WITHOUT RESERVE

The Kaiser-Darrin had its beginning in secret, in the shops of Howard “Dutch” Darrin in California. Darrin had designed the 1951 model Kaisers, but fell out with Kaiser management. The car’s fiberglass body incorporated the hallmark “Darrin dip” along the doors, which were of a novel sliding design. To enter the Kaiser-Darrin, one twisted the door handle and pushed the door forward into the front fender.

Henry Kaiser was not initially impressed, but his wife, Bess, was. Through her influence, Kaiser was convinced to put it into production. An F-head Willys six was chosen as the powerplant (Kaiser had bought Willys in 1953), and a few cars were finished toward the end of that year. At \$3,668 it was expensive – more than a Series 62 Cadillac or a Lincoln Capri – but came with lots of standard equipment: a three-position landau top, tinted windshield with washers,

and a tachometer. Weather protection was furnished by side curtains. Production began in January 1954, eventually topping out at 435 cars. Alas, sales were slow. At year’s end, about 100 remained unsold.

This handsome Kaiser Darrin in the distinctive light green Pine Tint hue was completely restored during the period 1999–2001. It has received accolades in SCCA Concours competition, as well as concours events at Carmel, Hillsborough, Palo Alto, Palos Verdes, and many other venues where it was the recipient of numerous trophies and awards. It was the cover car on the February 2012 issue of *Motor Market* magazine. The restoration and subsequent servicing are documented in a portfolio of invoices that accompanies the car. It also includes Kaiser-Darrin sales brochures and memorabilia of the 2005 U.S. Postal Service stamp issue “50s Sporty Cars,” which pictured a Kaiser-Darrin in this very color.

Although some 60 percent of production survives, it amounts to barely 300 cars. The next owner of this Kaiser-Darrin is unlikely to meet another on the road.



1948 FORD SUPER DELUXE STATION WAGON

116

Formerly of the Nick Alexander Woodie Collection

Presented in attractive Shoal Green Gray

Early Ford V-8 Club Dearborn Award

Freshened original car; just over 42,000 original miles

The short 1948 model year brought few changes to the Ford line. Aside from the new design steering wheel-ignition lock, the most obvious distinction came in colors. Although most 1947 colors were carried over, several new hues were added, among them Blue Gray Metallic, Strata Blue, and Shoal Green Gray. The Blue Gray Metallic was available on Ford only, while the other two were designated for both Ford and Mercury.

Shoal Green Gray is one of the subtle colors for which Ford was well known. Like 1941's Lockhaven Green, it has undertones of a lighter color, and complements the light and dark wood of the station wagon body very well. Equally attractive with blackwall or whitewall tires, it looks green in some lights, grey in others.

A partially restored car, this January 1948 station wagon was acquired from the famed Nick Alexander Woodie

Collection in August 2009. It basks in its Shoal Green Gray finish and the paint exhibits a good shine, while the wood has only minor discoloration at joints and bolts. The varnish, renewed in 2006, is excellent. The roof retains its original black artificial leather covering, which shows some cracking. The brightwork is excellent, the original script glass showing some scratches and separation on the vent windows. The running board rubber looks new, but the stone guards are original and have a few blemishes from enjoyed use.

The brown leather seats are new, the front furnished with lap belts for two. The floor has new black rubber mats, front and rear. The dashboard has very good original maple wood-grain, and excellent plastic. The steering wheel and instruments appear to have been restored. The car has a heater and clock, but no radio.

Nick Alexander purchased the car from a Pennsylvania owner in February 2005. It earned a Dearborn Award by the Early Ford V-8 Club later that year at Keystone, Colorado, judged at 978 points. Currently showing slightly more than 42,000 miles, it runs and drives well. The Columbia overdrive axle makes freeway driving easy.

CHASSIS NO. **899A-2251597**

BODY NO. **45848**

\$100,000 – \$130,000

OFFERED WITHOUT RESERVE



117

1959 AC ACE-BRISTOL

CHASSIS NO. **BEX 1087**
ENGINE NO. **100D2 952**

\$275,000 – \$300,000

One of only 686 hand-built in England
Three-owner example; maintained by race specialists
Campaigned in the early 1960s
Single ownership since circa 1975
Unrestored, largely original, and raced-kitted
Ideal for vintage racing events



In 1953, AC Cars of Thames Ditton, England, launched its Ace model at the London Motor Show. It was a sports car reminiscent of the Ferrari 166 MM barchetta with a Welleter-designed engine front-mounted on a ladder-like tubular chassis designed by John Tojeiro. A fixed-head version was added to production in 1954 known as the Aceca. From 1956 onwards the 1,971-cc straight

six-cylinder aluminum block Bristol engine was made available as specified on this car. Those fitted with such are coined AC Ace-Bristol to differentiate them from the standard engine AC Ace cars. Capable of producing 125 hp with a top speed of 116 mph, it was a leap in performance. A similarly configured Aceca won top 10 positions at Le Mans in 1957 and 1958.

AC hand built only 686 Ace-Bristols between 1954 and 1963, featuring fully independent four-wheel suspension along with a four-speed gearbox, Girling hydraulic shock absorbers, and rack-and-pinion steering. So impressive was the British sports car that it was the basis for one of the most reputed race cars ever built: Carroll Shelby's Cobra. Carroll Shelby looked in the engine bay and saw room for the new thin wall cast iron block 260-cu. in. Ford V-8, and the legendary 289 Cobra was born.

This marvelous 1959 Ace-Bristol is authentic and storied. Never restored but always meticulously maintained by race specialists, this car was originally purchased by Rod de Ronge to campaign in the early 1960s in local SCCA and club events. As stated by the original Bill of Sale, this Ace-Bristol was delivered with highly desirable front disc brakes. Special features installed by de Ronge include a stainless-steel exhaust, driver's side roll bar, and AC anti-roll sway bar. In the mid-'60s this Ace-Bristol was acquired by Shelby and Nancy Walker of New Hampshire,

who maintained but did not race the car and eventually sold it to the current owner around 1975.

Chassis BEX 1087 still bears the regalia of its halcyon racing days. Delivered in red, the car was repainted in its original color in 1988. The black/red leather upholstery is original with a charming patina. Other than the odometer, all gauges are operational and the original 16-in. knock-off wire wheels are in fine condition. The current owner had the suspension and steering fully rebuilt in 2015, and the original steering box is included with the car along with factory-original velocity stacks and air cleaners. This superb little racer comes with a portfolio of documents, original racing screen, spare wheel, windows, tonneau, and soft top with frame.

Superb in its authenticity and extraordinary for its condition, this 1959 AC Ace-Bristol is a direct progenitor of the Shelby Cobra, and in its race-kitted condition it is a perfect candidate for vintage track events and exhilarating 1,000-mile rallies.





118

2003 BMW ALPINA ROADSTER V8

CHASSIS NO.
WBAEJ13453AH62181

\$250,000 – \$300,000

Number 126 of 555 built; 450 for North America

Stunning combination of Titan Silver Metallic
over exclusive Alpina red interior

Includes factory hardtop, tool kit, and owner's manuals

Only 2,300 miles from new

Alpina was founded by Burkard Bovenspiepen as a simple tuning shop in Bavaria over 40 years ago. Alpina has since morphed into a highly respected enhancement specialist in the touring/racing car sector. Its collaboration with BMW to create the Roadster V8, based upon the famed Z8, marked Alpina's launch into the American market.

The Z8 was designed as a nostalgic nod to the much-revered BMW 507 – a model designed by Count Albrecht Goetz – which personified the heart

of European luxury sports touring from 1956 through 1959. By melding the nostalgia of the golden age of motorsports with the creature comforts of new technology, this sports car ticked every box, through aesthetics to performance.

Alpina took the E39 alloy V-8 engine from the 540i and pumped it up to 4.8 liters, minimally reducing horsepower to 395, but increasing torque and overall performance. The special-edition roadster tops out at 162 mph and can hit 60 in just five seconds. To mitigate the brutish power, Alpina added a more compliant suspension, four-wheel

disc brakes, and low-profile high-performance Michelin tires mounted on the 20-in. multi-spoke wheels, unique to the Alpina design. The new Roadster V8 features the five-speed Steptronic automatic transmission with overdrive and a discrete shift-control mechanism located behind the steering wheel rim. The cockpit is loaded with comfort and convenience and as a reminder of the exclusivity of this limited-production sports car, a plaque located between the seats denotes the production number of each individual Roadster.

This gorgeous BMW Alpina Roadster V8 was completed in 2003 and is the 126th of 555 special edition cars, of which 450 were bound for North America. The alloy body shell and chassis were constructed in the BMW Dingolfing factory and the engine was

assembled at Alpina's Buchloe atelier. The powertrain and chassis were then assembled in the Munich plant and the car was finished in this superb combination of Titan Silver Metallic over the exclusive Alpina red interior. Stored and maintained for most of its life, this gorgeous Alpina roadster has merely 2,300 miles on the odometer and looks and drives like new. Along with the matching removeable hardtop, the car includes its original tool kit, first aid kit, and assortment of owner's manuals in their Alpina-branded leather folio.

For the discerning sports driver who hankers after the glory days of sports car excellence but appreciates the luxury and comfort of modern technology and styling, this limited-production BMW Alpina Roadster V8 must be a serious contender.





119

1989 FERRARI 208 GTS TURBO

CHASSIS NO.
ZFFZA28B000079700

\$100,000 – \$125,000
OFFERED WITHOUT RESERVE

**Fine example of the first turbocharged road-going Ferrari
Classic color combination with crème interior**

Showing less than 46,000 miles

Recent comprehensive service

The impressive GTS Turbo was the first turbocharged road-going Ferrari. With its robust 1,991-cc V-8, it was Ferrari's appealing solution to avoid Italy's 38-percent VAT on cars with engines over 2.0 liters. The 208's naturally aspirated engine was smaller than its other models, so Ferrari added turbocharging to ensure uncompromised performance. The 208 GTS, able to climb to 155 mph, was taxed less while addressing the penchant Ferrari aficionados had for power and speed. It sold well in Italy.

The 208 GTS was the turbo version of its contemporary big brother, the Ferrari 328. The body styling and passenger cabin were essentially the same for both models; engine size was the main difference: the 328 had a 3.2-liter V-8, while

the 208 had a 2.0-liter, turbocharged powerplant. Yet the engines delivered comparable performance.

Designed by Pininfarina, the 208, with its smooth nose and tail, exhibited a softening of Ferrari's angular wedge profile giving it a sleeker appearance while retaining the quietly confident Ferrari stance. The model was produced from 1986 to 1989. In that time, 828 were built. Few made it across the Atlantic. This GTS Turbo arrived in the U.S. in 2003 and spent the next 15 years on the East Coast with one owner. In 2018, the current owner acquired the car and transported it to Scottsdale, Arizona, where it has been completely serviced by the Ferrari experts at EMG Motorsport in preparation for sale.

The car sports its original Ferrari red finish over a well-kept crème leather interior with red carpets. It is accompanied by service records, jack, spare tire and belts, and factory tool kit. All instruments, gauges, and lights work. Records indicate the car has fewer than 46,000 miles. This 208 GTS Turbo presents a chance to obtain a rare Ferrari that does its Prancing Horse emblem proud.



1967 CADILLAC ELDORADO “EL CONQUISTADOR”

BY JOHN D'AGOSTINO

120

Offered from the collection of Travis Barker

Built by John D'Agostino at Celebrity Kustoms; dubbed “El Conquistador”

Incredibly gorgeous custom paint job by Gene Winfield

Award winner at the 2004 Grand National Roadster Show

Exhibited at the Petersen Automotive Museum

On 6 October 1966, a totally new kind of Cadillac hit dealer showrooms. The all-new 1967 Eldorado, with its razor-edged coupe styling, front-wheel drive, and brisk handling marked it as a major departure from Cadillac tradition. An instant hit with buyers, who snapped up every one of the 17,930 examples produced through 1967, the Eldorado attracted great media attention as well. A 429-cu. in. V-8 delivered 340 bhp and 480 foot-pounds of torque, enough to propel the 4,590-lb. car from 0–60 in 10 seconds – not insignificant for such a large car. But for the 1967 Eldorado offered here, it is not the engine that has heads turning – it is the custom kit.

Debuting at the 2004 Grand Nation Roadster Show, where it was awarded Best of Show, “El Conquistador”

was acquired by Blink-182 drummer Travis Barker – a well-known fan of Cadillacs. Purchased from John D'Agostino of Celebrity Kustoms, the Cadillac had been extensively modified – including a jaw droppingly gorgeous paint job by award-winning customizer Gene Winfield. Shaved door handles, gas door, trunk emblems, and lock cylinder ensure the smooth and sharp bodylines of the sixth generation Eldorado are on full display, highlighted by custom taillights and front fender extensions. The interior features custom upholstered front and rear seats, headliner, dashboard, arm rest, door panels, trunk, and a custom steering wheel. This is easily the most luxurious Eldorado to ever hit the road.

After several years of display at the famed Petersen Automotive Museum in Los Angeles, California, “El Conquistador” is now being offered from Travis Barker’s private collection. For anyone who has always dreamt of cruising the streets in a fully customized hot rod – does it get much better than this?

CHASSIS NO. **H7246555**

\$80,000 – \$100,000
OFFERED WITHOUT RESERVE



121 1966 ASTON MARTIN DB6 VANTAGE

CHASSIS NO. **DB6/2645/L**
ENGINE NO. **400/2601/V**

\$400,000 – \$450,000

Please note that this lot is titled as a 1967.

One of eight automatic LHD examples for the U.S. market
Equipped with Tremec five-speed; includes original gearbox
Matching-numbers engine, upgraded to 4.2 liters
Features many special factory options and post-delivery upgrades
Mechanical restoration by British marque experts
Attractive Gunmetal Grey Metallic over Dark Blue
Well documented, including British Motor Industry Heritage Trust (BMIHT) Certificate



The grand debut of the DB6 took place at the London Motor Show of 1965. Based on its successful older sibling – the DB5 – the new model offered significantly more space in the cabin courtesy of a longer wheelbase and heightened roofline. Profile improvements included split bumpers and a Kamback rear end which reduced drag and offered

noticeably increased stability at higher speeds. The Vantage was released in 1966 with the 3,995-cc straight-six engine, three Weber carburetors, and a higher compression cylinder head. The resultant 325 hp and 295 lbs. of torque were much appreciated by the Aston Martin community, and the automobile was highly acclaimed internationally.

This magnificent DB6 Vantage is ultimately rare and absolutely stunning in the iconic Gunmetal Grey garb. It is one of eight DB6 Vantage left-hand-drive cars originally equipped with an automatic transmission and specifically built for the U.S. market. According to the BMIHT Certificate, chassis 2645 was completed on 1 April 1966 and delivered Stateside on 28 July 1967. The BMIHT lists many exclusive options fitted by the factory, including Normalaire air conditioning, power antenna, fog lights, heated rear screen, black detachable Aston Martin safety belts, and 15-in. wire wheels with Avon Radial tires with three-eared wheel hub knock offs.

This excellent DB6 was the beneficiary of an extensive restoration by British marque specialists in the UK during which it received several upgrades. The suspension was upgraded with a Harvey Bailey system both front and rear, and a high torque starter, upgraded alternator, and alloy high efficiency coolant radiator were expertly installed. Most notably, the original 4.0-liter engine was enlarged to 4.2-liters, adding power without jeopardizing the authenticity of a matching-numbers engine. This well-prepared DB6 has only around 100 miles on the restoration.



Originally finished in Fiesta Red, this gorgeous Vantage now sports stylish Metallic Gunmetal Grey over its original Dark Blue interior. The factory Wilton wool carpets are in good condition, and the Dark Blue Connolly leather (VM3282) is supple with a charming patina that gives credence to the 48,000 miles on the odometer. The Vantage is fitted with dual fuel tanks, with fillers on either side. Thorough inspection reveals that the boot and all rubber seals are in good order, and the glass remains in excellent condition, while all switches and instruments are functional. This car's provenance, maintenance, and history are carefully documented and included in the extensive portfolio, along with a copy of its original Aston

Martin Lagonda factory build sheet. Thanks to recent attention by Steel Wings of Ivyland, Pennsylvania, this lovely DB6 is fully serviced and eager to perform, including the adoption of a Tremec five-speed manual transmission in place of the standard three-speed automatic, which is otherwise included.

In 1966, when Aston Martin completed this DB6, it was already rare as one of eight U.S.-bound special-optioned automatic LHD examples. Today, with its matching-numbers engine and in excellent mechanical and cosmetic condition, it is not only rare, but also highly collectable and desirable.







122

1950 FORD STATION WAGON CUSTOM “ENVY”

CHASSIS NO. **BODL149280**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE

Envable custom woodie

LT-1 Corvette power

Exceptional craftsmanship

Long appreciated by collectors, “woodie” station wagons gained the attention of a younger, more active constituency in the 1960s. Surfers, particularly, liked their varnished wood bodies, which nicely complimented the surfboards that nestled comfortably on roof racks. Many of these were “resto-rods:” with traditional exteriors hiding more modern drivetrains, most often propelled by small-block Chevy V-8s.

Ford’s revolutionary 1949 models left the traditional woodie look behind, using a half-timbered approach with side and tailgate wood that was structural, but applied to a skeleton steel framework and one-piece top. More streamlined than the old station wagons, they lent themselves to the surfing idiom and were more practical as well: lower in stature, it was easier to heft surfboards to the roof.

Not all woodies went surfing, of course, but the new style also lent itself to the customizing trend

that had arisen in the 1950s. Thus, it was that a number of 1949–1951 Ford station wagons received the custom treatment, similar to that afforded by their “shoebox” sedan siblings.

This car is just such a custom woodie. Chopped 2½ in., it has raked B-pillars and Cadillac taillights. A customized 1949 Ford grille and front bumper are used, and power side mirrors have been fashioned from bumper guards. The wagon body is hardrock maple with birds-eye inserts. The Green Pearl paint is a custom PPG mix. The interior is high-grade leather with ostrich and suede inserts, and features a green neon halo-lit headliner. It has a Budnik banjo steering wheel, Dakota digital instruments, and climate control by Vintage Air.

The drivetrain is 5.7-liter LT1 Corvette with a 700R4 Hydra-Matic, 9-in. Ford rear and custom 2.5-in. exhaust. Independent front suspension uses a Mustang II rack-and-pinion, Air Ride suspension, 11-in. master disc brakes, and Budnik Arrowhead wheels with 17-in. tires at the front and 18s on the rear.



1934 PACKARD EIGHT 2/4-PASSENGER COUPE

123

Formerly owned by noted enthusiast Gordon Apker
Classic Car Club of America (CCCA) Full Classic
An excellent example to tour and show

For many, the 1934 model Packards, which the factory dubbed the Eleventh Series, represent the height of the company's pre-war efforts. They were the final models with traditional open fenders, albeit gently skirted, and the upright radiator shell for which the company had become well known. In addition, the chassis' adjustable Ride Control suspension and Bijur automatic lubrication produced a car that was a dream to drive. Packard, the pre-eminent American luxury car marque, introduced its new Eleventh Series cars on 21 August 1933, but they were considered 1934 cars, and they remained in production through the following August.

Offered here is one such desirable Eleventh Series 2/4-passenger coupe, finished in an attractive two-tone livery accented with red pinstriping. The interior is upholstered in beige cloth, nicely offset by wood garnish interior trim moldings and complete

with a heater and functional radio. Powered by a 320-cu. in. straight eight-cylinder engine mated to a three-speed manual transmission, this Standard Eight is loaded with features. Desirable equipment includes Trippe lights, roll-down rear window, tilt out windshield, Cormorant hood ornament, disc wheel covers over wide whitewall tires, a rear-mounted spare with metal cover, and a golf club door replete with a set of vintage clubs.

This example was acquired by the consignor from the collection of noted enthusiast Gordon Apker. It is reported to be an excellent driving car and recently completed a driving tour without issue. Though not recently shown, it would certainly be a welcome invite to any number of vintage concours and CCCA events.

Widely considered among the most beautiful and purely enjoyable of all Classic Era production automobiles, this Full Classic Packard Eight is worthy of serious consideration and would make an excellent example to drive, show, and enjoy, be it on a CARavan or casual weekend trip to the golf course.

CHASSIS NO. 71872

\$100,000 – \$125,000
OFFERED WITHOUT RESERVE



124

1973 FERRARI 365 GTB/4 DAYTONA BERLINETTA COACHWORK BY SCAGLIETTI

CHASSIS NO. **17607**

ENGINE NO. **B 2088**

\$575,000 – \$675,000

Ferrari Classiche certified

Late-production example; the fifth-to-last Daytona built

Original Euro-specification with air-conditioning

Limited use since expert refinish in its original Nero

Admired for its outlandish performance and coupled with its road-going civility, the 365 GTB/4 'Daytona,' with four overhead cams, became the darling of sports car enthusiasts. It was generally agreed that, "You would sell your soul for it!" as *Car and Driver* quipped in their January 1970 issue. This race-car derivative borrowed the 4.4-liter, six-carburetor, V-12 engine from Ferrari's race

stable and added the five-speed transaxle for ultimate performance and control. The 356 GTB/4 was the most expensive and most powerful Ferrari production sports car of its time, with 352 hp, 318 foot-pounds of torque, and a flat-to-the-floor 174 mph. The design was quintessential Pininfarina – a symbiotic union of raw machismo with graceful elegance, resulting in a street-legal celebrity, as well suited to the cruising of Floridian beachfronts as it was the track of Daytona.

Ferrari only built 1,383 examples of the 365 GTB/4 and this car was number 1,379 – fifth to last in a four-year production run. It was completed on 12 December 1973 in Nero over Rosso leather interior – a superbly contrary color combination to the tradition of red over black or tan. Chassis 17607 was ordered to European specifications with air-conditioning and delivered to Switzerland via Ferrari importer Société Anonyme pour la Vente des Automobiles.

The Daytona was purchased in 1974 by its first owner, Diethelm Doll, the proprietor of a prestigious pharmaceutical company near Bonn, Germany. After two years, Doll had the car serviced by a local Mercedes-Benz garage he used for the corporate fleet, and unaccustomed to the machinations of a Ferrari sports car, the timing chain was adjusted incorrectly, inflicting serious damage to the engine to the extent that it necessitated replacement. Eventually the gearbox was also switched out.

A detailed report by marque historian Marcel Massini verifies that the Daytona was seen at the Nürburgring in 1993, and photographs are included in the comprehensive biography which accompanies the car. In 2010, Doll wisely commissioned Eberlein Automobile, a Ferrari Classiche-



accredited atelier, to refurbish the 365 and at that time the correct-type gearbox and engine were expertly rebuilt, as is evidenced by the €45,000 invoice. In June 2014, Mark Moshayedi of Newport Beach, California, spotted the Daytona at the Goodwood Festival of Speed in England and after purchasing the car exported it to the U.S. where it was treated to new carpets and signal lenses and a bare-metal repaint in its original color of Nero. In the summer of 2015, the resplendent 1973 Ferrari 365 GTB/4 was acquired by the current owner who so revered the make and model, he immediately had it inspected and certified by Ferrari Classiche, for which the highly respected Red Book accompanies the car.

This delightful Nero over Rosso Daytona is in excellent condition and has had minimal use since its recommissioning in 2015. A late-production example of a celebrity model, this 1973 Ferrari comes with an excellent documented pedigree and should be seriously considered by the Ferrari devotee.









125

1937 LANCIA ASTURA FOURTH SERIES FOUR-DOOR CABRIOLET

COACHWORK BY PININ FARINA

CHASSIS NO. **41-2984**

ENGINE NO. **41083**

\$300,000 – \$400,000

Long-term Australian history

Expert concours-quality restoration

Finished in stunning jade green over beige

Extremely rare and elegant show car

Sophisticated, stylish, and expensive, the Pinin Farina-designed Astura was Lancia's premier luxury model during the Art Deco era. The car displayed all the right attributes: flowing lines, a whiff of flamboyance, and a fashionable aura that made it the choice of Italian dignitaries – including Mussolini, who used an Astura coupe as his government car. Produced from 1931 to 1939 in four series, the exquisite Astura was regarded as one of the most beautiful cars of its time. Fewer than 3,000 models were built with only 426 in the fourth series – all long-wheelbase versions.

This rare fourth series, four-door, right-hand-drive Astura cabriolet has a rich history. It was originally purchased in 1938 and shipped to London for the Italian ambassador. The car was later acquired in Britain by Peter McAdam who retired to Toowoomba, Queensland, Australia, in the late 1960s and brought the car with him. McAdam died soon afterward, and his nephew inherited the car. In 1971, he sold it to the previous owner, a Melbourne resident and Lancia aficionado. Dissatisfied with the restoration the car received in England, in 1972 he elected to restore the Astura from the ground up. Slowly but surely, the project took 30 years to complete.

In restoring the Astura, the cast iron engine – a 3.0-liter SOHC V-8 with 10 more horsepower than the 2.6-liter unit used in the first and second series – with its aluminum crankcase was fully rebuilt. So were the drivetrain, suspension, and brake and electrical systems, with components repaired, restored, replaced, or upgraded to proper operating condition.

The Astura's cabriolet body also received attention. The car has a mid-green paint color with a slightly lighter shade above the molding line. Appropriate ornamentation includes a chromed radiator grille and chromed louver moldings and molding strips along each side of the car. All window glass was removed and polished. An emphasis was placed on authenticity: tires, wheels, and hubcaps stayed true to the Art Deco look. The spare tire is mounted on the trunk lid. A restored black convertible top finishes the exterior appearance.

The cabin is exceptionally pleasing. Seats have been reconstructed and covered with beige leather. The matching wood and carpeting look fresh. The dashboard displays original Jaeger gauges and includes a speedometer and tachometer, clock, fuel gauge, and oil pressure gauge, all surrounded by three chromed escutcheon plates engraved with an Art Deco pattern.

Since its rejuvenation, this very drivable Astura has covered approximately 12,000 miles, some of which came from participating in the 2015 Australian Lancia Register's Rally at Castlemaine.

Combine that condition with the car's rare status, and the Astura stands as an opportunity no serious collector should miss.





126

1925 LINCOLN MODEL L COUPE

COACHWORK BY JUDKINS

CHASSIS NO. **24905**

ENGINE NO. **24905**

BODY NO. **8612**

\$150,000 – \$175,000

OFFERED WITHOUT RESERVE

Offered from a prominent private collection

Very elegant semi-custom body style

Formerly owned by noted Lincoln enthusiast Craig Watrous

Full concours restoration from an excellent original example

Beautiful, immaculately restored full tool kit in bag

Classic Car Club of America (CCCA) Full Classic



The Judkins-bodied coupe offered here, one of just 345 produced on the 1925 Lincoln Model L chassis, was formerly owned by the late, well-known enthusiast, Craig Watrous of California, known as a participant in Lincoln Owners Club and concours events on the West Coast, as well as for avidly driving and enjoying his automobiles. Mr. Watrous had acquired the car from Donald Reniers, a well-known Model L collector, who had faithfully maintained the Lincoln for much of its life.

Always maintained as a fine, solid original car for its entire life, the Lincoln was an ideal basis for restoration, retaining its original body, chassis, engine, and drivetrain. In fact, it had been shown in the Prewar Preservation class at the 2012 Pebble Beach Concours d'Elegance, an event in which Mr. Watrous was instrumental for many years.

The current owner commissioned the car's restoration by Seth Lacey of SSC Automotive Restoration, in this beautiful dark Brewster Green combination. It was fitted with correct 21-in. Buffalo wire wheels, and the interior reupholstered in leather, a Judkins factory optional material, with tasteful touches including draw shades for the windows and square-weave carpeting in the trunk. Exhaustive attention was given throughout, with the result being a car that is utterly superb both cosmetically and mechanically. Running condition and strength being imported to the consignor,

the engine was fitted with a custom-engineered manifold with a downdraft carburetor, which is noted to work well and makes the Lincoln quite a reliable 65-mph powerhouse for touring; the original carburetor and manifold accompany the car.

Simply put, this is one of the most attractive recent Model L restorations – a true showpiece that also has the brawn to perform on the road.





127

1953 BENTLEY “BLUE TRAIN” RECREATION BY RACING GREEN

CHASSIS NO. **B480SR**

\$400,000 – \$500,000

A freshly built Blue Train recreation by Racing Green Engineering

Based on a Mark VI chassis with inline 8-cylinder Bentley engine

Driven only test mileage since completion



The original “Blue Train” was a 6½-Litre Speed Six, delivered to Woolf Barnato, well-known playboy millionaire, heir to a South African diamond and gold mine, and an international sportsman. As one of the original “Bentley Boys,” he became chairman of Bentley Motors and winner of the 24 Hours of Le Mans in both 1928 and 1929. The legend of the Blue Train came from the famous French express train, which Barnato had succeeded in beating from Cannes to London in an earlier Speed Six. Not the feat, but the beauty made the Blue Train

immortal; its streamlined fastback styling, carried out by J. Gurney Nutting to Barnato’s suggestions, gave it powerful proportions, and made it arguably the most beautiful Speed Six ever built. While the original “Blue Train” remains extant as part of one of the world’s finest collections, it is most definitely not available for sale, leaving enthusiasts to ponder alternatives.

After restoring and building Bentley Specials in the UK for over 30 years, Racing Green Engineering launched a limited edition of Blue Train recreations

in celebration of Barnato's famous victory over 80 years ago. Racing Green Engineering builds the Blue Trains of a Bentley Mark VI chassis and running gear with coachwork made with a mixture of ash timber framing and hand shaped aluminum panels. Several different engine options are available, the most desirable being the eight-cylinder Bentley engines built to power tanks and other military vehicles in the late 1940s.

Racing Green Engineering completed this Blue Train Recreation in 2018, and it has only been driven test mileage since delivery. The interior is finished with the finest polished walnut and tobacco

Connolly leather trim while the exterior is attractively finished in a menacing black livery. Built to the collector owner's exacting specifications, it was fitted with the powerful Bentley inline eight-cylinder engine also used in the Centurion ARV tank. The interior even has "cubbies" that conceal pressed crystal decanters and glassware, true to the spirit of the original car and its rather colorful owner!

This Blue Train Recreation embodies the spirit and stunning design of the original and with its eight-cylinder engine, it is undoubtedly even more thrilling to drive.









128

1967 CHEVROLET CORVETTE STING RAY 427/435 CONVERTIBLE

CHASSIS NO. **194677S114980**

\$175,000 – \$225,000

NCRS Top-Flight restoration; Bloomington Gold certified

**Iconic 427-cu. in., 435-hp engine;
documented with factory tank sticker**

**Desirably optioned with F41 suspension,
side exhaust, and power windows**

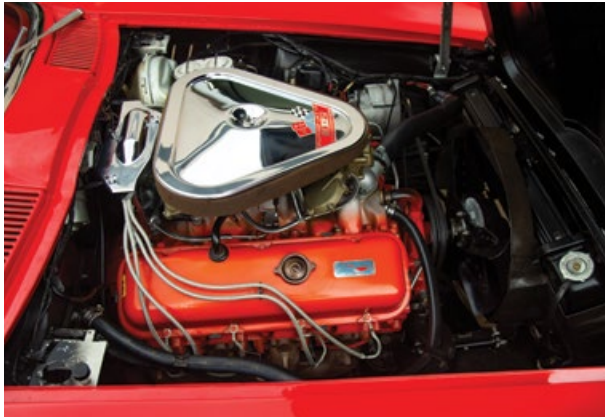
Last year of the legendary “Mid-Year” Corvettes

The 1967 Corvette was the final and most highly refined of the groundbreaking and revered second-generation Corvettes. This car, fitted from the factory with the legendary 427 “Big Block” engine, is among the most desirable “Mid-Year” C2 Corvettes ever produced. This breathtaking 1967 convertible, assembled at Chevrolet’s St. Louis plant and originally sold through Prout Chevrolet in Ohio, was carefully optioned to be a captivating and potent package.

As was the case with most American cars of this period, the Corvette buyer could choose from a host of factory options with the result that seldom are two cars identical in specification. The superb example offered here, finished in its original color of Rally Red, is equipped with a period-correct re-stamped block, the top-of-the line 427-cu. in. engine, topped by the impressive trio of Holley carburetors, which help in raising the performance to a staggering 435 hp. This Corvette is fitted with the desirable M21 close-ratio four-speed manual transmission and side pipe exhaust, some of the most desirable options for the model. Other optional equipment includes power brakes, power windows, tinted glass, F41 suspension, and a 4:11 Posi-Traction rear axle.

This Corvette was treated to an immaculate award-winning restoration, and upon close inspection, it quickly becomes apparent that the work was done in a very professional manner with excellent attention to detail, utilizing the correct materials and colors throughout. Some of the awards captured by this Corvette include two NCRS Regional Top Flight Awards in 1996, an NCRS Regional Performance Verification Award in 1997, an NCRS National Top Flight, a Duntov Award in 1998, and a Bloomington Gold certification.

Part of a major collection in recent years, this classic Corvette has been treated to the best of care and presents beautifully today. Combining blistering performance, aggressive good looks, and a show-winning authentic restoration, this 435-hp Sting Ray is ideally suited for continued exhibition, club events, and spirited driving on two-lane country roads.





129

1966 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER

CHASSIS NO. **1E 13219**
ENGINE NO. **7E 9514-9**
GEARBOX NO. **E J336**
BODY NO. **4E 4810**

\$225,000 – \$275,000

OFFERED WITHOUT RESERVE

Impeccably restored by Jaguar specialists

Finished in Opalescent Dark Blue over
Oxblood leather interior

Accompanied by a Jaguar Daimler
Heritage Trust (JDHT) Certificate

Includes tools, jack, and spare tire



Introduced in 1961 at the Geneva Motor Show, the Jaguar E-Type's striking presence dazzled crowds and upended the automotive world. The British car was handsomely designed by a team led by the imaginative Malcom Sayer with the blessing of Jaguar founder Sir William Lyons.

The Series 1—arguably the most iconic and valuable of the E-Types—was available for export in March 1961. The car was refined over the years, and in 1965 it received a robust triple SU carbureted 4.2-liter six-cylinder engine yielding 265 hp and a top

speed of 150 mph. The 4.2-liter engine offered the same horsepower as the earlier 3.8, but torque was increased for better control. Other changes included a full synchromesh gearbox and new brake booster.

The E-Type is still drawing admirers. A genuine head-turner, the E-Type thrives on its legendary reputation for sporting performance (it was based on Jaguar's D-Type Le Mans racer) and ageless design. The 1966 Jaguar E-Type Series 1 4.2-Litre Roadster offered here manifests those qualities.

This stylish roadster was delivered new to Bernard G. Cinders in Los Angeles and subsequently found its way to Clifford Thompson in Hesperia, California. In 2017, the car was purchased by its current owner, a Jaguar marque specialist who is also a hands-on restorer. It was transported to the owner's shop in Scottsdale, Arizona, for a total refurbishment. At that time, the car was in relatively good condition with a rust-free body but required some care to bring it to concours level. The owner disassembled the E-Type and performed a meticulous bumper-to-bumper inspection of the car. All the mechanicals were examined; components were then reconstructed, refinished, or replaced with new parts as necessary.

The engine was rebuilt with new pistons, reground crankshaft, new timing chains, and oil pump, and was then dynamically balanced for smooth operation. The transmission was rebuilt using new bearings, synchro rings, and layshaft, while the differential was likewise fully rebuilt using new bearings and changing the gear ratio to 3.07:1 to utilize the 4.2-liter's impressive torque. The braking system is all-new from the master cylinder to the wheel cylinders, and a stainless-steel exhaust system was installed. The

suspension, hydraulic, and electrical systems were brought to "like-new" condition. Numerous other enhancements were made, and the owner states the car is in excellent running order.

The work did not stop there. The body was sandblasted and finished in highly attractive Opalescent Dark Blue finish. The chrome, brightwork, wire wheels, and knock-off hubcaps gleam. All the glass is new, as is the dark blue fitted convertible top. The passenger cabin has also been reinvigorated. The factory color scheme continues with new oxblood leather seats and color-coordinated carpeting. A Jaguar tool kit, jack, and spare tire are secured in the trunk.

The restoration was completed within the last 12 months and only 50 miles have been put on the odometer since. A service manual and restoration documents accompany the car as does a Jaguar Daimler Heritage Trust Certificate. This is a special E-Type: a pristine roadster whose next owner will take possession of a classic automotive treasure, one that electrified the world when new, and continues to do so today.





130

1928 HISPANO-SUIZA H6C TRANSFORMABLE TORPEDO

COACHWORK BY HIBBARD & DARRIN

CHASSIS NO. **12036**

ENGINE NO. **320104**

\$375,000 – \$450,000

The ultimate six-cylinder Hispano-Suiza

Delivered new in the U.S.

Original coachwork designed by Hibbard & Darrin

Formerly the property of Arturo Keller

Recent service by RM Auto Restoration, including new clutch

The Hispano-Suiza H6C offered here features coachwork by Hibbard & Darrin, the noted Paris coachworks established in 1924 by American expatriate designers Howard “Dutch” Darrin and Thomas Hibbard. Hibbard & Darrin’s most famous product was a four-door convertible dubbed the Transformable Torpedo, the hallmarks of which were a snug-fitting convertible top, which dropped in a “tent flap” to fill the space between the trapezoidal side windows, and a wide beltline molding also seen in other Hibbard & Darrin creations.

This body design was utilized on numerous chassis, including the Rolls-Royce of actress Marlene Dietrich, and this particular Hispano-Suiza.

According to the original Hispano-Suiza factory records, this car was delivered new on 26 January 1928 to Clarke D. Pease, the U.S. distributor, making it surely one of the few H6Cs to have been originally sent stateside. Its first owner was one of the Chopitea brothers, the free-wheeling playboy heirs to a Peruvian sugar fortune, who enjoyed homes throughout the world – one of which, reportedly, served only to hold their suits – and a bevy of fine automobiles, including a succession of Duesenbergs and 12-cylinder Packards. The car later passed to a Mr. Marais, then to a prominent Armenian diamond trader and art collector, Mirant Eknayan.

At some point during its early life, the body was updated to its present appearance, including the addition of sweeping, full pontoon fenders and an extension to the rear body, which incorporates a built-in trunk, bringing the body in line with the streamlined look in vogue in the late 1930s.

The car was eventually acquired by noted collector Arturo Keller, of California. The previous owner fully tuned the engine; sorted the brakes, steering, and suspension; and professionally freshened the belt molding and fender doors. It was acquired by the current owner in 2013 and continues to present quite well; all brightwork is in good condition, and the dark brown canvas convertible top is in excellent shape. The cream-colored leather

upholstery and chocolate brown carpets, nicely accented with cream piping, present well, as does the interior wood trim, which provides a stunning contrast to the aluminum instrument panel. Under the hood, all is correct and well detailed, with the polished aluminum firewall serving as a mirror to the impressive engine. The car was recently serviced by RM Auto Restoration, which included installing a new clutch as well as repairing a flooding carburetor along with minor electrical sorting.

One of very few H6Cs remaining, and undoubtedly one of the few original U.S.-delivery examples, this spectacular Hispano-Suiza represents a worldwide effort: Swiss engineering, French artistic flair, and American ingenuity combined in a gorgeous Art Deco package.





131

CHASSIS NO.
ZFFJA09B000044993
ENGINE NO. **00504**

\$275,000 – \$325,000

1983 FERRARI 512 BBi

Rare 'Ermenegildo Zegna' edition

Limited-production example with designer fashion interior

Attractive white over cream leather with
red Zegna wool seat inserts

Fully restored and recent engine-out timing belt service

Includes original books and tools

Ferrari built upon the success of its first mid-engine production car, the 365 GT4 Berlinetta Boxer, with the introduction of the 512 BB in 1976. Reverting to Ferrari's more typical nomenclature, the new 512 featured a small chin spoiler, exposed driving lights, rectangular rear parking lights, NACA ducts ahead of the rear wheels, four taillights in lieu of six, and a tail 1½-in. longer. In 1981, Ferrari offered the advanced and reliable Bosch K-Jetronic fuel-injection system for the first time in a 12-cylinder Ferrari, hence the "i" in BBi.

For the Ferrari faithful, the addition of the fuel injection was a welcome change, and the BBi is considered the most civilized of the Berlinetta Boxers. The fuel injection brought about an increase of 20 foot-pounds of torque, helping the car feel much more tractable overall. With a potent 335 hp, performance remained extraordinary, and the 512 BBi could reach 60 mph from a dead start in just 5.4 seconds, leading to a healthy top speed of 174 mph. By the time production came to an end in 1984, replaced with the Testarossa, Ferrari had built just 1,007 fuel-injected BBs. The model was also the last Ferrari to be hand-built under the guidance of famed coachbuilder Sergio Scaglietti.



Offered here is one such 512 BBi, presented in its original and unusual color combination of white over a cream leather interior with rare red wool inserts from designer Ermenegildo Zegna. The car is believed to originally have been owned by the same family since new before being acquired by John Anton of Minnesota in 1996. Anton continued to care for the BBi for a further two decades, when it was acquired by the current consignor in 2016. The restoration of this exquisite 512 was recently completed with a show-quality repaint in its original color. The original Cromodora wheels were fully restored with correct markings, including re-chromed center hubs, and fitted with new correct-type metric Michelin tires. All the glass is correct and flawless throughout. The original interior was restored to its original specifications with the correct red Zegna wool imported from Switzerland and the cream leather imported from Italy. The beautiful designer interior is accented with deep red carpets. The original Pioneer stereo and power equalizer continues to play well, and all gauges and lights function as intended. Furthermore, the factory air conditioning still blows cold.

Most recently, the Ferrari received a comprehensive \$12,000 engine-out service, including timing belts, at Foreign Car Italia. Mechanically, the 512 BBi starts easily with the turn of the key, even when cold, and idles well and pulls strongly across the rev range. The clutch engages firmly and the transmission shifts smoothly through all five gears. Offered fresh from a recent service, this Ferrari 512 BBi is as on the button as one could wish for.

Included with the car are the original owner's manual, radio manual, dealer service booklet, and documentation for the recent engine-out belt service and other Ferrari-certified service work, as well as its original tool set. Considered to be the most civilized of Ferrari's iconic Berlinetta Boxer models, owning a 512 BBi is a must for any collector. As the first mid-engined production Ferrari, this example would certainly be a thrill to drive and enjoy on the open road, and with a very fashionable interior, no less.





132

1971 DE TOMASO PANTERA

COACHWORK BY GHIA

CHASSIS NO. **THPNLC01263**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

Rare early “push-button” Pantera

Features many performance and cosmetic upgrades

Striking Grabber Blue paint scheme

Factory air-conditioning

Iconic Ford-powered 1970s supercar

Sold through select Lincoln-Mercury dealers from 1971 to 1974, the De Tomaso Pantera, which succeeded the Mangusta, offered a Ford 351-cu. in. “Cleveland” V-8 rated at 330 hp and shifted through a gated five-speed ZF manual transmission. This set up provided blistering performance and superior handling abilities; *Car & Driver* magazine recorded a 0–60 time of 5.5 seconds and a top speed in excess of 150 miles per hour. The V-8’s torque was tempered care of power-assisted four-wheel disc brakes, while rack-and-pinion steering was standard.

This early model 1971 Pantera is among the very first ones imported to the U.S. by Ford. The first 75 cars imported were made by hand at Carrozzeria Vignale

in Italy and were originally destined for the European market, however they were exported Stateside after an agreement was finalized with Ford. These early import cars are known as “push-button” Panteras, distinguished by their round door buttons and a hand grip molded into the body just behind the door, rather than the pull-type door handles on later cars, making this example rarer than most.

This Pantera presents beautifully, and the car’s original factory color Grabber Blue paintwork is striking. The largely original interior is in exceptionally nice condition, reflecting the care this Pantera has received over the years. Upgrades include 17-in. wheels, Wilwood brakes, adjustable shocks, Anza exhaust, and a highly detailed engine bay with many polished engine components and accessories. This Arizona rust-free De Tomaso is also equipped with factory air-conditioning.

With its aggressive looks, host of quality upgrades, and superb overall condition, this rare early model Pantera is an exciting car to look at and even more exciting to drive.



1939 FORD STANDARD STATION WAGON

133

Formerly of the Nick Alexander Woodie Collection

Concours-quality restoration

Features desirable Columbia overdrive

In 1939, Ford's Standard and DeLuxe station wagons were readily distinguishable from one another. The standard used 1938-style front fenders, and a grille based on the 1938 DeLuxe configuration, but with a more distinctive upper section and hood side panels. Other differences were mostly cosmetic. The basic price of the DeLuxe wagon was just \$85 more than the Standard, so most customers opted for the additional features, making Standard versions quite rare.

In concert with other 1939 Fords, they were the first to use hydraulic brakes and the last available only with floor shift. They had another distinction: the last to use Murray-built bodies. At the end of the model year, the assembly process was transferred to Ford's timber operations in Iron Mountain, Michigan.

This 1939 Ford Standard station wagon was restored by the renowned Nick Alexander Woodie Collection in 2009. A solid Alabama car to start with, it has been completely refinished, the wood showing only the slightest discoloration under new varnish. The metal body has excellent contours, and the new black paint has a deep shine. The brightwork is excellent throughout, and the glass is all-new script black-edged material. The top is new black artificial leather.

The seats have been reupholstered in authentic dark brown artificial leather, and the floors have new black rubber mats. The dashboard is restored walnut wood-grain, and all details of instruments and hardware have been attended to. The engine and chassis have been thoroughly reconditioned and refinished. Like all Alexander collection cars, it has the optional Columbia overdrive axle for maximum flexibility and comfort. It has been impeccably maintained by the current owner since acquisition.

Ford built just 2,513 Standard station wagons in 1939. This is a rare chance to acquire a virtually new example.

CHASSIS NO. 18-5186741

BODY NO. 91A 79A-2601

\$110,000 – \$140,000

OFFERED WITHOUT RESERVE



134

1970 PLYMOUTH 'CUDA 426/450 HARDTOP

CHASSIS NO. **BS23ROB146705**

\$200,000 – \$250,000

The legendary Hemi 'Cuda

426 Hemi with four-speed and Track Pak

One of only 284 Hemi four-speeds built for 1970

Documented by Mopar expert Galen Govier

Includes original Chrysler broadcast sheet

Only 19,850 miles, believed original

It is widely accepted by many enthusiasts that the 1970 Hemi 'Cuda is near the top of the list of the greatest muscle cars ever produced. Constructed at Chrysler's Hamtramck, Michigan, assembly plant with a scheduled production date of 6 October 1969, this 'Cuda left the factory finished in Code EV2 "Tor-Red" Hi-Impact paint. It was ordered for maximum performance with legendary Code E74 dual-carbureted 426 Street Hemi V-8 engine breathing through an aggressive "Shaker" hood

scoop and mated to an A833 four-speed manual transmission. The standard equipment package that was part of the Hemi four-speed power combo includes a Code A33 Track Pak featuring the veritable 9.75-in. DANA 60 rear axle with Sure Grip and 3.54:1 gears, the N51 Maximum Cooling package, N65 7-Blade Torque Drive Fan, S15 Hemi suspension with front sway bar, and S25 Firm Ride shock absorbers.

Although the Hemi 'Cuda was purpose built by Plymouth to dominate all other factory supercars, this example also came well equipped with a host of desirable options and amenities that include black

High-Grade vinyl C55 bucket seats, C16 wood-grain console, A62 Rallye instrument cluster, N85 tachometer, R11 Music Master AM radio, and G36 dual outside mirrors. Appearance features were similarly abundant, including J45 hood pins, drip rail and body sill moldings, rear deck molding treatment, and chrome exhaust tips.

This Hemi 'Cuda is accompanied by a copy of its original Chrysler Broadcast Sheet confirming original data and equipment. The all-important fender tag was decoded by Chrysler expert Galen Govier, and his report is included on file.

As presented, the Hemi 'Cuda continues to benefit from a high-quality restoration to factory specifications. It is firmly believed by caretakers past and present that the current mileage of 19,850 is accurate and original. A spectacular example of one of the ultimate American factory supercars ever produced, this rare and authentic four-speed 1970 Hemi 'Cuda represents a truly significant opportunity for muscle car aficionados and enthusiasts.





135

1986 FORD RS200 EVOLUTION

CHASSIS NO.
SFACXBJ2CGL00084

\$500,000 – \$700,000

One of only 24 RS200 Evos built

Desirable homologation Group B rally car

Long-standing Guinness record for “fastest accelerating car in the world”

Incredibly quick, brutally powerful, and exceedingly rare

The Group B regulations fostered some of the quickest, most powerful, and most sophisticated rally cars ever built. This period of competition is often referred to as the Golden Era of rallying.

In 1984, the RS200 was a unique design, featuring a composite/fiberglass body styled by Filippo Sapino at the Ghia Design Studio. Formula 1 designer Tony Southgate designed the chassis along with former F1 engineer John Wheeler. With a mid-mounted Cosworth

“BDT” engine and its transmission mounted up front, the RS200 was often considered to have the most balanced platform of its contemporary competitors.

FIA homologation rules dictated that at least 200 of these race-bred monsters be built for the road. The one thing separating these RS200s from the all-out Group B competition cars is the interior, which was comfortably trimmed by Tickford with grey carpeting,

door inserts, red Sparco seats, and a matching red leather XR3i steering wheel. Furthermore, of those 200 slated for production, only 20 were initially set aside to be converted into sacred “Evolution” models (four more were built later). The RS200 Evo received uprated suspension and brakes and a larger 2.1-liter version of the Cosworth powerplant, among other updates. At full boost, the RS200 could tear up the tarmac with upwards of 600 bhp on tap and sprint to 60 mph in just over three seconds.





This 1986 Ford RS200 is one of those rare 24 factory Evolution examples. Early in its life the car was owned by the late Robert 'Bob' Southerland, founder of the Colorado Grand Rally. Southerland sold the car in 1989 to private ownership, who enjoyed the car until recently, when it was subsequently purchased by the current owner. Since acquiring it, the car has benefitted from a complete overhaul which included fitting a new cooling system, fuel system, hoses, brakes, clutch, and all electrical. During this time the engine was rebuilt by Geoff Paige in the UK. With the work completed, the car is fully sorted and ready to impress against even today's modern supercars.

The Evolution is presented in the traditional Ford Works racing livery in white with blue stripes. The interior is trimmed by Tickford and features a Terraspeed speedometer, VDO instrumentation, a three-spoke red-rimmed steering wheel, and matching red bucket seats with four-point Sabelt harnesses. The front compartment of the RS200 offers storage space as well as accommodation for the factory tool kit, which remains intact.

With its striking design, breathtaking power, and confidence-inspiring handling, this highly original RS200 Evolution is a truly stunning piece of Group B and Ford rally history. One of only 24 such examples produced, the collectability of this homologation rally car is unquestioned.





136

1967 ASA 1000 GT COUPE

COACHWORK BY BERTONE

CHASSIS NO. **01196**

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Believed to be one of only 32 U.S. examples

Originally sold through Luigi Chinetti Motors

Comprehensive restoration in the 1990s by Mike Regalia

The stunning ASA 1000 GT was originally sold through Luigi Chinetti Motors on 16 March 1967. The original invoice notes that this car, chassis no. 01196, was purchased by Ms. Ruth Lesson of Duanesburg, New York, at a cost of \$5,967, trading in her 1964 Mercury Comet Cyclone in the process for a credit of \$1,570. Lesson retained the car for nearly 20 years, though it had apparently been off the road since the 1970s. She sold the car in 1986 to William G. Inglis, a noted Ferrari enthusiast from California.

The ASA remained with Mr. Inglis for many years, and in the 1990s he commissioned the highly respected restorer Mike Regalia to perform a comprehensive restoration. The ASA was repainted to a very high standard in the red it wears today, the drivetrain fully rebuilt, and the interior fully restored to original specifications using correct style black upholstery. The car traded hands in 2004, joining Ed Brown's collection in Albuquerque, New Mexico.

Brown enjoyed the ASA for several more years before selling it, at which point it became part of a large collection of rare Italian sports cars.

Today, the ASA presents in beautiful condition, the restoration having matured nicely with some careful use and enjoyment. The paintwork remains in very good condition, and the delicate chrome bumpers and trim are straight and beautifully presented, as are the factory original knock-off alloy wheels made for ASA by Borrani.

Under the bonnet is the original 1,000-cc four-cylinder engine. Fully rebuilt as part of the restoration, it features a wrinkle finish valve cover and Weber 40DCOE carburetors. Records show the original flywheel was lightened during the engine rebuild, making the already eager little engine even happier to rev.

The ASA is accompanied by a history file with numerous receipts and records, original invoice, magazine articles, and photos, as well as original manuals and brochures. Eligible for numerous driving events and concours worldwide, this exquisite automobile is an outstanding example of the rare and charming scaled Ferrari, a car that was worthy of praise from Enzo Ferrari himself.



1959 ROLLS-ROYCE SILVER CLOUD I SALOON

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One of 2,238 Silver Clouds produced from 1955–1959

Equipped with air conditioning, automatic gearbox, and power steering and brakes

An older restoration that presents very nicely throughout

Includes Rolls-Royce Foundation documentation

The Silver Cloud was the zenith of prestige and luxury, carrying on the Rolls-Royce name from 1955–1965. Despite being new in 1955, the Silver Cloud was fitted with proven mechanicals. The elegant coachwork, designed by John Blatchley, covered a 4.9-liter inline six-cylinder engine from the pre-World War II Silver Wraith along with four-wheel drum brakes and a live rear axle. But to traditionalists, all that mattered was that this was a Rolls-Royce in the grandest tradition.

According to Rolls-Royce Foundation records, chassis LSKG125 arrived in the U.S. on the S.S. Sylvania on 28 February 1959 and was purchased from Rolls-Royce, Inc. by J.S. Inskip on 10 November 1959. Equipment includes air conditioning, power steering, power brakes, power windows, radio, and an automatic transmission.

Inskip delivered the car to its first owner, George J. Stewart, on 27 January 1960, who traded it back on 25 April 1961. It was then sold to the Cunard Steam-Ship Co., Ltd. for use in New York on 7 June 1962.

Finished in an elegant combination of Sable over Sand with matching Sand Connolly leather hides, it was restored by its prior owner approximately 15 years ago by marque expert Hyphen, Inc. At the time of its restoration the engine was fully refurbished as well as the automatic transmission and all cooling, braking, and fuel systems. The Silver Cloud has been used sparingly by its current and prior owner, and it is believed that the odometer reading of little more than 90,000 miles is correct from new.

It has been regularly maintained and driven 200–300 miles per year by the consignor who describes it as a roadworthy car that presents very well. Having led a pampered life, it has been part of his collection for the last four years. An owner's handbook, shop manual, lubrication and maintenance instructions, service invoices, and aforementioned Rolls-Royce Foundation documentation are included.

CHASSIS NO. **LSKG125**

\$65,000 – \$85,000

OFFERED WITHOUT RESERVE



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1957 PORSCHE 356 A 1600 SPEEDSTER

COACHWORK BY REUTTER

CHASSIS NO. **82849**
ENGINE NO. **836125**
GEARBOX NO. **12497**

\$300,000 – \$350,000

Restored in period-correct color combination

One of just 1,155 Speedsters from the 1956 model year

Includes original matching-numbers engine on stand

Copy of factory Kardex and Porsche Certificate of Authenticity

Light, simple, and fast – that describes the brilliant Porsche 356 Speedster. It was created at the behest of American distributor Max Hoffman, who told Ferry Porsche that the still-fledgling automaker needed something to compete with the popular British and Italian imports of the day. And it had to be priced competitively. However, boasting high-quality engineering, materials, and workmanship, Porsche cars of the early 1950s were as costly as Cadillacs. Hoffman suggested that Porsche build a spartan car with minimal creature comforts, all for around \$3,000.

Starting with a few cabriolets that were already on the assembly line, Porsche removed their integral windshield frames and installed cut-down and easily removable windshields, a thin fabric folding top, and side-curtains in lieu of heavier wind-up windows. The cockpit contained a pair of light semi-competition bucket seats with ventilated but non-adjustable backrests. Speedsters, as Hoffman had demanded, were stripped of just about everything else. Even the tachometer was “optional at extra cost,” though every Speedster had one. The result was a sophisticated little sports car that was easily put into racing trim.

Soon, these hand-assembled Speedsters were dominating the American amateur racing scene. At the outset, they were equipped with a 1.5-liter engine, but soon larger and more powerful motors became available, up to and including the potent but very

complex Fuhrmann-designed four-cam Carrera. The 1600 Normal engines produced about 60 hp, the Super was good for 75, and the Carrera engine made an easy 100 or more.

According to a copy of its factory warranty Kardex, this 356 A Speedster was completed on 21 December 1956, finished in Signal Red with a black leatherette interior. It was equipped with U.S.-specification instruments, bumpers and over-riders, and sealed-beam headlights. This car's early history is unknown, but about a dozen years ago it was purchased in rough condition by an Oklahoma enthusiast. In the course of a restoration, all the expected areas

of corrosion such as floor pans, longitudinals, battery box, and other affected panels were repaired or replaced, as necessary. The owner specified a change in color, choosing the always-attractive Aquamarine Blue Metallic, paired with a tan leatherette interior, tan top, and tan tonneau. A set of chromed steel wheels has also been fitted. It is currently powered by a 1967 912 engine (Type 616/36), but its original Type 616/1 engine, no. 63872, is included, as is its original transmission with BBAB gearing.

Speedsters are a thrilling drive and always in demand; here is an excellent driving example that can be enjoyed as-is.





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1964 SUNBEAM TIGER MK 1

CHASSIS NO. **B9471139 LRX FE**

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Meticulously restored, award-winning example

Presented in Balmoral Gray; believed to be one of 27

Sunbeam Tiger Owners Association Certificate of Authenticity

Offered is an outstanding Mk 1 Sunbeam Tiger that has been meticulously restored to its original, very rare shade of Balmoral Gray; it is believed to be one of only 27 finished in this color. The car is accompanied by its respective Sunbeam Tiger Owners Association Certificate of Authenticity, having been inspected and certified in 2011. Its known history dates to the mid-1970s in California, where receipts and records show the car was well maintained and driven regularly. It passed to another California owner before being discovered in 2006 by Neal Wichard of La Jolla, California.

In 2007, Mr. Wichard commissioned Cobra and Tiger restoration experts Doug Pratt and Tom Shelby (Carroll's nephew) of Only Yesterday Classic Autos to perform a factory-correct, nut-and-bolt restoration. Fit, finish, and paint quality are exquisite, with outstanding bodywork and panel gaps. Chrome and bright trim quality equals that of the paint and body,

and the car rides on a set of period-appropriate Minilite alloy wheels. The high-quality restoration is also carried into the interior with correct grain vinyl material in medium blue, piped in navy blue. The correct original steering wheel and shift lever remain in place, as well as a wonderful, correct Radiomobile 1070 radio. The Tiger comes with a factory hard top, and beneath the hard tonneau cover resides a Haartz canvas navy blue soft top. The trunk houses the car's full-size spare, jack, handle, and tool kit.

As one would expect from such a high-level restoration, the Ford 260-cu. in. V-8 is fully detailed to show-quality standards. The engine features an upgraded larger oil filter, with an original one included with the car. The undercarriage is similarly exquisite; fully detailed with correct Koni shock absorbers, and outstanding quality finishes.

Since the completion of the restoration, the Sunbeam has earned two Best of Show awards at Sunbeam Tiger Owners Association concours in 2011, a Best of Show at the SAAC meet in Santa Monica the same year, as well as having been exhibited on the lawn at the prestigious Quail Motorsports Gathering in 2010. This Tiger remains exquisite and is easily counted among the finest Sunbeam Tigers extant, ready to join any collection of important high-performance sport cars.



1972 INTERMECCANICA ITALIA SPYDER

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Rare Italian-American sports car

One of approximately 500 built

Powered by a 351-cu. in. Ford Windsor V-8 engine

This 1972 Intermeccanica Italia Spyder was dispatched from the factory on 5 August 1970. A U.S.-specification example, it was fitted with optional electric windows, head rests, and air conditioning. Finished today in classic red over black, this Italia Spyder is a beautiful example of the marque. Exterior features include the "ITALIA" badging on the nose, rearing bull grille emblem, and classic Cromadora alloy wheels fitted with Intermeccanica-badged center caps. Some subtle revisions have been made to this car, such as quad-round taillights, Plexiglass headlight covers, and shaved fuel filler cap. The paintwork is nice, and while a few minor touchups can be found on close inspection, the car is very presentable overall. Brightwork is also good, showing some minor polish marks in places but is otherwise straight and attractive. The cockpit is similarly

well presented with black upholstery and top as originally equipped. The interior features Jaeger instrumentation, an adjustable steering column, and a classic Moto-Lita three-spoke wood-rimmed steering wheel.

Throughout the production of the Italia, Carrozzeria Intermeccanica used a series of different engines depending on what was available at the time. As a later-production example, this car was fitted with Ford's 351-cu. in. Windsor V-8 engine with a single four-barrel Holley carburetor and mated to a four-speed manual transmission. The engine bay is well detailed with period-appropriate chrome valve covers and air cleaner.

This 1972 Intermeccanica Italia features breathtaking Italian design and benefits from the power and reliability of an American powertrain. One of approximately 500 Italias built between 1967 and 1972, this rare Italian-American sports car would make an excellent addition to any collection of rare and unusual sports cars.

CHASSIS NO. **50383414**

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as an Italia.



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2012 LEXUS LFA NÜRBURGRING PACKAGE

CHASSIS NO. **JTHHX8BH8C1000485**

SERIAL NO. **488**

\$850,000 – \$1,100,000

Virtually as new with just 54 miles

One of only 50 Nürburgring package-equipped LFAs

To celebrate taking three victories in a row at the Nürburgring 24 Hours, Lexus decided to produce a limited run of LFAs with some race-inspired features. Dubbed the Nürburgring Package, this package was intended to give the LFA, an already capable car, more of a track-focused attitude.

Visually, the car received a number of carbon fiber exterior components, including a revised front splitter, fixed rear wing, and winglets on the nose. Of course, as this added to the car's downforce and therefore reduced its top speed, engineers compensated for the difference by coaxing an additional 10 hp out of the LFA's sensational Formula 1-derived 4.8-liter V-10, making for a total output of 562 bhp. All that power is managed through a six-speed auto-clutch manual transmission, and shift times were increased by 0.15 seconds. The standard wheels were replaced with magnesium wheels sourced from BBS with more aggressive Bridgestone tires, and the ride height was dropped by 0.4 in. to further improve handling and lower the car's center of gravity.

Only 50 examples, just 10% of the LFA's production run, were fitted with the Nürburgring Package, and of those cars, no fewer than 15 examples were earmarked for U.S. customers. Although the standard LFA was offered with a plethora of colors to choose from, for the Nürburgring Package, customers were allowed to select one of four options: orange, matte black, black, and white, like the car offered here.

Underneath its white paint, this LFA boasts a two-tone red and white leather interior to complement its exterior and red brake calipers. Further accentuating the car's racy attitude, carbon fiber trim is present on the center console and steering wheel, and the car retains all of the standard LFA's plush accoutrements. A U.S.-delivery example, the car has been carefully preserved since day one and has been driven just a paltry 54 miles at the time of cataloguing. As such, it is presented today in virtually as-new condition with nary a sign of use throughout. Furthermore, it is important to note that the car comes with its original books, keys, car cover, battery tender, window sticker, and even the original letter from Lexus to the first owner.

One of the most highly anticipated Japanese cars of the 21st century, the LFA was a car years in the making and one that exceeded all expectations upon its long-awaited delivery to clients worldwide. Thanks to their sportier appearance and rarity, the Nürburgring Package cars are without a doubt the most desirable LFAs and are seldom offered for sale or seen in public. To the collector of Japanese cars, modern supercars, or simply the enthusiast who missed out on buying an LFA new, this is not an opportunity to be missed.







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† 1967 FERRARI 330 GTS

COACHWORK BY PININFARINA

CHASSIS NO. 10773

ENGINE NO. 10773

GEARBOX NO. 694

\$2,200,000 – \$2,500,000

Offered from the famed Skip Barber Collection

Ferrari Classiche certified; original engine and gearbox

71st of only 100 rare and exclusive examples produced

Equipped rare optional factory air conditioning

Includes Classiche “Red Book” and manuals

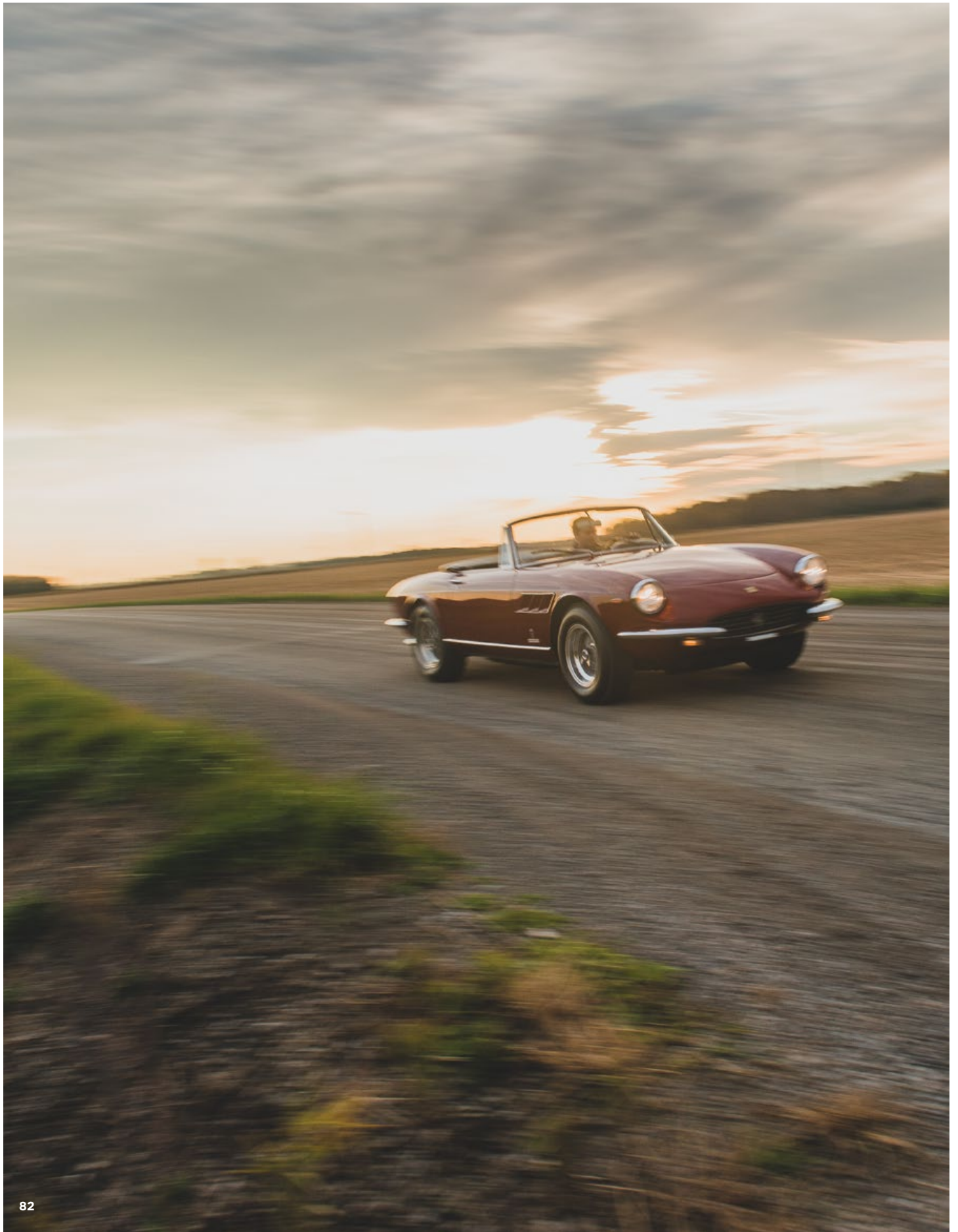
Showing only 33,750 original kilometers





In 1966 the 330 GTS debuted at the 1966 Geneva auto show. Enzo Ferrari wanted to create a new model that would fit between the sporting 275 GTB and the grand touring-oriented 330 GT 2+2, calling once again on Enzo's preferred automotive clothier, Pininfarina. The 330 GTC would utilize the chassis of the former and the engine of the latter, creating a comfortable yet still sporty two-seat experience. Sergio Pininfarina, working with his engineer brother-in-law Renzo Carli, created an elegant design that incorporated many successful elements from past designs. The new model borrowed the tail of the 275 GTS in its entirety, a nose modeled on that of the 500 Superfast, and front fenders from the 330 GT 2+2. The resulting 330 GTC personified elegance, style, and speed in the great Italian tradition of sporting automobiles.

Following the 300 GTC introduction, Ferrari unveiled the GTC's open-air variant, the exclusive, GTS spider. As with the 330 GTC and the 275 GTS, the new 330 GTS featured the same mechanical layout that included a fully independent suspension, four-wheel Girling disc brakes, a rigid torque-tube driveline, five-speed transaxle, and Campagnolo alloy wheels or optional classic Borrani wire wheels, if the customer preferred. Lurking under the sleek hood was the Ferrari's famous four-liter, twin-cam V-12, delivering a genuine 300 bhp at 6,600 rpm to answer its driver's beck and call. All these components deliver a symphony of power, propelling the Italian thoroughbred to speeds approaching 150 mph, making it one of the fastest open two-seat sports cars of its time.



This stunning 1967 330 GTS was purchased new by Warren Heller, an American living in Paris. Heller took delivery of the car at the Ferrari factory and drove it back to France. Heller enjoyed the 330 GTS for many years until it was reported stolen in Paris in the summer of 1981. In 1983 it surfaced in Southern Florida, where it was “sold” to an unsuspecting buyer. At the time it had been repainted a dark grey color and showed 19,000 km, according to the Ferrari Market Letter archive. Later the car was tracked down by Gerald Roush and Steve Barney who notified Heller of their discovery. By 1994, after more than a decade separated from its original owner, the GTS and Heller were reunited in Paris. Heller died in 1999 and passed it to his estate, who sold it to Frank Gallogly of Englewood, New Jersey. Gallogly commissioned a high-quality repaint of the car, selecting the attractive deep red color the car wears today. In 2000 it showed only 26,151 original kilometers when it was acquired by Skip Barber, who added it to his carefully procured collection.

Mr. Barber has driven the 330 GTS sparingly, but regularly, keeping this classic Ferrari always serviced, properly sorted, and ready to drive and fully functional, including the rare, original factory-installed air conditioning system. The car is currently showing only 33,750 original kilometers. The well-preserved original black interior, replete with three-spoke wood steering wheel, fine wood veneer dash trim, and classic white on black Veglia instruments, welcome the driver into a comfortable place of old-world craftsmanship and elegance. A black soft top complements the interior. Accompanying are a Ferrari Classiche certification, service receipts, and manuals.

The 71st car out of just 100 examples produced, this rare, powerful, well-preserved 330 GTS is ideally suited for the Ferrari enthusiast that enjoys spirited driving as well as FCA events.









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1960 AC ACE-BRISTOL

CHASSIS NO. **BEX 1146**

\$250,000 – \$300,000

One of 63 AC roadsters built in 1960

Displayed by Bob Grossman at the 1960 New York Auto Show

Two-year restoration completed in 2014

Currently fitted with a Cobra V-8 engine

Featured in Rinsey Mills' marque volume
AC Six-Cylinder Sports Cars In Detail

In late 1956 AC began offering an uprated engine option for the company's handsome Ace roadster, a two-liter inline six built by Bristol to the specifications of a pre-war BMW racing motor. The resulting Ace-Bristol became extremely popular with SCCA competitors, dominating the E-Production class for a short time. British privateer Ken Rudd sealed the model's renown with a 10th-overall finish at the 1957 24 Hours of Le Mans in a factory-

prepared Ace-Bristol. Less flamboyantly bodied than the Shelby Cobra that appeared in 1962, yet still a consummate race-winning model, the Ace Bristol remains a favorite today with enthusiasts of important competition roadsters.

Claiming important early auto show use and a recent restoration to high standards, this striking Ace Bristol is one of just 63 roadsters built in 1960. Chassis no. BEX 1146 was originally finished in white paint and distributed to the U.S., where it was initially used as a show car by the famed racing driver and sports car importer Bob Grossman. It would be displayed on his stand at the New York Auto Show in April 1960.

It is believed that the AC was fitted with a Ford 289-cu. in. engine sometime in the late 1960s or

early 1970s, as it is currently configured. In 1974 the roadster was acquired by a New Jersey-based enthusiast, and it remained in his care for 32 years until being sold to Gary Singer of New Mexico in 2006. In 2012, Mr. Singer sold the Ace-Bristol to the consignor, and he immediately set about a two-year frame-up restoration in which every mechanical and cosmetic consideration was addressed. The coachwork was refinished in a very elegant shade of dark green.

Following the restoration's completion in 2014, the consignor drove the AC in several long-distance events, including the

Copperstate 1000 as well as the Going to the Sun Rally in Montana. The roadster was also presented to much adoration at the Amelia Island Concours d'Elegance in 2017.

With intoxicating period details like the AC fuel-filler cap, un-flared fenders, a wood-rimmed steering wheel, and wire wheels, this beautiful Ace should strike the fancy of any marque aficionado or enthusiast of noteworthy British competition models. The roadster is ideal for event use or display at local concours d'elegance and English car shows, offering a distinguished complement to any collection.





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2017 FERRARI F12tdf

CHASSIS NO. **ZFF81BFA3H0224226**

\$950,000 – \$1,100,000

Fewer than 280 miles from new

Attractively finished in Grigio Titanio
over two-tone blue interior

A very highly optioned example

Single ownership and in as-new condition

After applying the GTO moniker to the high-performance version of the 599 GTB, Ferrari chose to revive another storied name from its past for the high-performance version of the F12 Berlinetta: The Tour de France.



Dubbed the F12tdf, Ferrari produced only 799 examples for its very best customers and wrung out every possible ounce of performance by shedding weight from and adding power to its front-engine V-12 flagship. Horsepower was raised to 769 bhp (from 730 bhp), and 110 kilograms of weight was dropped. The F12tdf takes a mere 2.9 seconds to accelerate to 62 mph and 124 mph will arrive precisely five seconds later. To put this performance into perspective, the F12tdf will lap Fiorano in 1:21:00, only 1.3 seconds after the LaFerrari. Afforded to only Ferrari's most loyal customers, they were given the opportunity to own the limited-edition TdF, and this is one of the highest specified examples ordered.

Delivered new to Massachusetts, this example has remained in virtually new condition throughout, having only been driven fewer than 280 miles. Additionally, the car is covered under the Ferrari Genuine Maintenance program to 2023, giving the new owner peace of mind should they wish to take it to the open road. Showcasing the car's high-performance nature, numerous carbon fiber options were selected, including under door covers, headlight buckets, and fog lamps. Other options include Telemetry System, Alcantara seat inner trim, yellow brake calipers, suspension lifter, AFS System, colored seatbelts, body color outer mirrors, and passenger display, amongst others. The options ordered total over \$90,000.

Without question the ultimate front-engine Ferrari supercar, the F12tdf is truly a modern-day collectible that will continue to be held in high esteem by collectors and enthusiasts alike. With performance nearly matching the LaFerrari, but with the visibility and practicality of the F12, the TdF offers the best of both worlds. It is addicting to drive, and we are certain that the next owner will not be able to resist the temptation of its thrilling driving experience. There is no doubt that this is among the most beautifully sculpted and designed Ferraris, and it more than pays homage to its historic racing pedigree.







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1965 SHELBY GT350

CHASSIS NO. **SFM 5S363**

Multiple award-winning restoration

**Presented in classic Ford Wimbledon White
with Guardsman Blue stripes**

Highly desirable and iconic American performance car

\$325,000 – \$425,000

One of the most enduring and coveted performance cars of the 1960s is the Shelby GT350. This 1965 example, chassis SFM 5S363, was brought to concours-level standards with over 1,300 hours of restoration work spent on it. A full rotisserie restoration was performed by noted Mustang and Shelby expert Paul's Engineering of Ohio and the engine, transmission, brake, rear-end assembly, and suspension components were meticulously rebuilt to show standards.

After emerging from restoration, the GT350 was exhibited at four judged shows and achieved podium results every time. At the Regional Indiana Shelby meet it received Judge's Choice, then captured the Silver Award at the 1996 SAAC National meet at Lime Rock, followed by consecutive Gold Awards in 1997 and 1998 at the Oklahoma National Mustang Grand National show and the Michigan National SAAC meet. Following its brief and illustrious show career, the GT350 was retired from competition and carefully stored in a heated garage.

Finished in classic Wimbledon White, this Shelby's exterior features traditional Guardsman Blue

stripes, Cragar five-spoke wheels, and a matching spare wheel with a Goodyear Blue Dot spare tire, as well as a correct driver's side mirror. Interior features include a 15-in. wood-rimmed steering wheel, rare and original Ray Brown Automotive 3-in. lap belts, radio delete, the original dash panel, portions of the original seat covers, and correct carpeting. The highly detailed restoration extends to the undercarriage, with factory-correct details including red oxide primer, white overspray, and factory-style chalk markings.

Beneath the fiberglass Shelby hood with steel supports, the 306-hp 289 shifts through a Borg-Warner T10 four-speed

transmission with an aluminum case and is equipped with such correct Shelby performance equipment as "Tri-Y" headers and a proper 1965-dated 715-cfm Holley carburetor. Other items include a factory-correct Shelby air cleaner, Shelby hollow-letter finned aluminum valve covers, a high-capacity Shelby finned aluminum oil pan, a large-diameter alternator pulley, an export brace, a Monte Carlo bar, and a trunk-mounted battery as well as a 9-in. Ford rear end with a Detroit Locker unit.

This beautifully restored and since well-preserved Shelby GT350 presents an opportunity to acquire a superb example of classic American power and pose.



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† **1973 FERRARI 365 GTS/4
DAYTONA SPIDER** COACHWORK BY SCAGLIETTI

CHASSIS NO. 16839

ENGINE NO. B 2664

GEARBOX NO. 1288

\$2,200,000 – \$2,600,000

Ferrari Classiche certified; retains its original engine and gearbox

The 90th of only 121 examples built

Restored in its original color combination by a marque expert

Odometer currently displaying less than 34,500 miles

Documented by marque historian Marcel Massini

Striking example of Maranello's iconic front-engine V-12 spider





Without a doubt, the 365 GTS/4 spider holds a unique cachet among Ferrari's vintage front-engine V-12 roadsters, combining rarity and beautiful design with an important perch in the manufacturer's engineering genealogy.

Ferrari announced the 365 GTB/4 berlinetta in 1968, introducing Leonardo Fioravanti's famed shark-nose design in a stop-gap effort while the forthcoming rear-engine flat-12 remained a work in progress. That the model was nicknamed "Daytona" in honor of the company's dominating 1-2-3 finish at the 1967 24 Hours of Daytona has become a point of legend, even if the name was not officially sanctioned by Enzo Ferrari.

But the Daytona, the marque's first 4.3-liter dual-overhead cam road car, took on a particularly handsome visage when the top was removed. The striking GTS/4 spider was introduced at the 1969 Frankfurt Salon. Endowed with a purity of line and stance, the new spider's collectability was instantly assured when only 121 examples were produced. As the final front-engine open Ferrari to feature a derivation of Giaocchino Colombo's classic short-block V-12, the Daytona spider was the ultimate evolution of 20 years of development, the final hereditary successor of an entire generation of vintage Ferraris.

Chassis no. 16839 is the 90th of those few 121 spiders built, and the 65th example of 96 cars specified for retail in the U.S. Equipped with air conditioning, a Becker radio, and instruments in miles, as well as American-specification safety and emissions components, the Daytona was finished in Giallo Fly and upholstered in Nero vaumol leather. The car is believed to be one of just 16 examples sold in the U.S. to feature the striking combination.





The Ferrari completed factory assembly in March 1973 and was distributed to William Harrah's Modern Classic Motors in Reno, Nevada. Purchased new by James Nute of Dearborn, Michigan, the Daytona was presented in May 1974 at the 12th Annual FCA Meet held at Stone Mountain Park, Georgia. In 1976 the car was sold to Atlanta-based dealer Jim Southard, and from there it passed to two more dealers before being purchased in 1978 by Fred Johl, a German living in California. His brother, Armin Johl, was a marque collector better known for a successful leather manufacturing business.

Fred Johl registered the Ferrari with California tags bearing his nickname, "ITZER," but imported the car to Germany, where it participated in the Ferrari Owners Club meet at the Nürburgring in June 1980, and the AvD-Oldtimer-Grand Prix at the Nürburgring in August 1982. In 1986 the spider was acquired by Kay Bradford of Villanova, Pennsylvania, and he retained possession for three years before selling the car to Gerald Bowes of Philadelphia, at which point the odometer displayed 29,132 miles. Mr. Bowes presented the Daytona in June 1990 at the Sixth Annual Reading Concours d'Elegance at Reading, Pennsylvania, winning a class award, and kept the car for three more years before selling.



Gary Schaevitz of Katonah, New York, then bought the Daytona in 1993, and two years later it passed to Dean Becker, the owner of an eponymous beeper company. Chassis 16839 was briefly owned by at least one more American owner before being purchased in April 1999 by the world-renowned collector Sir Anthony Bamford of Stoke-on-Trent, England, and he commissioned the esteemed marque expert Terry Hoyle to conduct a full cosmetic restoration that included repainting and reupholstering the car in its original factory color scheme. The opportunity was also taken to convert the coachwork and safety equipment to European specifications, which included modifying the lamps, removing the emissions components, and adjusting the front and rear bumpers. The air conditioner was also replaced with a correct factory-specification unit.



Though the beautifully restored Daytona remained in the UK for some time, it was purchased in 2001 by *Los Angeles Times* publisher Otis Chandler for inclusion in his local museum, and then traded to Joel Finn of Connecticut, to whom it was then delivered from England. In 2006, the minimally driven spider was sold to the consignor. During his ownership the car has continued to enjoy a life of modest use and dutiful maintenance as needed while being domiciled in a climate-controlled garage.



In November 2007 the spider was authenticated by Ferrari Classiche (in original U.S. specification) confirming that all major mechanical equipment remains intact and original. The car has experienced almost no significant activity of note over the past 13 years, with the exception of presentation at the Concorso Italiano in Seaside, California, in August 2018. Two months later the Daytona was treated to a thorough inspection and servicing by Ferrari of Beverly Hills, at which time the air, cabin, and oil filters were replaced, and the fluids were flushed and replaced.

Currently displaying approximately 34,302 miles, less than 4,500 miles over the last 26 years, this breathtaking 365 GTS/4 offers an outstanding degree of originality as confirmed by the factory authentication. Daytona Spiders do not frequently become publicly available, and this example is further distinguished by the rare *fly giallo* on *nero* combination, which was featured on only 16 U.S.-delivery examples. Currently presented in European specification, the minimally driven Daytona Spider displays outstanding fit and finish, and is ideal for presentation at major concours d'elegance and marque events, a superlative acquisition for any sports car enthusiast.





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1916 PIERCE-ARROW MODEL 38-C TOURING

CHASSIS NO. **37294**

ENGINE NO. **C43037**

\$130,000 – \$160,000

OFFERED WITHOUT RESERVE

Well-preserved, three-owner, highly original car

**Includes a set of side curtains and
period canvas seat dust covers**

One of just 1,647 vehicles produced by Pierce-Arrow in 1916

Now recognized by the CCCA and eligible for all club events

For more than three decades, the Pierce-Arrow Motor Car Company of Buffalo, New York, was among the most respected and renowned automakers in America. Hard to believe the company responsible for producing the grandest of luxury cars began by building bird cages and household products, then bicycles, prior to automobiles.

The Model 38 gets its name from the corresponding horsepower produced by its inline six-cylinder engine. It is one of just 1,647 cars produced by Pierce-Arrow in 1916, due in part to the fact that it cost \$4,300 when new, compared to a Ford Model T Touring, which was just \$360 in 1916!

According to the consignor, this car was purchased new in Long Beach, California, by Frank B. Cox. He sold the Pierce to Richard Squires of Hughson,

California, who became short on money. Squires sold the car to Edmund Gibes of Wisconsin. When Squires' finances improved, he bought the car back from Gibes who then kept it for the next 65 years. Gibes transferred ownership to Robert Schertle who sold it to the consignor in 2015. It is a well-preserved, mostly original car with an equally lovely patina. Finished in maroon with black fenders and beltline, the black leather interior is fitted with period canvas dust covers, successfully preserving much of the originality of the car.

It is equipped with dual side-mount spare tires, a full set of side curtains, Westinghouse shocks, a Boyce Moto Meter, trunk rack, tilt-out windshield, wood steering wheel, painted artillery wheels, and other wonderful period features. A 1964 AACA First Prize Winner badge is prominently displayed, indicative of its earlier history.

Now recognized by the CCCA, it will be eligible for all club CARavans and events. The notable build quality and durability of early Pierce-Arrows make them ideal tour vehicles for today's collectors.

Please note that this lot is titled as a 1917.



1959 MERCEDES-BENZ 190 SL

148

Finished in its stunning, original Strawberry Red Metallic
Very nicely restored show-winner
Includes sales and restoration documentation

The Mercedes-Benz 190 SL and its performance-focused sibling, the 300 SL, were introduced to the American public in February 1954 at the New York Motor Show. While the 300 SL “Gullwing” captured immediate attention, the stylish 190 SL has come into its own as a highly desirable and eminently drivable roadster.

This attractive 190 SL was delivered new to Brownsville, Texas, in mid-1959, and in time found its way to Milwaukee, Wisconsin, where it was kept in storage for several years. The current owner purchased the car in 2001, and with its body solid and rust-free, it was an ideal candidate for restoration.

The car has since been returned to remarkable condition by Canadian craftsmen well versed in Mercedes-Benz automobiles. All mechanical systems have been meticulously addressed.

The engine and transmission were rebuilt, brake and suspension components replaced, and a new wiring harness installed. The body was properly sanded and expertly refinished in its original color, the rare and very attractive Strawberry Red Metallic. The interior has been refurbished with period-correct tan leather and carpeting along with a new tan top. The car has its original glass, a working Blaupunkt radio, and a clean dashboard with fully functioning instrumentation. The bumpers, hubcaps, and brightwork have all been re-chromed, enhancing the car’s tasteful appearance. Radial tires sit on the original wheels; a spare tire and jack are included. The car has since been sheltered in a climate-controlled garage. A detailed record of work done accompanies the vehicle.

The restoration has been rewarding: this car has won honors in numerous shows, including a People’s Choice Award at the Mosport Concours d’Elegance. Only 25,881 190 SLs were built from 1955 to 1963, and this handsome 190 SL presents an excellent opportunity to obtain a classic open Mercedes-Benz, well suited to the open road.

CHASSIS NO. **121.040.10.9501716**
ENGINE NO. **121.921.10.9501699**
BODY NO. **A121.040.9500850**

\$140,000 – \$180,000
OFFERED WITHOUT RESERVE

149

† 1985 FERRARI 288 GTO

CHASSIS NO.
ZFFPA16B000056761

\$3,200,000 – \$3,600,000

Less than 2,900 miles from new

Recent full service, including timing belts

Equipped with both air conditioning and power windows





The first Ferrari to carry the GTO name since the vaunted 250 GTO, it was clear that Ferrari had high hopes and was proud of its newest sports racer, the 288 GTO. Looking to compete in the FIA's now-legendary Group B, Ferrari produced and designed the 288 GTO in order to homologate it for competition within that series, which called for a production run of 200 cars.

Group B took the world by storm following its introduction in the early '80s, especially in Europe. With a number of manufacturers competing on a world stage with automobiles engineered to a radical degree with few rules and regulations to keep them in check, Group B rallying was just as thrilling as it was dangerous. Ferrari was eager to jump into the fray and certain that they could compete with the likes of the Group B establishment, including Audi, Peugeot, and Lancia. However, this was not to be. With Group B cancelled in 1987, Ferrari had fully developed and homologated the 288 GTO, yet it never got its chance to race. Rather than leaving the 288 GTO on the shelf, Ferrari was not dissuaded from selling the car to its most loyal customers.

Built on a sturdy tubular steel chassis, it boasted a wheelbase longer than the production 308 GTB, and it rode on four-wheel independent suspension. The new Tipo F114B mid-mounted V-8 was installed longitudinally rather than transversely, and it produced 400 hp through four valves per cylinder, Weber-Marelli electronic fuel injection, twin IHI turbochargers, and dual Behr intercoolers.

The doors, trunk, and engine-lid were shod in lightweight aluminum, while GRP and carbon compound formed the balance of the bodywork – a taste of the carbon fiber to come. Visually, the car resembled the 308 GTB, but it was much more aggressive in nature, sporting large flared wheel arches to accommodate bigger wheels, 8-in. wide at the front and 10-in. wide at the rear. Larger spoilers were also fitted fore and aft, the result of extensive wind-tunnel testing. The rear wings had three cooling slots behind the wheel, a fitting tribute to the 250 GTO.

Despite boasting a 189 mph top speed, the 288 GTO was suitably outfitted for road use. Boasting leather-trimmed seats as well as air conditioning and electric windows available as optional extras, driver and passenger comfort would not be an issue. Clearly a big hit with Ferrari's clientele, 272 examples were built, which was over 25 percent more than the required homologation amount. When taking the supercars that came after, the F40, F50, Enzo, and LaFerrari, into account, the 288 GTO is the rarest of the vaunted quintet.









Produced for the 1985 model year, this 288 GTO boasts the desirable options of red seat inserts, air conditioning, as well as power windows. It was sold new to its first owner, Renee Cheryl West, in June of 1985 according to a report compiled by Ferrari historian Marcel Massini. Later that summer, the car returned to its original selling dealer, Newport Imports, with only 579 miles. The car's next registered owner was Palm Springs-based collector Bob Pond, who purchased the 288 GTO in August of 1994. That same month, the car was shown at the Ferrari Club of America National Meeting and Concours in Monterey.

It is believed that the 288 GTO remained in the Pond collection for a number of years and was sold in 2007 to Alex Bize, a businessman residing in New York. Bize showed the car at the Cavallino Classic in

Palm Beach, Florida, in January of 2008. The car was later sold to a Texas-based collector in November of 2010 and remained with him until recently. Importantly, the car has just received a full service, which included the timing belts. A compression test done at the time confirms that the engine is in excellent working order.

Having travelled less than 2,900 miles from new, it goes without saying that this 288 GTO presents in excellent condition, clearly having been well cared for throughout its life by the lucky owners. Thanks to a recent service, this 288 GTO is ready to drive and enjoy should its next owner so desire – or would be a prime candidate for inclusion into a collection of Ferraris, as a pristine and low-mileage example of the first of the marque's sensational line of supercars.



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1992 PORSCHE 911 CARRERA RS

CHASSIS NO.
WPOZZZ96NS490645
ENGINE NO. **62N81114**
GEARBOX NO. **2002556**

\$250,000 – \$300,000

OFFERED WITHOUT RESERVE

Retains its original numbers-matching drivetrain

Rarely seen Midnight Blue Metallic over black

Factory sport bucket seats in black leather with triple blue inserts

Highly original, including matching numbered panels

Porsche Production Specifications certificate included

Described by Paul Frère as “virtually a road-legal version of the Carrera Cup model,” Porsche’s 964-generation 911 Carrera RS is a true track-day weapon for the street. Utilizing the uprated Type M64/03 air-cooled flat six-cylinder engine, a lightened flywheel helped to improve engine response. Power is managed through a G50/10 five-speed manual transmission with closer ratios and steel synchronizers, along with a limited-slip differential. Furthermore, the 964 Carrera RS was lowered by 40 mm from the standard ride height,

and the suspension was fitted with stiffer springs and shocks in addition to adjustable anti-roll bars.

The body shell was entirely seam-welded for increased stiffness, light alloy was used for the front bonnet, and thinner glass was employed for some of the windows. Tipping the scales at just over 1,230 kg (2,712 lbs.), the Carrera RS was a sparkling performer and could easily hold its own on the track against almost any competitor in skilled hands.

Featuring all its numbered doors, front trunk, and rear engine cover, the 911 Carrera RS offered was delivered to Kazuhisa Nakazima of Japan in March 1992. Equipped with black bucket seats with triple blue inserts, 17-in. wheels, and Michelin tires, this Carrera RS is in the uncommon color combination of Midnight Blue Metallic over black. After passing through several owners in Japan, the Porsche was sold to Yuji Maeda in 2000, who maintained the vehicle through 2016 when it was exported to the U.S. with its odometer showing 40,349 km. In October 2017, the Carrera RS was serviced at Klub Sport Racing, Inc. in Florida, where it received new brake pads and rotors along with fresh brake fluid.

Today, this Carrera RS presents beautifully inside and out and is supplied with original manuals, as well as a Porsche Production Specifications certificate confirming its original color combination. The avid Porsche enthusiast seeking a fine example of this very rare high-performance Carrera should look no further. Sporting a very desirable color combination and with less than 42,000 km recorded, this is a fine, investment-grade RS that can be enjoyed while it appreciates.





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†◇ **1960 MERCEDES-BENZ 300 SL ROADSTER**

CHASSIS NO. **198.042.10.002484**
ENGINE NO. **198.980.10.002537**
BODY NO. **A198.042.10.000205**

\$1,100,000 – \$1,250,000

Finished in its stunning original colors of Graphite Grey over red leather

Retains its original matching-numbers engine

Restored by CB Restorations in 2009

Sparingly driven since, though properly maintained and exercised

Includes tool set and spare tire

The introduction of the Mercedes-Benz 300 SL was a hugely important moment for Mercedes-Benz and served to further cement the company's position as the market leader in race-bred, performance automobiles. Massively ahead of its time, the 300 SL utilized an innovative space-frame chassis coupled with a highly advanced, fuel-injected engine, the first of its kind fitted to a production car.



It was crowned the fastest performance car in the world upon its introduction and could handily outrun any other car on sale at the time.

The car was conceived by American Mercedes-Benz importer Max Hoffman, who believed that a road-legal version of Mercedes-Benz's successful W194 racer would be profitable and that the unique style and performance of such a car would resonate well with his American clients. Mercedes-Benz took Hoffman up on his idea, and so it was only natural that the new 300 SL would premiere at the New York Auto Show in 1954. The 300 SL coupe quickly earned the nickname "Gullwing" for its distinctive roof-hinged doors, and the public fell in love with the car, not



only for its breathtaking design, but also for its earth-shattering performance.

Looking to expand upon his success with the Gullwing coupe, Hoffman thought that a convertible version of the 300 SL would also sell quite well, and the 300 SL Roadster was introduced in 1957. Of course, as the 300 SL would lose its top, engineers had to reinforce and modify the space-frame chassis to fit conventionally hinged doors. Through lowering the height of the chassis, this simultaneously allowed for greater ease of entry. Cosmetic changes were minor and included a smaller grille opening and dual chrome strips along the side sills, giving the car a more streamlined and glamorous look. At the rear, the spare tire was repositioned below the trunk floor, necessitating a smaller fuel tank but also maintaining reasonable luggage space. These revisions to the roadster added some 250 lbs. to the total weight of the car, mostly due to the convertible top.

Looking to keep the speed and performance of the closed 300 SL for the new roadster despite its gain in weight, Mercedes-Benz fitted the more sporting NSL engine of the coupe to all roadsters as standard equipment. This made the roadster capable of top speeds that ranged from 133 to 155 mph, depending on the final drive ratio specified. However, the stunning performance and design of the 300 SL Roadster did not come cheap, at a list price of \$11,000; but it was worth every penny. Ownership of a 300 SL implied an exquisite taste in engineering and aesthetics, and it was the ultimate automotive statement. Naturally, many found homes in the garages of celebrities, racing drivers,



and other successful individuals with an appreciation for fine automobiles.

This beautiful roadster was originally finished in very desirable Graphite Grey over a red leather interior, the same combination it sports today. The Gull Wing Group's Roadster Register notes the first owner as Donald J.G. Leek of Hammonton, North Dakota. In 1974, the 300 SL passed to Arthur S. Kleimer of Edison, New Jersey, at which point the roadster is noted as having been repainted blue. Kleimer retained the roadster for over two decades before selling it to Russell Moran in Wheatridge, Colorado, in 1998. Moran then sold the car shortly thereafter to John P. Herrlin in Mendham. At this time the car was noted as having been refinished in red. Herrlin maintained the 300 SL for approximately 10 years before it was acquired by CB Restorations, of Haverhill, Massachusetts, on behalf of the current owner. CB Restorations proceeded to completely restore the car, including

refinishing the SL in its original and arresting color combination of Graphite Grey and red leather interior.

Since completion, the roadster has been sparingly used though routinely and properly maintained while stored in their private collection. The owner notes that they have driven their roadster for approximately 1,000 miles since acquiring it in 2009. However, it has always been maintained in a climate-controlled facility and properly serviced and exercised as needed. Included with the car is a correct reproduction tool set and spare wheel and tire.

The 300 SL Roadster has become every bit as desirable as its famous "Gullwing" sibling, and similarly to the Jaguar E-Type, no enthusiast's stable is complete without one. This very early example, long treasured by enthusiasts and maintained as an excellent driver, would be an ideal acquisition for the lady or gentleman who thrills in the sport of driving.





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1993 VECTOR AVTECH WX-3R ROADSTER PROTOTYPE

CHASSIS NO.
1V9VW2620PW048002

\$450,000 – \$550,000

The 1993 Geneva Motor Show car

The only Vector roadster produced

Incredible twin-turbo V-8 performance

Retained by company founder Jerry Wiegert

Fledgling supercar manufacturers run the gamut, but few get off the ground. Jerry Wiegert's Vector Aeromotive Corporation stands apart. Wiegert's first major foray into automobiles came after graduating from California's Art Center College of Design. With a new company initially dubbed Vehicle Design Force, he set off to inject a blend of West Coast individualism, Detroit knowhow, and European influence into his supercars.



Working out of a small warehouse in Los Angeles' Venice neighborhood, Wiegert conceived and designed the W2 prototype in the late 1970s. The W2's angular design channeled the era like few other supercars with its sloping hood that flows into a steeply raked windshield. A wide stretch between the tail of its doors and its rear wheel wells held a twin-turbo General Motors-sourced 350-cu.-in. V-8 paired to a beefy three-speed automatic. The W2 was shown first in non-running prototype guise at the Los Angeles auto show in 1976, but a functional prototype bowed in 1979. Wiegert used the W2 to show off his engineering prowess and to drum up support for a production-intent model that would later be known as the Vector W8.



Vector sold nearly two dozen W8s and the company counted celebrities such as Andre Agassi among its customers. One reportedly topped out at 242 mph on the Bonneville Salt Flats in Utah, while others made appearances in television shows, video games, and Hollywood movies. The W8 was built by hand in the European coachbuilding tradition, but its 625-hp V-8 spoke with a distinctly American accent as it rocketed to 60 mph in a hair over four seconds. Its 12-second quarter-mile time was unheard of in an era when the Ferrari Testarossa ambled through more than two seconds slower.

For Wiegert, there was more on the way. Ultimately, the \$455,000 W8 list price raised sufficient capital for Vector to begin work on its replacement, which was called WX-3 in its prototype phase. A hardtop prototype arrived in time to sit under the bright lights at the 1992 Geneva Motor Show. Its styling was derivative of the fighter jet-inspired W8, but with a curvier, more organic look overall.

A year later, Vector arrived again at Geneva with the same WX-3 coupe repainted in a positively '90s teal metallic. However, the media's attention was now drawn to a dramatic WX-3R roadster painted a glimmering shade of Amethyst purple sitting next to the teal hardtop, both with scissor-style doors and colors that matched the logo of Wiegert's Aquajet jet-ski firm. Further distracting the onlookers was the fact that this pair of show cars featured Rodeck twin-turbo V-8s slotted behind the passenger compartment, proving that Wiegert had indeed delivered on his



earlier promise to make functional prototypes that conveyed stunning looks and outlandish performance.

While sharing many attributes with the prototype coupe, the roadster had an even more streamlined appearance due to an almost unfathomably raked windshield that wrapped into its side windows bisected by a section of the door skin. The WX-3R roadster also showed off a lower rear spoiler. Its interior featured highly bolstered individual bucket seats draped in grey leather rather than the wide, European-style three-wide seating in the coupe.

The powertrain in the roadster was the proven high-performance W8 platform, with a 6.0-liter Rodeck twin-turbo V-8 mated to a heavily modified General Motors Turbo-Hydramatic 425 transmission. This combination could propel the WX-3R to speeds well in excess of 200 mph, making it one of the fastest roadsters ever built!

After the successful debut of this prototype pair in Geneva, it looked as though Vector's future was bright. But behind the scenes, there was trouble at Vector Aeromotive—and it was not because of the WX-3. With eyes on Vector and later Lamborghini,

Indonesian firm Megatech attempted and later succeeded in taking over Wiegert's company. A battle between the two sides eventually landed in the Los Angeles Superior Court and Wiegert lost control of the company he'd worked decades to build up.

As a result, the WX-3 was never put into production and these prototypes became the last all-American Vectors completed, with the successor M12 being manufactured using Lamborghini components. The two prototypes were retained by Wiegert,

the legendary supercar builder who is now working to develop a modern 2,000-hp successor. Never before has the WX-3R prototype been offered at auction, where its reappearance is sure to wow all of those in attendance just as it did for show-goers and media alike at the 1993 Geneva Salon. The WX-3R represents an unrepeatable glimpse into American supercar design and development in the early 1990s, when Jerry Wiegert reigned supreme from his small California facility as he built America's first supercar.



The Vector Avtech WX-3 prototypes on display at the Geneva Motor Show in 1993.
Courtesy of the owner



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1993 VECTOR AVTECH WX-3 PROTOTYPE

CHASSIS NO.
1V9VW2629PW048001

\$450,000 – \$550,000

The 1992 and 1993 Geneva Motor Show car
The only Vector WX-3 coupe prototype produced
Incredible 1,000-hp twin-turbo V-8 engine
Retained by company founder Jerry Wiegert

For Gerald “Jerry” Wiegert, the wedge-shaped Lamborghini and Ferrari sports cars of the 1970s were more than a passing interest. After completing his studies at the Art Center College of Design in idyllic Pasadena, California, Wiegert started a design firm called Vehicle Design Force with the intention of building a wholly American supercar.



The Vector W2—its name derived from Wiegert’s last name and from its twin-turbocharged V-8 engine—boasted a cutting-edge design that wowed show-goers for more than a decade while its builder raised funds to put it into production. *Car & Driver* said of the W2 that it was created “the way you’d build a Formula 1 car if you could afford to.”

Wiegert’s day finally came in 1989 when production started on the Vector W8, America’s first supercar that in so many ways represented what the 1980s were all about. Its design benefitted from massive leaps forward in computer engineering and the materials Vector used to build the mid-engine, rear-wheel-drive



sports car were cribbed from the aerospace industry. After all, Vector referred to itself not as an automaker but as the Vector Aeromotive Corporation.

The W8’s monocoque chassis was bonded with epoxy and riveted to an aluminum honeycomb structure floor pan. Overall, about 5,000 rivets were used in the car’s structure. Intercooled Garrett twin-turbochargers helped the 6.0-liter Rodeck V-8 produce 625 hp, making it among the earliest cars to exceed 100 hp per liter. The W8 was ferociously fast. One reportedly hit 242 mph on the Bonneville Salt Flats in Utah. Nearly two dozen were built and at a price of nearly \$450,000 in 1990, allowing Wiegert to turn his focus to its successor.

The Avtech WX-3 prototype was to preview a production car when it was first displayed at the 1992 Geneva Motor Show. Its silver paint reflecting the bright lights of the Geneva Palexpo Center, the WX-3 was initially a mere showpiece. The WX-3 prototype owed its advanced composition to the W8, including carbon fiber and Kevlar. Though its profile was angular, the WX-3 had streamlined, curved bumpers and cut lines that marked it as a product of the early 1990s. Its pop-up headlights look like a throwback today, but they were still popular when the WX-3 was unveiled in Geneva.

Inside, the WX-3’s interior was far more refined, but still shared its airplane cockpit control arrangement with the W8. The switches and buttons were organized in a more conventional array. The hardtop eschewed deeply bolstered sports seats in favor of a



three-across seating configuration clothed in black leather with teal green trim, an option previously made available for the W8 export market. Side windows that slid open helped save weight and reduced complexity, as did triangular mirrors integrated into the A-pillars.

A year later, Vector had more to show at the 1993 Geneva salon. By then, the company had wedged its twin-turbo Rodeck 7.0-liter, 1,000-hp V-8 behind the passenger compartment and repainted the WX-3 the Brilliant Aquamarine it wears today. It was joined by the open-top purple WX-3R (for Roadster) at the automaker's California modern-themed stand at the motor show. Wiegert chose the teal and purple hues because they matched the logo of his Aquajet jet-ski firm. After putting these finishing touches on the mind-blowing show car, the final cost to develop and build the WX-3 prototype coupe had reached \$1,000,000!

At its introduction, Wiegert and Vector boasted of plans for a trio of high-performance engines with output ranging from an impressive 600 to a staggering 1,200 hp. The WX-3 prototype features a variable boost 1,000-hp version of the twin-turbo V-8 paired to a heavily modified General Motors Turbo-Hydramatic 425 transmission. It was the only Vector to be equipped with the larger and more powerful 7.0-liter engine. At the time, Vector claimed that the WX-3 could complete the 0–60 mph sprint in just 3.3 seconds before reaching a top speed of 248 mph.

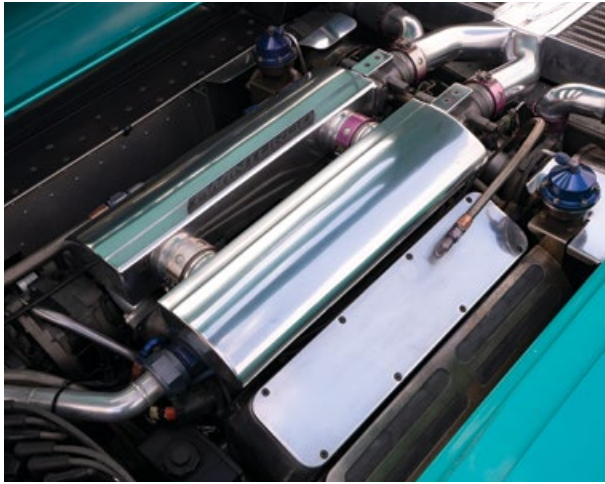
Due to a hostile takeover attempt by the Indonesian company that owned Lamborghini at the time, the WX-3 never left the prototype phase. After a court battle, Wiegert was able to retain ownership of the WX-3's design, which prevented Megatech from ever producing the vehicle. Megatech used the WX-3's styling as its basis for the Lamborghini Diablo-based M12 that it debuted

in 1995, but it was panned by automotive magazines and was never successful as a racing car. In the end, the WX-3 coupe and WX-3R roadster were the last all-American Vector examples completed.

Wiegert's WX-3 was well received by media at its teaser introduction in Geneva in both 1992 and as a complete vehicle a year later. It appeared in an episode of the mid-1990s CBS revival of the TV show *Burke's Law* and has been exhibited

at numerous car shows in the last 25 years by Jerry Wiegert, who retained ownership of both the coupe and roadster prototypes.

Although it never made production, the WX-3 represented the very best of America's first supercar and offered enormous potential for the future. The spirit of the WX-3 lives on today with the next generation WX8 currently in development, which carries on the tactical fighter aircraft for the road theme with plans to make use of a big-block V-8 engine capable of over 2,000 hp.



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‡ 2017 FERRARI LAFERRARI APERTA

CHASSIS NO.
ZFF86ZHA2H0224581

\$6,500,000 – \$8,500,000

One of only 210 Aperta models built

Approximately 1,500 miles from new

Fully optioned and recently serviced

The ultimate open-top Ferrari hypercar



Recalling many design cues of the Enzo, the LaFerrari's design is equally forward thinking. Though no larger than the Enzo in footprint, even more impressive is that Ferrari managed to squeeze in both a 6.2-liter V-12 engine and a 120 KW electric motor. With 789 bhp on tap from the V-12 and an additional 161 bhp from the electric motor, total output is rated at 950 bhp. Despite the car's massive output and powertrain, care of its advanced hybrid system, the LaFerrari's carbon footprint is noticeably smaller when compared to the Enzo. Unveiled at the 2013 Geneva International Motor Show, the LaFerrari created global fanfare and anyone with the means wanted Ferrari's latest and greatest hypercar. Picking up the torch from the Enzo, LaFerrari continues the grand tradition of mid-engined Ferrari hypercars that began with the 288 GTO, a car which found its own inspiration from the legendary 250 GTO.









As limited as the LaFerrari was, Ferrari's most important clients were in for an even more exciting open version, the Aperta. Offered to clients who already owned a LaFerrari, only 210 examples were built with all pre-sold before its debut at the 2016 Paris Auto Show. During Ferrari's 70-year history, there has never been another vehicle as eagerly anticipated or as technologically advanced as the LaFerrari Aperta; the result of seven decades of ingenuity, perseverance, creativity, passion, and success. The LaFerrari Aperta embodies every aspect of the company and its founder, Enzo Ferrari. Putting the company firmly at the forefront of automotive technology thus far in the 21st century, the LaFerrari Aperta combines lessons learned from Formula 1, Corse Clienti, and Ferrari's road-going supercars of the past.

Delivered new to Ferrari of Beverly Hills, this LaFerrari Aperta was ordered in Nero Daytona with red accents throughout the interior and exterior, which was only done for the Aperta. All options were selected, including the full carbon package which features the exposed carbon fiber removable roof panel. Since delivery, the car has been carefully driven and displayed in the owner's collection of Italian supercars. It has been driven approximately 1,500 miles at the time of cataloguing. The car has always been regularly serviced by Ferrari of Beverly Hills, most recently in December 2018. A factory clear bra applied to the front of the car has protected the paint from any potential blemishes. Accompanying the Ferrari are all factory accessories, including the car cover, spare key, top cover, and owner's manuals.



For the uppermost echelon of Ferrari collectors, the LaFerrari Aperta epitomizes what Ferrari is today: a company that provides cars with the utmost performance and exclusivity, honoring their past whilst looking toward the future through cutting-edge design and technology. Today, it sits on the same pedestal that the Enzo did in the 2000s, the F50 of the 1990s, and back to the 250 GTO of the 1960s. The LaFerrari Aperta is without question the ultimate Ferrari road car of this century and from the moment of its inception, it has been considered as a must-have in any world-class collection of Ferraris.







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1973 PORSCHE 911 CARRERA RS 2.7 TOURING

CHASSIS NO. **9113601048**

ENGINE NO. **6631014**

GEARBOX NO. **7830984**

\$400,000 – \$500,000

OFFERED WITHOUT RESERVE

Matching chassis, engine, and gearbox

One of 42 examples delivered in Bahia Red

Only three registered owners from new

Offered from long-term ownership since 1991

Less than 81,000 original kilometers

In the custody of the current owner since 1991, this 911 Carrera RS was originally delivered to a Mr. Kurt Swigler, a resident of the lakeside community of Gwatt, Switzerland, on 19 April 1973. It was one of just 1,308 Touring (M472) versions of the widely acclaimed RS 2.7, and one of only 42 finished in Bahia Red (1313). It was trimmed with a black interior with charcoal carpeting and finished with wheel centers painted red to match the body. This was a very nicely optioned example, ordered with an electric sunroof (M650), power windows (M651), Sport seats upholstered in

black leatherette and Perlon corduroy and fitted with stiffer springing on the driver's side (M405), a pair of headrests (M258), a limited-slip differential (M220), electric radio antenna and speaker package (M441), a pair of round under-bumper H3 white fog lamps (M458), and a Webasto gas heater (M060). A set of Pirelli tires was also specified.

Porsche built three series of the 911 Carrera RS 2.7. An initial series of 500 cars to Group 4 specification was required to homologate the company's new Group 5 Special Grand Touring racer, the 911 RSR. There was so much demand for the RS that another 500 were put into production, and when orders continued to pour

in, a third run was ordered. In all, there were 17 RSH homologation chassis, 200 M471 Sport (or “Lightweight”) cars, and the balance – 1,308 units – were M472 Touring versions that retained many comfort and convenience features of the standard 911 S. The RS 2.7 became instantly recognizable by its flared rear quarter panels necessary to accommodate wider rear wheels and larger tires, as well as its iconic rear burzel, or “ducktail” rear spoiler.

Documents accompanying this car indicate that it was sold by Mr. Swigler to British classic car dealer David Alston of Milton Keynes in early 1989. Soon afterward, it was sold to a Mr. R. Jaynes of London. Mr. Jaynes enjoyed the car for three years before selling it to another London-area exotic car dealer, Mark Pullicino Classics. An inspection of the car at 59,977 km deemed it “excellent and original.” On 10 June 1992, the current owner – then living in London – acquired the car from Pullicino, by which time it had accrued 65,600 km. In 1994 the current owner relocated to

Waltham, Massachusetts, and arranged shipment of his Porsche to the U.S. through the Port of Houston, Texas, where it was picked up and remained with compliance specialist Wallace Testing Laboratories. The owner notes that “at 22 years of age, it was still a few years shy of legal importation as a classic car. On 11 April 1994, Wallace Labs obtained NHTSA approval that the car could be released to me. I had it transported to Massachusetts where it stayed until I moved to Arizona in October 2013.”

Soon after its arrival in Massachusetts, a new clutch was installed, along with modern oil-fed Carrera-type chain tensioners, new heat exchangers, and a new muffler. While the internal structural parts were found to be in good condition, a front fender and a left-hand door skin were replaced and repainted by West Foreign Auto Body of Natick, Massachusetts. This also required application of a new OEM black Carrera script. In 2012, the owner commissioned a full engine overhaul by European Performance Engineering, also in Natick.





A few comfort and convenience upgrades were made by the current owner, including replacement of the standard shift lever with a factory short-shift kit; the original parts were retained and will be included. The owner recently replaced the shift linkage coupler. The radio installed by the first owner has been replaced with an AM/FM/SW/cassette head and a pair of Pioneer speakers placed in the front kick panels. The gas heater is not operative and the sunroof cables may need replacement. The car will also be supplied with its correct collapsible spare wheel and tire with compressor, jack, a partial tool roll, an owner's manual, and a folio of sales and maintenance invoices.

Here is a rare opportunity to acquire an authentic 911 Carrera RS that retains its original chassis, engine, and gearbox. While it displays the patina typical of an unrestored example, it offers its next owner the opportunity to drive the car as is or use it as the basis of a ground-up restoration. Bahia Red is an unusual color in the range of hues Porsche offered in that period and certainly stands out among the more commonly seen paint schemes. With relatively few kilometers added after its major mechanical rebuilds, this Carrera is ready to enjoy.





156

1997 PORSCHE 911 TURBO S

CHASSIS NO.
WPOAC2992VS375831
ENGINE NO. **61U06451**

One of 345 examples built by Porsche Exclusive

One of three finished in Viola Metallic

22,000 original miles; matching-numbers engine

Includes Porsche Certificate of Authenticity and clean CARFAX

\$300,000 – \$350,000

The Porsche Exclusive Department built only 345 examples of the Type 993 Turbo S in 1997. This stunning example is believed to be one of only three delivered worldwide in Viola Metallic (L39G) with a black interior. Offered for just two years, the 911 Turbo S offered a wonderful combination of high-performance and limited-production refinement at levels that humbled even the brilliant Turbo on which it is based.

The Turbo S was one of the last air-cooled 911 family, powered by a 3.6-liter flat six with alloy case

and cylinder heads. A pair of K24 turbochargers helped it produce 450 bhp in U.S. specification. Power is put to the ground through a six-speed manual transaxle and all-wheel-drive system that was developed for the earlier 964 Carrera 4. Porsche upgraded the Bosch Motronic engine-management system and added an additional oil cooler to handle the increased heat load. Large, 12.68-in. power-assisted ventilated and cross-drilled multi-piston disc brakes with yellow calipers delivered impressive stopping power. Performance was dazzling, even by today's standards. Taking just

8.9 seconds to reach 100 mph from a standing start, the 911 Turbo S was quicker than the standard Turbo by a full half-second, and if the driver had the nerve and the space, could see almost 185 mph at the top end.

Externally, the Turbo S could be identified by front air ducts in lieu of fog lamps, air intakes atop the rear quarters, quad-tip exhaust pipes, and a very effective Aerokit bi-plane rear-deck spoiler. The interior featured sumptuous leather and carbon-fiber trim, and of course a long list of luxury options ranging from air-conditioning to an electric sunroof, multi-adjustable power sport seats, power brakes, and power steering.

According to its included CARFAX report, this gorgeous example was delivered new to its first owner in Florida on 15 October 1997. It was purchased by its second owner on 13 October 1999 and registered in New York, with an odometer reading of fewer than 12,000 miles. Its third owner registered the car in Colorado, where records show the car received a service inspection on 31 August 2000. The current owner purchased the car in North Carolina on 19 July 2005 at which time the car had been driven

14,387 miles. It has been driven sparingly, with some 22,000 miles now recorded. Completely stock and unmodified, this Turbo S has been properly maintained, with the only notable service item being replacement of the power-steering rack by Bob Moore Porsche in Oklahoma City.

The serious collector seeking a rare, elegant, and powerful turbocharged AWD Porsche could do no better than this fine example in a very rare and attractive color.





157

1953 BUICK SKYLARK

CHASSIS NO. **16839595**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

One of just 1,690 produced for 1953

No-expense-spared restoration by TC Restoration in 2011

Perhaps the most iconic model for Buick collectors

Described as “one of the best”

Buick’s 50th anniversary car was one of GM’s Motorama stars of 1953. The limited-production Skylark was unveiled in July 1952. Based on the Roadmaster, it was essentially a factory-customized version of the standard convertible. Styled by the famous designer Harley Earl, the model lacked Buick’s trademark portholes or ventiports while riding on standard Kelsey-Hayes chrome wire wheels. The windshield was lowered four inches, the beltline was cut down and notched at the rear fender line, and the rear-wheel cutouts were rounded and raised to match the front ones.

Power steering, brakes, windows, seat, antenna, and convertible top were included in the nearly \$5,000 price tag which helped to keep sales at just 1,690 units. The owner’s name was engraved on a gold anodized emblem placed on the hub of the steering wheel. The other big news was under the hood. The Skylark debuted the division’s first modern OHV V-8 engine of 322 cu. in. producing 188 hp, nicknamed the “nailhead.”

This medium red metallic Skylark is the beneficiary of a no-expense-spared restoration completed by Tony Castellano of TC Restoration, Palmdale, California, in May 2011. New Jenkins Interior leather was fitted at that time. Since, it has accumulated just five miles and has been exercised briefly, but regularly, while stored in a climate-controlled environment.

Originally a Texas car, it was delivered to A. C. Stephenson in March 1953 as evidenced by the personalized steering wheel hub unique to Skylarks. Its second owner was Dwayne Walter of Redondo Beach, California; later enjoyed by David Griggs of Cannon Falls, Minnesota, a Buick Club member, prior to being purchased by the consignor, its fourth owner, in May 2009.

It comes complete with a comprehensive photo album documenting the restoration, along with receipts detailing the same and an owner’s manual reprint. The Skylark has been shown one time – a trophy winner at the Desert Classic Concours in Rancho Mirage, California. The consignor simply describes it as, “one of the best.” The Skylark is arguably the ultimate Buick in the eyes of collectors and is certainly the cornerstone of any collection of iconic Buicks and ’50s automobiles.



1963 CHEVROLET CORVETTE STING RAY 'SPLIT-WINDOW' COUPE

158

CHASSIS NO. 30837S118801

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

Believed to be largely original with just 62,000 miles from new

Highly optioned, including power steering, brakes, and windows

Reportedly one of only 278 examples for '63 with factory air conditioning

Equipped with AM-FM radio and wood-rimmed steering wheel

Penned by GM stylist Larry Shinoda under the guise of Bill Mitchell, the 1963 Corvette Sting Ray introduced all-new wind tunnel-influenced aerodynamic styling and superb engineering, immediately elevating the status of the car. Underneath that gorgeous body was a serious car mechanically and the first Corvette to bear the Sting Ray. The fiberglass body rode on a four-in. shorter wheelbase than previous (from 102 in. to 98 in.), but overall length was nearly the same. For '63, the Sting Ray featured aggressive, yet handsome hidden headlights. A new ladder-type frame replaced the X-type frame, which lowered the center of gravity while also improving handling.

A coupe was available for the first time offering a body that was 90 percent stiffer than the previous year's

roadster. Known for its distinctive split rear window, unique to 1963, this was the first Corvette with an independent rear suspension. For that year 10,594 coupes were produced out of a total of 21,513 units.

This numbers-matching example is finished in Ermine White over a red interior. It is equipped with the Powerglide automatic transmission and is reportedly one of only 278 1963 Corvettes to feature factory air conditioning, a new option that year. This rare feature is noted by the Chevy bowtie sticker on the rear window proudly proclaiming, "Air Conditioned." Power is supplied by a 250-hp Turbo-Fire 327-cu. in. V-8. It is optioned with power steering, power brakes, power windows, AM-FM radio, and a wood-rimmed steering wheel.

According to the consignor, the Corvette is thought to be largely original, including the interior and the paintwork from the cowl rearward. He describes it as "a nice, honest car," and it presents very clean underneath, too, showing little evidence of use in inclement weather. The odometer reads little more than 62,000 miles from new, also thought to be correct.



159

1971 FERRARI 365 GTB/4 DAYTONA NART SPIDER

COACHWORK BY MICHELOTTI

CHASSIS NO. **14299**

ENGINE NO. **B 1036**

\$600,000 – \$650,000

The third of five examples rebuilt to the order of Luigi Chinetti

Attestation of Historic Interest issued by Ferrari Classiche

Commissioned as a personal car for Luigi Chinetti's wife, Marion

Displayed at the 1980 Turin Motor Show and the Le Mans Museum

Long-term care by renowned collector Jon Shirley

Documented by marque authority Marcel Massini

Perhaps best known for his work on behalf of the *carrozzeria* Vignale, Giovanni Michelotti was one of Italy's most prolific sports car designers, penning both series-built and one-off coachwork designs for various firms through the 1950s before founding his own concern. The stylist was responsible for the visual cues of numerous early Ferraris, as well as later production-based models from Triumph and BMW.



Among Michelotti's most interesting work, he created an exceptional series of five open cars during the mid-1970s based on the Ferrari 365 GTB/4 Daytona, largely at the behest of NART principal and U.S. importer Luigi Chinetti. Though these cars were individually built with myriad distinguishing details, the body designs were essentially the same, sharing an angular wedge-styled shark-nose motif that emphasized a single unwavering beltline from tip to tail.

Chinetti commissioned the first of these cars in 1974, presenting it at that year's Turin Motor Show, and the initial design featured cut-down doors, molded bumpers, and a targa top. The second car, chassis no. 15965, was commissioned as a competition example to run the 1975 24 Hours of Le Mans, though Chinetti



ultimately withdrew all the NART entries that year following a disagreement with the race stewards.

In 1976, Chinetti ordered three more Daytonas from Michelotti to be configured to road specifications, and the featured car, chassis no. 14299, was the first of these. The car began life as a standard Daytona coupe equipped with air conditioning and power windows, and specified for the American market. Completing assembly in May 1971, the 365 GTB/4 was finished in *Grigio Ferro* (Iron Grey) and upholstered with *Rosso Vaumol* leather. The car was then retailed through Chinetti's Connecticut-based distributorship and purchased by a Dr. Silva.

Sometime over the next four years the Daytona was traded back to Chinetti, and he submitted it to Michelotti in 1976 for use on his three-car order. Michelotti re-bodied 14299 in the style of the 1974 Turin show car, though the cut-down doors and vent windows were de-emphasized. The spider was fitted with five-spoke alloy wheels and a tan soft top, and it was painted in a two-tone scheme of dark blue over grey. The interior was re-trimmed in orange-hued leather, while the dashboard layout was re-configured using the original car's Veglia Borletti gauges. A color-matched hardtop was fitted to complete the finishing touches.



In 1977 the NART Spider was delivered back to Chinetti and he added script reading "Marion" in honor of his wife, to whom he gave the car as a present. Three years later Chinetti loaned the Daytona to Michelotti for presentation on the designer's stand at the 1980 Turin Motor Show, after which the car was displayed through 1982 at the Le Mans Museum in France. Two years later the spider was also presented at the La Baule Concours d'Elegance.

In 1985 the 365 GTB/4 returned to the U.S., and as Mrs. Chinetti had passed away in the interim, the importer chose to sell the car. The spider was then purchased by Los Angeles-based dealer Marty Jacobian, and he presented it at the 1986 Palm Springs Concours d'Elegance. In January 1990 the car was sold to Richard Gorman of North Miami, Florida, and he in turn sold it to Marv Tonkin, brother of the well-known Oregon-based Ferrari dealer Ron Tonkin.

In September 1991, the minimally driven Daytona special was acquired by the highly respected Jon Shirley, whose world-class collection has garnered numerous awards at the finest events worldwide, including the first Ferrari to ever win Best of Show at Pebble Beach. The unique Ferrari remained in Mr. Shirley's collection for 22 years, being consistently maintained as needed while enjoying the company of his production Daytona Spider and alloy 275 GTS/4 NART Spider, among others. Later in Mr. Shirley's ownership the spider was certified by Ferrari Classiche with a unique Attestation of Historic Interest, an honor bestowed on cars that are deemed to possess important competition or show history subsequent to when they were first sold by Ferrari.

After being purchased by the consignor in August 2013, this Ferrari was presented at the Cavallino Classic in January 2014, winning an award for Design Distinction. A few months later the car garnered an Amelia Award at the 2014 Amelia Island Concours

d'Elegance, and it returned to the Florida-based concours in 2018. The spider has accrued roughly 3,000 miles of rally use during the consignor's ownership, including participation in the Copperstate 1000.

Offering rarity and a unique glimpse of Michelotti's interpretation of the celebrated Daytona, this handsome one-off Ferrari is

steeped in the provenance of the famed Luigi Chinetti, and would make a great acquisition for the Maranello completist searching for particularly unusual coachbuilt examples. Still displaying just 5,479 miles accrued since the 1976 rebuild, the spider is sure to draw interest at FCA gatherings and major concours d'elegance, or may be appreciated for its sublime styling, a tribute to the genius of the great Giovanni Michelotti.





160

Ω 1993 JAGUAR XJ220

CHASSIS NO.
SAJJEAEX8AX220789
ENGINE NO. **6A10332SB**

\$400,000 – \$500,000

Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.

One of approximately 275 made
Desirable early left-hand-drive example
Delivered new in Europe
Approximately 9,000 km since new
Exceptional original condition throughout
Fully serviced by Don Law in January 2017

When Jaguar revealed the prototype XJ220 at the British International Motor Show in 1988, it was a sensation. A worthy successor to the multiple Le Mans-winning C-Type and D-Type Jaguars of the 1950s, the XJ220 grabbed the headlines, just as its illustrious forebears had done in previous decades. A planned limited-production run of a minimum of 220 and a maximum of 350 cars, combined with an eventual VAT-inclusive price tag of nearly £403,000 (over a half a million in U.S. dollars) only served to

further ensure the XJ220's exclusivity. There was immense interest and almost 1,500 orders were received, each with a £50,000 deposit. Jaguar then had the task of allocating cars to those privileged few customers that it considered worthy of ownership. The production XJ220 was officially launched at the 1991 Tokyo Motor Show and when production ended in 1994, approximately 275 examples had been built.



Jaguar started planning for the proposed 200-mph supercar in the mid-1980s. It is said that the design was developed mainly in the project team's spare time and was a labor of love. The XJ220 survived Jaguar's takeover by Ford the following year, but when it eventually entered production in 1992, it was a very different machine. Gone was the prototype's 6.2-liter V-12 engine, replaced by a Cosworth-designed, 3.5-liter, twin-turbo V-6 as used in the XJR-11 sports racer. Producing no less than 542 bhp, this incredible engine enabled the XJ220 to meet its 200 mph-plus design target, resulting in F1 driver Martin Brundle recording a speed of over 217 mph during track testing. With a blistering 0–100 mph time of 7.9 seconds, the new Jaguar supercar was quicker than a Ferrari F40 or a Lamborghini Diablo. The XJ220 was the world's fastest production car until the arrival of the McLaren F1.



From the experience learned from Jaguar's double-Le Mans-winning Group C sports racers, the XJ220 was constructed around a bonded and riveted monocoque chassis formed from lightweight, corrosion-resistant, aluminum-alloy sheet re-enforced by aluminum honeycomb sections in highly





stressed areas. Similarly race-derived was the double-wishbone suspension, adapted to provide acceptable comfort under road conditions, while other competition-influenced features were the AP Racing brakes, Speedline aluminum alloy wheels

(17-in. diameter at the front, 18-in. at the rear) and FF Developments, five-speed, all-synchromesh transaxle with viscous-control, and limited-slip differential.



This Jaguar XJ220 was produced 8 February 1993 and sold new to TRW chief Tom Walkinshaw in April of that same year, for his personal collection. It was then transferred to a collector, and for this reason was not registered until 1998. In 1998 it underwent a major overhaul that included a fuel tank replacement as recommended by the manufacturer. Another major overhaul was conducted in August 2010, and in 2011 other works were carried out, including replacement of the brakes and tires. The service file, including invoices, is included on file with the car. The previous owner participated in the 2011 Rallye de Paris. In 2011 it was sold and imported to Switzerland, where it was used very sparingly. With the last year, the car was sent to renowned XJ220 specialist



Don Law who fully inspected and serviced the rare Jaguar, for approximately US\$50,000, to ensure that it had been properly sorted and ready to drive. Finished in stunning Silverstone Green with Sand leather and equipped with an Alpine car radio with 16/9 GPS, this Jaguar XJ220 is in exceptional condition.

A landmark model in Jaguar's illustrious history, the XJ220 is still the company's fastest-ever production car. As such, it remains highly collectible, being sought after by Jaguar aficionados and supercar collectors alike. Boasting gorgeous looks and tremendous performance, this beautiful XJ220 represents a wonderful opportunity to acquire one of the most significant supercars of its era.





161

1963 SHELBY 289 COBRA

CHASSIS NO. **CSX 2195**

**Special ordered by Ford for promotional events
Raced extensively and successfully in period
Documented restoration
Presented in near-factory-original specification**

\$725,000 – \$900,000

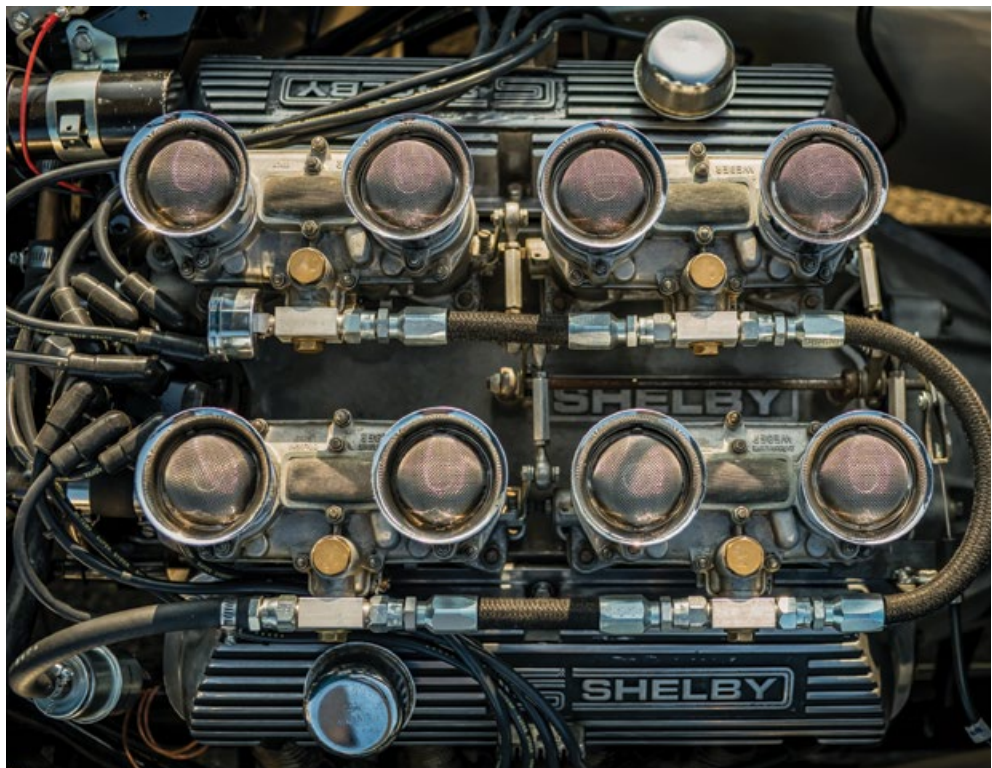
Carroll Shelby established his reputation as a racing driver by 1961 and was ready to kick it up a notch and build his own race car. Impressed by the combined agility and power of borrowed Cad-Allards, he set out to create the ultimate Anglo-American hybrid. AC Cars of Thames Ditton, England, provided the nimble tubular frame with aluminum body of



their Ace, highly reputed for its dexterity on the European circuit. Desirous of the visceral power of the Dearborn, Michigan, manufactured V-8, Shelby persuaded Ford to furnish their short stroke 260-cu. in. engine to complete the perfect union. The lightweight Ace frame had to be modified to accept the muscular V-8 engine, but such was Shelby's power of persuasion, both entities agreed to allow the new prototype to be named after the race driver. In 1962, a brilliant yellow Shelby Cobra was unveiled at the New York Motor Show.

Sporting a four-speed manual gearbox, the prototype – chassis CSX 2000 – weighed in at just 2,100 lbs. and was campaigned around the U.S. Shelby American Inc. could barely meet demand for the brawny little race car and by 1963 it upped the ante switching to a rack-and-pinion steering system, but most notably it adopted the 289-cu. in. Ford motor with 271 hp and a top speed of 130 mph. The Shelby 289 Cobra was able to accelerate from 0–60 mph in just 5.8 seconds. The superb power-to-weight ratio enabled the newcomer to take 7th place in the 1963 Le Mans, and Dan Gurney went on to be the first U.S. driver to win an FIA race in an American car at the Bridgehampton 500 KM in September of the same year. The following year at Le Mans, the Shelby Cobra won 4th place overall and 1st in the GT class.

Chassis CSX 2195 is unique as it was one of very few Shelby Cobras especially ordered by Ford for exhibition and demonstration purposes. It was shipped to Los Angeles on 1 October 1963. The Bright Blue Shelby body fitted with the 289 Ford powerplant was transported to S.P. Spaulding Ford in Richmond, Virginia. This example was special-ordered by Ford with extruded rear wings to accept wider tires and a factory rollbar. It



came with a black interior and 'Class 1' accessories package, which included chrome rocker covers, WSW tires, and a luggage rack. After exhibition at several promotional events, this Shelby Cobra was retired by Ford and sold to Tony Fisher of North Carolina who repainted it gold and drag raced it for two seasons. Fisher ran the Cobra extensively in 1964 with his all-female pit crew. According to correspondence included with the car, he was 'undefeated' and won over \$18,000 in prize money and side bets.

In 1967, the Cobra was purchased by Jim Walker of Canada and raced under the pseudonym 'Jay Walker' in the U.S., where it is believed to have won various events, including the NASCAR Gold Cup Championship. The car was eventually acquired by Larry Epworth, also of Canada, where it remained until 1985 when chassis CSX 2195 was purchased by a collector and race enthusiast in Clackamas, Oregon. The car was never raced again and has remained within his

family until today. Extensive documentation, detailing thousands of dollars and hundreds of hours of labor, show that this amazing Shelby Cobra was 'restored incrementally' between 2006 and 2018, as every component and element has been replaced, renewed, rebuilt, or upgraded. The car was repainted the original Bright Blue and the interior and exhaust were returned to factory-correct specification. Accompanying this Shelby Cobra is a portfolio of documentation, including an event program on which the late great Carroll Shelby himself penned 'Chassis CSX 2195' and his own signature.

This Shelby Cobra 289 is one of only 580 built between 1963 and 1965, but unlike many of its siblings, this car has truly lived the life it was built for. It is the apogee of the bare-bones sports racer and with its unique history and racing pedigree, this Shelby Cobra is by anyone's standard an excellent example for continued spirited driving.







162

1992 SPICE FERRARI SE 92C GTP

CHASSIS NO. SE 92C-014

\$250,000 – \$300,000

Please note that this lot is offered on a Bill of Sale only.

One of the last cars built by Spice Engineering

Powered by a Ferrari 355 V-8 built by Amoroli

Rosso Barchetta livery honors Ferrari's early racing days

Features a new fuel cell, new clutch, and an extra set of BBS racing wheels

British race car driver Gordon Spice claims he's a businessman first and a race car driver second, but his podium finishes at Le Mans may suggest otherwise. In his competition days, Spice had a knack not just for racing, but for car building. By the early 1980s, Spice's factory-backed racing career wrapped up after Ford pulled the plug on its Capri Group C racers. It was the perfect time for Spice to launch his own career. As he told *Motorsport* magazine in late 2017, "I had all the kit you needed to run a team, courtesy of Ford, but no cars."

Spice and Ray Bellum went in together and created Spice Engineering with the intent of building Group C chassis. The cars did well in the World Sports Car Championship and in IMSA racing in North America.

Spice Engineering was a strong force into the early 1990s when the Ferrari-powered SE 92C GTP offered here was completed. It was not a Group C car, but was instead intended for use in IMSA GTP and GTP Lights Championship in the U.S. That innovative series wrapped up in late 1993 and gave way to the World Sports Car Championship. At that time, the car was campaigned by L'Guja Racing's Ranieri Randaccio.

Unlike most Spice Engineering racers, this SE 92C speaks with a hearty Italian accent from its large exhaust pipes. A Ferrari 355-based V-8 built by Amoroli puts out around 475 hp. The car's early competition miles came at the hands of Randaccio, who reportedly was involved in an accident at Sebring in 1996. The Ferrari-powered Spice race car was rebuilt and has not been raced ever since. In 2006, its owner at the time commissioned Autoworks Unlimited in Harwinton, Connecticut, to complete a restoration. Completing such a project on a car that was hand-built on the other side of the Atlantic a decade and a half earlier was no easy task, but the Spice Ferrari shows well today as it wears Rosso Barchetta livery inspired by Ferrari's earliest racing efforts.

The Spice Ferrari has been exercised regularly at Ferrari club events over the last decade, including some light track-day use. It features a new fuel cell, a new clutch, and will be delivered with an extra set of BBS racing wheels.

With its British-Italian heritage, the Spice Ferrari SE 92C offers a unique combination of attributes, including a chassis created by a seasoned racer and the distinctive power output of the Ferrari 355 V-8 engine. Ready to be enjoyed, it would be the talk of the paddock at any gathering of Ferraris on the track.





163

1968 FERRARI 330 GTC

COACHWORK BY PININFARINA

CHASSIS NO. **11517**

ENGINE NO. **11517**

\$600,000 – \$800,000

Ferrari Classiche certified

Stunning Junior Conway paintwork and Tony Nancy interior

**The first-ever 330 GTC invited to the
Pebble Beach Concours d'Elegance**

Two-time Platinum Award winner

Complete with tools, books, and restoration records

Filling a gap in Ferrari's line-up between the four-seat 330 GT 2+2 and the high-performance 275 GTB, the two-seat 330 GTC was revealed at the Geneva Motor Show in March 1966. It was essentially a coupe version of the 275 GTS. Pininfarina's elegant coachwork combined elements of the latter at the rear, with the 500

Superfast influencing at the front. It would be hard to argue with *Car & Driver's* assessment that "the GTC is a tasteful blend of the mean-and-low look of Ferrari competition GT cars, with the elegance of super-luxury street Ferraris of the past. Detail work, finish, panel fit – every aspect is superlative."

Under the 330 GTC's hood is the 4.0-liter, 300-bhp version of Ferrari's famous twin-cam, 60-degree V-12, as used in the 330 GT 2+2. Broadly similar to that of the concurrently produced 275 GTB, the short (2,400-mm wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel space-frame, while the suspension was independent all round by wishbones and coil springs. First introduced on a road-going Ferrari (the 275 GTB) in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created a better-balanced car and one that gave its driver "the wonderful sense of knowing just exactly what's going on between one's posterior and the pavement."

Ferrari devoted a generous amount of development work that concentrated on interior noise reduction, which with its slim pillars and large glass area, grants the occupants excellent visibility and a sense of spaciousness. The 330 GTC was luxuriously equipped in the finest Gran Turismo style, with leather seats, electric

windows, and heated rear glass as standard (radio and Borrani wire wheels were optional). With a top speed in excess of 150 mph, superior ride comfort, and sure-footed handling, Ferrari could justifiably claim the 330 GTC to be the finest of high-speed touring machines available for two people and their luggage.

Originally delivered new to Luigi Chinetti Motors of Greenwich, Connecticut, this 330 GTC was first sold to well-known Ferrari customer John Messore of Miami, Florida. The car remained in Florida until the mid-1980s before making its way to San Francisco, California, where it would eventually be exhibited at shows. This 330 GTC became the first production Ferrari to be invited to the prestigious Pebble Beach Concours d'Elegance in 1998, a testament to the high quality and authenticity of this car.

Junior Conway of Junior's House of Colors painted this striking Fly Yellow Ferrari in 2005 and, as is typical of his renowned perfectionism, the quality of paintwork is exceptional. The bodywork is excellent and the chrome, rubber, and glass are all highly presentable. Renowned automobile upholsterer Tony Nancy expertly trimmed the interior and, to this day, it continues to look amazing. Fitted with the classic AM/FM radio, leather bucket seats, and wood-rimmed steering wheel, the interior embodies the elegance of a 1960s Gran Turismo.





The beauty of this 330 GTC is more than just skin deep. The exacting mechanical restoration is a testament to the work of Norbert Hofer's Gran Touring Classics of Los Angeles, and upon inspection, it is clear that the engine bay and undercarriage are all prepared to the highest standards of authenticity and finish. The engine bay features the correct crackle-finish texture, copper tubing, hoses, and clamps. It is tidy, correct overall in appearance, and shows little use. Even the stance is perfect as it is fitted with the optional Borrani wire wheels and correct XWX tires. At the time of its restoration, the car had covered approximately 60,000 miles and was said to be in excellent condition.

The authentic restoration has earned this 330 GTC a bevy of 1st place prize awards at such venues as Santa Barbara, Beverly Hills, Newport Beach, Torrey Pines, and Concorso Italiano. It has also received two Platinum Awards, one each in Monterey and the 2005 Cavallino Classic in Palm Beach. It has been properly maintained and driven sparingly in recent years, maintaining a high level of quality of appearance and drivability. A head-turning, exciting color scheme matched with an impressive provenance and quality restoration and care make this Ferrari exceptional among others.





164

1929 PIERCE-ARROW MODEL 125 ROADSTER

CHASSIS NO. **2004504**
ENGINE NO. **200617**

\$100,000 – \$125,000
OFFERED WITHOUT RESERVE

A well-preserved older restoration ideal for touring

Eligible for all Classic Car Club of America (CCCA) CARavans and club events

Fitted with a 1930 Pierce-Arrow block; original block included

Because the Pierce-Arrow has been gone from our midst for so long, some tend to forget what a remarkable automobile it was. In addition to providing an elegant and refined way to get from here to there, the Pierce-Arrow Motor Car Company made very important contributions to the history of the industry pioneering in power braking as well as remarkable early experiments in light alloy construction, streamlined bodywork, and power steering.

Discovered on a ranch in central Oregon in about 1965 by Ray Rumford, he contacted Sam Merrell who purchased this car. He then brought it to Beaverton, Oregon, and put it in storage until 1993. The consignor was transferred ownership, but not possession of the car, and it was he who arranged for the restoration over a period of five years. The wood structure was meticulously rebuilt by Ray Graber

of San Diego, and the interior by Ken and Cindy Nemanic. The consignor took possession five years ago; however, it was not in operating condition. A 1930 Pierce-Arrow engine block was fitted at that time and according the consignor, thought the original block is included with the sale.

This sporting Pierce-Arrow is a well-preserved older restoration ideal for touring, finished in tan with brown fenders and beltline, a tan canvas top, and matching tan leather interior. It is equipped with dual side-mount spares, trunk rack, and whitewall tires. It is one of 8,422 units produced by Pierce-Arrow for 1929 and was priced at \$2,875 when new. It rides on a 133-in. wheelbase and power is supplied by Pierce-Arrow's smooth 125-hp inline eight-cylinder engine.

A 1964 State of Louisiana inspection sticker and 1965 AACA Glidden Tour decals on the windshield provide a glimpse of its earlier history. Ideal for touring, this vehicle is eligible for all CCCA CARavans and events.



1937 PACKARD SUPER EIGHT COUPE

165

One of 5,793 Super Eights built for 1937

Documented restoration by Glenn
Vaughn Restoration of Idaho

Classic Car Club of America (CCCA) Full Classic

Eligible for all CARavans and club events

Packard's 15th Series was introduced on 3 September 1936. An incredible 50 models were available for 1937! Packard produced a record 109,518 cars, a number the company had never attained before, nor would ever achieve again. Ninety percent of its sales, however, were concentrated within its lower-priced Junior lines – the new Six and 120 models. Just 5,793 Super Eights were produced for 1937, which included independent front suspension and hydraulic brakes for the first time. Packards continued to be owned by notables like Bob Hope, Jack Benny, Jean Harlow, Al Jolson, Dick Powell, Irene Dunne, and President Franklin Roosevelt.

This Packard Super Eight is finished in Regatta Blue over a light grey fabric interior. Power is supplied by

a smooth 135-hp 320-cu. in. inline eight-cylinder engine with a three-speed manual transmission. Restoration was reportedly completed in the early 2000s under the previous owner and done by Glenn Vaughn Restoration of Idaho. It has been in the possession of the consignor for the last 10 or so years, and he is believed to be just the third owner.

In addition to having been repainted during restoration, the interior was re-fitted with lovely grey upholstery and door panels replete with matching carpets and headliner. The engine and gearbox are said to have been rebuilt at the time of restoration. The odometer was set to zero at the time and currently shows just 700 miles confirmed by the clean underhood area and undercarriage. A factory radio is installed, as well, although currently inoperative. Photo documentation of the restoration is provided and receipts for any work done by the consignor are available for review.

As a CCCA Full Classic, it is eligible for all CARavans and club events.

VEHICLE NO. 1018 292

\$100,000 – \$125,000
OFFERED WITHOUT RESERVE



166

1969 FERRARI 365 GT 2+2

COACHWORK BY PININFARINA

CHASSIS NO. 12633

\$250,000 – \$300,000

One of only 809 examples produced

U.S.-specification model; delivered with factory air conditioning

Presented in its original color of Azzuro

Documented by marque historian Marcel Massini

Recent service and inspection



Revealed to the public for the first time at the Paris Auto Salon in 1967, the 365 GT 2+2 was the largest, most luxurious Ferrari ever produced at the time. There was a host of standard equipment that included power steering, power brakes, and a self-leveling suspension system, a first for Ferrari. Other Ferraris from the era came equipped with rear-mounted transaxles, however the 365 2+2 gearbox was mounted in unit with the engine sending power to a traditional rear differential. Under the sleek hood is Ferrari's powerful 4.4-liter

V-12 topped with three twin-choke Weber carburetors producing 320 bhp, enough to propel this luxury GT to speeds in excess of 145 mph.

In 1969, *Road & Track* dubbed it "The Queen Mother of Ferraris," a name by which many Ferrari enthusiasts affectionately refer to it today. "The 365 GT 2+2 is to automobiles what Abe Lincoln was to men—that is to say, great," the author went on to say. "It will do almost anything an automobile

would be asked to do: cruise at 150 mph, creep along in traffic, carry the wife and kids shopping or on a cross-country trip—all in air-conditioned comfort.”

According to research by noted marque historian Marcel Massini, chassis 12633 was completed in July 1969. This U.S.-specification version, originally finished in striking Azzuro with a Russo leather interior, was delivered to Ferrari’s official West Coast distributor, Bill Harrah’s Modern Classic Motors in Reno, Nevada. Treated to a sympathetic restoration and comprehensive mechanical overhaul in the early 2000s, this beautiful Ferrari has been driven sparsely,

but carefully maintained ever since. Paint and brightwork are still in excellent condition and body panels fit properly, reflecting the high quality and attention to detail paid to this 365 GT 2+2 when restored. A polished set of correct, original Borrani wire wheels, dated May 1968, mounted Pirelli CN72 tires, complement the elegant Pininfarina coachwork. Inside, the sumptuous leather interior features the correct Becker Europa II radio and factory air conditioning.

With its highly desirable combination of performance, luxury, and Italian style, this 365 GT 2+2 is an ideal choice for touring, Ferrari club events, and shows.





167

1954 BUICK SKYLARK

CHASSIS NO. **7A1098771**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE

One of just 836 Skylarks produced for 1954

Striking Condor Yellow over yellow and black leather interior

No-expense-spared restoration, 2014–2016

Never shown publicly since

Reputedly named after a song of the “Swing Era,” the limited-production Skylark convertible made its second and final appearance for 1954 having been introduced just one year earlier as part of GM’s Motorama trio – along with the Cadillac Eldorado and Oldsmobile Fiesta. The 322-cu.-in. V-8 with four-barrel carburetor was upgraded to 200 hp for the model year and styling was changed to coincide with the rest of the Buick lineup. Like the original, the 1954 model boasted the trademark cutout wheel wells and side spear trim, setting it apart from lesser Buicks. Skylarks featured unique chromed rear tailfins that contained the taillights, a styling feature that had never been seen before.

The Skylark name disappeared until 1961 when it would reappear mid-year on Buick’s first-ever compact car; somewhat ironic having gone from Buick’s most expensive to its least expensive car.

Nevertheless, it was telling of the power of the Skylark name. Just 836 were produced for 1954 making them among the most prized Buicks for collectors today.

Resplendent in dazzling Condor Yellow over matching yellow and black two-tone Jenkins Interior leather upholstery, this is arguably among the finest examples extant of the 1954 Skylark. A photo-documented rotisserie restoration by Dan Laughlin of Dan Laughlin Customs, Anderson, California, was completed after the car was purchased from Beverly Kibler of Redding, California, in June 2008. It is evidenced by a detailed book for the new owner, including receipts totaling in excess of \$222,000 spent from 2014–2016.

Since restoration, it has been used minimally, though exercised regularly and stored in a climate-controlled environment. It has been detailed annually to maintain its fresh-from-restoration appearance and quality. It has never been shown since restoration, offering its new owner an excellent opportunity to be invited to the some of the finest shows and concours.



1961 OLDSMOBILE STARFIRE CONVERTIBLE

168

Factory air conditioning

57,380 miles, believed to be original

Long-term enthusiast ownership

Original 394-cu. in. V-8

Two-time AACA Senior National award winner

In mid-1961, with the Jet Age in full swing, Oldsmobile introduced the Starfire, a high-style, high-performance luxury car that recaptured Oldsmobile's rich performance heritage. Sharing a name with the pre-eminent American jet fighter of the day, the Starfire aimed squarely at the personal luxury sports car market dominated by the Ford Thunderbird. The Starfire was built on a 123-in. wheelbase shared with the Eighty-Eight line and offered a host of distinctive features with outlandish modern styling drawn directly from fighter plane runways around the world.

The convertible Starfire was among the most desirable Oldsmobiles for 1961, and the example offered here makes it plain to see why. This Starfire has been fully restored to as-new condition and

offers a taste of what an Olds dealer floor must have looked like in 1961. It retains its original 394-cu. in. V-8 which provides some 330 hp, nearly enough to ensure a proper takeoff. Fitted with the highly desirable factory air conditioning (a \$378 option!), power steering, power brakes, power windows, rare power vent windows, matching wheel covers, trunk opener, clock, and the iconic "Wonderbar" radio with dual antennas, this Starfire was fully loaded from new and is as comfortable as it is beautiful. The interior was likewise fully restored, including correct-type full leather interior as per original. Superbly finished inside and out, it performs as new in all respects and is sure to be a centerpiece of any Oldsmobile collection.

The limited-production Starfire convertible was the highest priced Oldsmobile for 1961. The example offered here is a superb opportunity to experience a bit of early 1960s style and luxury. With numerous awards, including the prestigious AACA Senior First National, you'd be hard pressed to find a better example anywhere. It is an ideal choice to serve as wingman at any number of shows or tours.

CHASSIS NO. **616K01025**

\$70,000 – \$80,000

OFFERED WITHOUT RESERVE



169

1950 JAGUAR XK 120 ALLOY ROADSTER

CHASSIS NO. **670111**
ENGINE NO. **W 1216-8**
BODY NO. **F 1141**

\$300,000 – \$400,000

The 111th of only 184 left-hand-drive alloy-bodied XK 120 roadsters

Finished in original color combination

Former JCNA class winner as well as Best of Show recipient

Accompanied by Jaguar Daimler Heritage Trust (JDHT) Certificate

The Jaguar XK 120 began life as the sole experimental “100” coupe, built in 1938 for the Earls Court Motor Show in London. It featured the familiar long hood and sloping tail, but bobbed fenders replaced the swooping wings of the SS 100. William Lyons modernized the idea after World War II, with flowing lines and a brand-new 3.4-liter twin-cam engine. The first XK 120 was built in only six weeks for London’s 1948 Earls Court Motor Show, and it was a sensation.

The first 242 cars were built with aluminum panels over a wood frame since aluminum was light and easy to work, and it was not rationed like steel. Lyons originally planned to sell 200 XK 120 OTSs (open two seaters, or roadsters), but at only £998, orders poured in so fast that he was eventually forced to switch to steel bodies, which could be built much faster, and in large numbers.

With typically British understatement, the “120” signified the car’s top speed. In May of 1949, Jaguar test driver Ron Sutton achieved a top speed of 126.448 mph. A later run with the tonneau fitted on the passenger side, a metal airflow deflector, and the hood, side-screens, and windscreen removed the XK 120 achieved a top speed of 132.596 mph.

In all, there were 7,631 XK 120 roadsters built from 1949–1954, and 2,678 coupes between 1951 and 1954. The weather-tight drophead coupe arrived last, with 1,769 produced in 1953 and 1954. With only 242 examples bodied in aluminum, these earliest XK 120 roadsters are by far and away the most desirable examples.

According to the accompanying JDHT Certificate, the alloy roadster on offer was built on 26 January 1950. A factory left-hand-drive example, it was finished in Red with a two-tone Biscuit and Red leather interior, with a Fawn convertible top. The car was shipped on 10 February 1950 to CAMAV, the Jaguar distributor in Caracas, Venezuela, a country that at the time had its fair share of wealthy sports car enthusiasts. As is common with many exported Jaguars, early ownership of the car is unknown.

In 1979 the Jaguar resurfaced under the ownership of James Caraher of Tacoma, Washington. The XK 120 was restored under Caraher's tenure and later sold to Robert Ames of Seattle in the late 1980s. Ames proceeded to refine the restoration and elevate the

car to concours condition. Shortly thereafter it was entered in the fourth Biennial JCNA Concours at Bend, Oregon, in August 1989, winning its class with 99.36 points as well as being awarded Best of Show, as confirmed by the JCNA.

The Jaguar was acquired in the early 2000s by a new owner. In 2017 the car was sorted by XKs Unlimited of San Luis Obispo, California, following many years of climate-controlled storage. Later in 2017 the car changed hands once again, and following a little over a year of ownership, this stunning alloy-bodied Jaguar is once again offered for sale. Much of the original restoration is well preserved and still very authentic. The original engine block matches the JDHT Certificate, though the cylinder head is an unstamped replacement unit. Further, the car is accompanied by a correct tool kit, air pump, and jack.

An XK 120 is a figurehead of any proper sports car collection, and this is a fine example, with its rare alloy coachwork, an interesting history, and excellent enthusiast care throughout the years.





170

2006 FORD GT

CHASSIS NO.
1FAFP90S16Y401908

\$300,000 – \$400,000

Less than 800 miles from new

The 219th of 222 examples finished in Centennial White for 2006

Optioned with racing stripes, forged BBS wheels, and red painted calipers

Accompanied by factory accessories



Ford shocked the European automotive establishment when they captured 1st place at the most prestigious endurance road racing event in the world, the 24 Hours of Le Mans. They would ultimately win four years in a row from 1966 to 1969 with the incredible Ford GT40. In 2005 and 2006, to commemorate those legendary Le Mans victories and celebrate the company's centennial, Ford once again shocked the automotive world when they unleashed their new supercar and the second iteration of the iconic GT.

Built in limited numbers for only two model years, the Ford GT boasts a mid-mounted, 32-valve 5.4-liter 550-hp V-8 topped with a twin-screw supercharger shifted through a six-speed transaxle. An all-independent suspension system and massive Brembo ventilated disc brakes complemented the powerful drive train. The Ford GT delivers thrilling performance with a top speed of over 200 mph and lightning-fast acceleration (*Motor Trend* recorded a quarter mile estimated time of 11.5 seconds at 128.7 mph). However, the GT is remarkably docile

around town with a light-feeling clutch. Luxury amenities such as a leather seats, inspired by the original GT40, as well as air conditioning and power windows. Furthermore, the interior is spacious enough to be occupied by tall drivers, comfortably making the Ford GT a pleasure to drive even on long tours.

This 2006 Ford GT, finished in Centennial White with contrasting black leather interior, was completed by the Ford factory in early 2006. It was the 219th of only 222 examples finished in that color for 2006. Delivered new in Ontario, Canada, it was later acquired by a prominent Texas collector in 2008 after accumulating a mere 578 miles from new. Since then it has been fastidiously cared for and meticulously preserved in a climate-controlled environment. Driven sparsely in

the last decade, the odometer is now showing less than 786 miles. Options include painted body stripes, red painted Brembo brake calipers, and lightweight BBS forged aluminum wheels. As a Canadian-delivery example, the McIntosh stereo was not offered as an available option. An impressive collection of factory equipment and accessories accompany the car, including an air compressor, tow hook, battery charger, and car cover with matching storage bag. Even the original interior information hanging tags are still with the car. Furthermore, the car includes an original window sticker and production certificate.

With documented low mileage and a lifetime of attentive stewardship bestowed upon it, this spectacular Ford GT is worth serious consideration by any discriminating collector.





171

1949 LESOVSKY-OFFENHAUSER INDIANAPOLIS “BLUE CROWN SPECIAL”

CHASSIS NO. **3**
ENGINE NO. **82**

\$250,000 – \$350,000

Please note that this lot is offered on
a Bill of Sale only.

The famous Baby Blue Crown Special

Built for Lou Moore’s Blue Crown Spark Plug team

**Driven to 3rd overall at the 1949
Indianapolis 500 by George Connor**

Restored by vintage Indy car expert Jim Mann

Accompanied by a collection of archival items

Lou Moore, first appearing at Indianapolis in 1926 driving a Miller 91, ran a Southern California-based operation sponsored by Blue Crown Spark Plugs, known for its first-notch equipment and preparation, resulting in its winning the Indianapolis 500 no fewer than five times.

Known in period as the “Baby Blue Crown,” this short-wheelbase car was built for the Blue Crown

Spark Plug team in 1948 by Luigi Lesovsky who fabricated the tanks, body, and chassis. The running gear, provided by Pat Warren, featured a rear axle assembly with a deeply finned quick-change center section and unique independent front suspension. It is believed that Gordon Schroeder built the dual drag-link steering. The dual overhead cam Offenhauser inline four-cylinder engine came from Meyer and Drake Engineering and is fitted with two Flynn side-draft carburetors and producing an estimated 300 hp shifted through a three-speed Meyer-Drake transmission with reverse.

Making its Indianapolis debut in 1948, it failed to qualify. Lou Moore sold one-half interest in the car for \$8,750 to his crew chief Charlie Marant the following year. George Connor was able to qualify the car in 6th position for the Indy 500 in 1949,

finishing the race with an impressive 3rd overall. Bill Holland drove it at two subsequent AAA races that year at Milwaukee and Trenton. Connor drove the car in two more 500s for Moore, finishing 8th in 1950 and 30th in 1951. In 1952 and 1953, Charlie Marant independently entered the car at Indianapolis, but driver Bill Taylor was unable to qualify either year. In 1954, second owner Bob Christie attempted to qualify the car, however a failed magneto put an end to his Indianapolis hopes. Later, it was purchased by Malcolm Miller of Vancouver, Washington, who successfully campaigned it at Pacific Northwestern tracks with driver Bob Gregg.

An accident at Sacramento in 1955 with Len Sutton at the wheel caused the car to be retired from competition. It was sold by Miller to Donald "Duck" Collins of Portland, Oregon, who carefully preserved the components of the car over the years. A subsequent owner commissioned a complete and authentic restoration by noted vintage race car specialist Jim Mann of Elkhart, Indiana. With its classic Indy car looks, the Blue Crown Special is one of the most interesting and attractive Indianapolis racers produced in the Roadster Era. This meticulously restored and historically significant race car is an exceptional addition to any collection of historic American racing cars.





172

2016 PORSCHE 911 CARRERA GTS RENNSPORT REUNION EDITION

CHASSIS NO. **WPOAB2A9XGS123388**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

**One of only 25 constructed to celebrate Rennsport Reunion V
Equipped with the desirable seven-speed manual gearbox
Virtually as new with less than 50 original miles**

Built to celebrate Rennsport Reunion V at California's Mazda Raceway Laguna Seca, Porsche created a limited-production model of its 911 Carrera GTS coupe. Appropriately dubbed the Rennsport Reunion edition, 25 examples were built and quickly purchased by collectors as soon as they were announced.

Conceived by the late Bob Carlsen, then head of Media Relations for Porsche Cars North America and former Porsche factory driver and well-known vintage racer Brian Redman, the pair believed that a gathering of like-minded enthusiasts centered around Porsche's most iconic road and racing cars could be successful.

Choosing to host the first Rennsport Reunion at Lime Rock Park, Connecticut, in July of 2001, the event quickly became a mainstay in the Porsche community. The second and third Rennsport Reunions were held at Daytona International Speedway in 2004 and 2007, and then relocated to Laguna Seca in 2011, 2015, and most recently 2018. All six events have proven tremendously successful, drawing hundreds of entrants and thousands of paying spectators.

Each Rennsport Reunion GTS coupe was painted Fashion Grey – a paint-to-sample color well known to enthusiasts that dates back to the 356 – and further outfitted with black and red stripes on the doors, roof, hood, and rear decklid. Inside, the black interior features both leather and Alcantara. Optional extras include the desirable 18-way adjustable sports seats and an upgraded

Bose stereo system. Further differentiating it from other GTS coupes, the dashboard and door-sill covers are finished in carbon fiber and boast Rennsport Reunion Edition identification. The Rennsport Reunion logo appears on the center console. The Sport design steering wheel, door panel trim, floor mats, and both seat headrests are all stitched in contrasting Carmine Red, a color that also appears on the seat belts and tachometer face.

Delivered new to Florida, this example has been garage-kept and preserved in virtually as-new condition since leaving the production line.

Today, it has been driven less than 50 miles from new, making it perhaps the lowest mileage example in existence and a true collector's item. Importantly, it comes with all its delivery paperwork, original window sticker, and original owners' manuals.

With the introduction of the 992-generation and turbocharged second-generation 991 Carreras, the naturally aspirated 991 models will continue to be well regarded by collectors and enthusiasts and within the scope of the GTS models, the Rennsport Reunion Editions are clearly the most desirable.





173

1989 ROLLS-ROYCE CORNICHE II CONVERTIBLE

CHASSIS NO.
SCAZD02AXKCX24644

\$100,000 – \$150,000

OFFERED WITHOUT RESERVE

Single ownership and under 6,350 miles from new

Completely original throughout

Gorgeous Magnolia over Navy Blue color scheme

Arguably the ultimate 1970s and 1980s status symbol of wealth and success, the Rolls-Royce Corniche was a car sought after by many but one only the fortunate few could afford. Designed and intended to be enjoyed by their lucky owners in warm-weather climates, each Corniche took four months to be hand built, with two weeks spent on the convertible top alone. With a list price of over \$200,000, each car utilized only the finest materials Britain had to offer, including Wilton wool carpeting, Connolly leather, and carefully selected burl walnut veneer.

First introduced in 1971, the Corniche remained in production for nearly 25 years and over this time, these cars were periodically updated to keep them both modern and relevant. The Corniche II, the model's first major revision, was introduced in 1977 and included new rack-and-pinion steering, alloy and

rubber bumpers which replaced the earlier chrome bumpers, along with an oil cooler, aluminum radiator, and bi-level air conditioning system.

Presented here is perhaps one of the finest 1989 Rolls-Royce Corniche II Convertibles in existence. This particular example was purchased new by a woman residing in Ohio from Rolls-Royce Cincinnati and has remained in her ownership ever since. Beautifully finished in Magnolia with a matching top over a navy blue leather interior and carpets with contrasting magnolia piping. With nary a crease to be found on the sumptuous leather seats, the car presents exceptionally well throughout, evidence of 30 years of loving care. Clearly her prized possession, it has only been driven just 6,350 miles from new and is accompanied by its original manuals and jack.

Perhaps the most exceptional Corniche ever offered, this example checks all the right boxes and is ready and waiting for its second owner.



1969 JAGUAR E-TYPE SERIES 2 4.2-LITRE ROADSTER

174

Desirable original triple-black combination

Exceptional unrestored survivor; two owners since new

Recent mechanical restoration

Jaguar Heritage Trust Certificate

In 1968 the E-Type underwent major revision to comply with U.S. safety and emissions legislation, emerging in 'Series 2' guise. No longer sporting the initial covered headlamps, the second iteration featured enlarged side and rear lights, while an enlarged front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. These changes would remain in effect until Series 2 production ceased in 1971.

This outstanding original example was purchased by its current owner from a lady in Santa Barbara who purchased it new in California. Carefully driven only approximately 53,000 miles since new,

its condition reflects the loving care bestowed upon it by its owners. Finished strikingly in black with a matching black leather interior and top, it represents the essence of sporting elegance that Jaguars are known for. The black paint, top, and interior, including the carpets, are original from the factory and in excellent condition. Recently, \$14,000 was spent rebuilding the mechanical aspects of this E-Type, as well as a new set of tires fitted, to assure it runs and drives without concern. It has been driven less than 50 miles since then and is ready to be enjoyed. Also accompanying this Jaguar are the original warranty book, jack, tonneau cover, service receipts, and Jaguar Heritage Trust Certificate confirming its original delivery specifications.

It is rare to find an E-Type that is in such an exceptional state of preservation, highly original, and mildly patinated, yet properly sorted and ready to enjoy. This second-series E-Type presents a rare and unique opportunity for touring and exhibition in Jaguar concours preservation classes.

CHASSIS NO. **1R 11057**

ENGINE NO. **7R 8216-9**

\$110,000 – \$130,000

OFFERED WITHOUT RESERVE



175

2008 FERRARI 599 GTB

CHASSIS NO. **ZFFFC60A080161636**

\$225,000 – \$275,000

Eye-catching color combination of red over yellow leather

Just 6,600 miles from new

Ferrari's first major revision on their front-engine V-12 platform after the 550 and 575 Maranellos, the 599 GTB was introduced to great fanfare at the 2006 Geneva Motor Show. With a 5,999-cc V-12 engine (hence its nomenclature) derived from the Enzo at its heart, this was a groundbreaking Ferrari in many regards. Although it was touted as a dual-purpose grand touring and sports car, the 599, even with all its luxury accoutrements, could easily outmatch the performance of Ferrari's iconic F40, speaking to the progress of both Ferrari and the automotive industry over the course of the past two decades. A sprint to 62 mph from a standstill could be achieved in 3.2 seconds, leading to a top speed of over 205 mph.

Boasting perhaps one of the most eye-catching color combinations to have ever left Maranello, this Rosso Corsa 599 GTB is certainly not for the faint of heart. Upon, closer inspection, the bright red paintwork is not what catches the eye, but the contrasting interior color of bright yellow. The lower portion of the dash, as well as the carbon fiber bucket seats with Daytona-style inserts are yellow, while the top portion of the dash and steering wheel are trimmed in Rosso



leather. Further accentuating the difference in color, contrasting stitching is utilized throughout, with red stitching on yellow leather and yellow stitching used on red leather. Both the doors and the rear parcel shelf are trimmed in both red and yellow leather.

Produced in May of 2008, according to the accompanying CARFAX, the car was delivered new to California and remained with its

first owner for just over 4.5 years in Nevada. With its subsequent owners, the car remained in California before moving to the East Coast with its current custodian. Furthermore, the car is accompanied by its original car cover, tool kit, and original manuals.

For the individual looking to stand out from the crowd, this 599 GTB most certainly fits the bill.





176

1960 MERCEDES-BENZ 190 SL

CHASSIS NO. **121.040.10.015793**

ENGINE NO. **121.040.10.015793**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Matching-numbers example

Presented in beautiful light green over red

The automotive world was turned upside down when Mercedes-Benz unveiled the 300 SL 'Gullwing' coupe and 190 SL in prototype form at the New York International Motor Sports Show in February 1954. Both cars had been conceived by American auto importer Max Hoffmann to appeal to the growing appetite for fashionable sports cars in the U.S., and they were designed by Mercedes-Benz only after Hoffmann guaranteed to buy a sufficient number to justify production.

While the Gullwing would figure in the dreams of schoolboys for years to come, it was the less expensive and more practical 190 SL, with its comfortable seats,



well-tailored convertible top, and roll-up windows enveloped in lines that echoed those of the Gullwing, that promised something different from the sports cars coming from Europe. Both cars were in production by the end of 1955, and Grace Kelly was driving a silver 190 SL on the movie screen, with Frank Sinatra as her passenger in the movie *High Society*.

According to the data card on file, this 190 SL was delivered to Capt. Richa of the 7th Army of Wurzburg, Germany, on 18 January 1960. Presumably an officer of the United States Army, Captain Richa ordered the 190 SL through the NATO affiliated dealership. Although delivered to Germany, due to his nationality, this model was originally

a Special Version for the U.S., as noted on the data card. Originally delivered in Feurrot (DB 534) with ivory leather upholstery, the 190 SL now presents beautifully in Hellgrun over red leather.

Presented in a beautiful and classic color scheme, this Mercedes-Benz 190 SL is primed and ready for its next owner.





177

1965 PORSCHE 911

CHASSIS NO. **302156**

ENGINE NO. **902359**

\$150,000 – \$180,000

OFFERED WITHOUT RESERVE

A very collectable early short-wheelbase 911

Retains its numbers-matching engine

Long-term single-family ownership

Highly authentic example with its original interior

Kardex and Porsche Production Specifications certificate

The Porsche 356 enjoyed a decade-plus of production, but by 1959 the company knew it needed an updated replacement. The new design had a longer wheelbase, more interior space, and more power and amenities. At Ferdinand Porsche's insistence, this new coupe would retain the fast-back styling of the 356 but be powered by a modern six-cylinder overhead-cam air-cooled engine. A non-running mock-up of the new design, initially designated as the Type 901, first saw the light of day in September 1963, at the Frankfurt Auto Show.

A running demonstration model was shown in early 1964 and actual production started after the annual August break. The car was powered by a new two-liter, dry-sumped, air-cooled flat six which developed 130 hp at 6,100 rpm. Combined with a new five-speed manual transaxle, the relatively light sports car could achieve a 0–60 time of less than nine seconds and a top speed of about 130 mph, a marked improvement over its predecessor. A small number of the new coupes were completed by the end of 1964, but the model number was changed to “911” beginning in 1965 to mollify French automaker Peugeot, which claimed trademark rights to model designators containing a “Zero” as

the middle digit. Thus the 911 entered the pantheon of immortal car designs.

According to a copy of its original factory Kardex, this 911 coupe was completed on the last day of August 1965, making it one of the last built before the factory's annual late-summer model-year changeover. Originally Slate Gray over a red leatherette interior, it was fitted with U.S.-specification road equipment and optioned with a Webasto gasoline heater and fitted with Phoenix tires. The consignor states that he purchased the car in early 2017 from a Virginia family that believed to have acquired the car from new; it was passed from father to son and then to the son's surviving spouse. The consignor adds that all the body panels appear to be numbers matching, and all the trim is original.

This car was fitted with front-seat headrests and a radio/antenna package, accessories commonly fitted after delivery to thwart dockside theft, a common problem in those days. Although this example has not been restored as such, it was repainted in Silver

Metallic in the 1980s. It retains its original leatherette interior with three-point seatbelts, highlighted by a wood-rimmed steering wheel, and the handsome wood-veneer dashboard trim housing VDO instrumentation. A set of desirable Fuchs forged alloy wheels conceal the four-wheel disc brakes. A new set of Vredestein Sprint Classic tires has also been fitted. The odometer read 1,399 miles at the time of cataloguing, and it is likely that it has begun a second rotation. This 911 is supplied with its original owner's manual, spare parts catalogue, workshop manual, jack and hazard kit, as well as an extra hood badge, copy of the factory Kardex, and Porsche Production Specifications certificate.

Arguably one of the most iconic cars in the world, the Porsche 911 has captured the hearts of automotive enthusiasts for years. This car, a stunning, first-generation, short-wheelbase 911 is a very sought-after model among Porsche collectors. Remaining very much in the way it left the factory in 1965, save for an older repaint, this highly original 911 is ready to be enjoyed by new ownership.





178

1934 LINCOLN MODEL KA FOUR-DOOR SEDAN

CHASSIS NO. **KA2850**
ENGINE NO. **KA2850**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

Incredible survivor example; retains original V-12 engine

One of 425 four-door sedans built in 1934

Accompanied by Lincoln Automobile Record

Classic Car Club of America (CCCA) Full Classic

For the 1934 model year the new Lincolns featured subtle styling changes from the prior year. Most notably the radiator shells were now painted body color, and the areas that once had louvers now featured metal shutters. Additionally, the headlights were replaced with smaller units, giving the Lincoln a sleeker appearance. For 1934 Lincoln essentially offered only one model, broken down by wheelbase, the 136-in. KA and the 145-in. KB. Despite the difference in wheelbase, the cars were essentially the same. Both were powered by a 150-bhp, 414-cu. in. V-12 engine backed by a three-speed manual transmission. For the 1934 model year, Lincoln produced only 2,149 cars with the majority being of the KA, 136-in. wheelbase variant.

This 1934 Lincoln KA was completed with Four-Door Sedan (525) coachwork by Murray Body Corporation in Detroit, Michigan. The car was shipped on 8 February 1934. It is reported to have been sold new in Southern California to a wealthy family who would go on to enjoy

the car for over 40 years. When it came time to part with the car, they chose to donate it to a museum where it was put on display. Following its stint in the museum, the car was purchased by a collector. To date, the car has covered less than 89,700 miles over the course of its life, preserved and maintained throughout. Presented in black with black wire wheels with factory hubcaps and blackwall tires, the car has a very conservative appearance, allowing the original owner of this Lincoln to fly under the radar with his expense Depression-era purchase. The car features the only option offered in 1934, dual side-mount spares, and in addition to the original paint, retains its original interior and glass. Within the last year the car has benefitted from a flushing and repair of the cooling system, brake system, as well as the carburetor and fuel system. The car is accompanied by its Lincoln Automobile Record, provided by The Henry Ford, specifying this car's original build information.

Recognized as a Full Classic by the Classic Car Club of America, this 1934 Lincoln V-12 Town Sedan is a true time capsule. It is an excellent candidate for further preservation, and with its powerful V-12 engine and five-passenger occupancy, it would be a wonderful car to enjoy on a CCCA tour.



1963 APOLLO 3500 GT COUPE

COACHWORK BY INTERMECCANICA

179

Rare American-Italian sports car

Older restoration that continues to present wonderfully

One of only 90 produced from 1962-1965

CHASSIS NO. 1004

\$140,000 – \$160,000

OFFERED WITHOUT RESERVE

The Apollo was a short-lived American automobile company that produced cars from 1962 to 1965. The cars were engineered by Milt Brown who sought to create an American GT to compete with the likes of Aston Martin, Jaguar, and even Ferrari. It featured a design by Ron Plescia and Franco Scaglione. The coachwork was done in Italy, carried out by Frank Reisner's Carrozzeria Intermeccanica. Upon completion, the Apollos were shipped to the U.S. for final assembly by Brown's International Motor Cars of Oakland, California.

The Apollo featured breathtaking Italian coachwork with a ladder type tubular steel frame and powered by a reliable American powerplant. The 3500 GT was powered by a Buick 3.5-liter V-8 engine and the later 5000 GT models receiving the 4.9-liter V-8. As with many other independent firms, financial difficulties proved too much, and the company ceased production in 1965, having built only 90 cars.

This 1963 Apollo 3500 GT, chassis no. 1004, is a very early production model and is believed to have been delivered new to the West Coast. Presented in a deep burgundy, it shows in excellent condition, wearing an older lovely restoration. The car rides on gorgeous, polished alloy Borrani wheels, wrapped in period-correct Michelin X radial tires. It is powered by a Buick 3.5-liter V-8 engine mated to a four-speed manual gearbox, and is very well presented under the hood.

The Apollo cabin is remarkably comfortable, with room for two and generous luggage capacity. This example's interior remains faithful to the original, with door cards, interior panels, and headlining upholstered in the factory-correct heavy-grain vinyl. The dash and seats are trimmed in black leather and floors covered with high-quality Wilton carpet. The Jaeger tachometer and speedometer are ideally situated ahead of the driver, while auxiliary dials are arranged neatly in the center of the dash giving it a classic layout. A wood-rimmed steering wheel completes the interior.

The Apollo's powerful and reliable Buick running gear paired with its breathtaking Italian coachwork combine to create a genuinely outstanding GT, one worthy of taking on the thoroughbred counterparts from Europe.



180

1932 CHRYSLER CP EIGHT FIVE-PASSENGER COUPE

CHASSIS NO. 7525898

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Rare CP model Chrysler Eight

One of 502 such examples

Good-quality restoration

It was no accident that Chrysler, flagship of Walter Chrysler's automotive empire, was the last make in the company to adopt a straight-eight engine, in July 1930 for the 1931 model year. It is significant, moreover, that the flagship eight was best of the three, being larger than those of the 1930 DeSoto or Dodge. In fact, there were four Chrysler eights. The smallest, a 240-cu. in. unit, was shared with Dodge. There was a new 261-cu. in. powerplant, an intermediate 282-cu. in. unit, and the Imperial had a massive 385-cu. in., 125-bhp engine derived from the earlier Imperial six. With the six-cylinder cars, Chrysler had seven series with five different engines in 1931.

For 1932, there were just three eights, the 282-cu. in. powerplant in carryover Series CD cars, a new 299 unit in Series CP, called simply "Eight," and the big 385 CG, CH, and CL Imperials. Built on a 125-in. wheelbase, an inch longer than the 1931 New Eight and Deluxe Eight, the CP Eight comprised five body styles but just 5,065 cars in total, plus 48 bare chassis. This car, the five-passenger coupe, is one of only 502 built. At \$3,810, it competed with the Series 60 Buick.

The car is nicely restored in dark green with black moldings and top. Accented with a gold pin stripe, it has a cloth interior and features window shades in the rear. The green wire spoke wheels sport wide whitewall tires, another pair of which appear as dual side-mount spares.



1955 BUICK SPECIAL ESTATE WAGON

181

One of just 2,952 built with few surviving

Original books and purchase documents from new

Sympathetically restored by Buick expert

Said to have just 46,328 original miles

Buick was a latecomer to the world of factory-built station wagons and did not offer one in its lineup until just prior to World War II. What Buick lacked in being a Johnny-come-lately to the marketplace was more than made up for with the last true wood wagon in 1953. Following the groundbreaking Plymouth Suburban of 1949, all other manufacturers had long since gone "all steel." It was not until 1954 that Buick followed suit, and the wagon offered here is from just the second year of all-steel Buick wagon construction.

This Buick Special Estate wagon is surely one of the best examples available. It received a high-quality cosmetic restoration, including a full repaint and re-chromed bumpers, some 10 years ago and exhibits all the characteristics of a lovingly maintained and

well-preserved original low-mileage car. The restorer, said to be a long-time Buick collector, replaced carpeting and the front seat, while expertly matching it to the original rear seat and all of the original door panels, headliner, and interior panels. Speaking to the long-time original status of the car, during a recent inspection of the spare, the consignor found a newspaper from 1957 in the spare tire well!

Seldom seen in any condition due to its low production numbers, this Buick Special Estate wagon was sold new to Mr. A. A. Mullen of Keyser, West Virginia. It is fitted with its original 264-cu. in. V-8 engine and Dynaflo transmission and is also equipped with power steering and power brakes. It also features a highly desirable set of color-matched luggage and a wicker Brexton picnic set, along with other period accessories. Also included is the original Bill of Sale, warranty papers, Installment Loan papers, owner's manual, and factory brochures. An ideal example for showing or cruising with friends and family, the Buick wagon offered here will surely be a welcome addition to any collection.

CHASSIS NO. **4B1113385**

\$37,500 – \$47,500

OFFERED WITHOUT RESERVE



182

1981 AAR EAGLE INDIANAPOLIS

CHASSIS NO. **8104**

**Historic Gurney Eagle with well-known provenance
9th overall at the 1982 Indianapolis 500, driven by Herm Johnson
Formerly of the Bob Pond and Thomas Mittler collections**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Please note that this lot is offered on
a Bill of Sale only.

Dan Gurney had a well-proven reputation at the Indianapolis 500, his All American Racers (AAR) having won the famous race three times in Eagle cars in 1968, 1973, and 1975. New rules in 1981 dictated that naturally aspirated Chevrolet and Cosworth engines would have to replace the newly outlawed turbocharged powerplants previously allowed.

This Chevrolet-powered example, chassis no. 8104, was purchased new by John Menard, who campaigned it in the CART series beginning at Watkins Glen in 1981, where it was driven by 1977 Formula Super-Vee champion Herm Johnson. Johnson then raced it in Mexico City, placing 8th, finishing the season by coming in 9th in Phoenix. After racing again at Phoenix and Atlanta early in the 1982 season, the Eagle's last professional competition would be at the 1982

Indianapolis 500, wearing #28. The car qualified at a speed of 195.929 mph and earned 14th placement on the grid for the start. By the end of the race, Johnson had worked his way up to 9th.

In 1989, the car was purchased by Thomas Mittler, of South Bend, Indiana, who lent the car to the Studebaker National Museum for display during the 1990 Studebaker festival. During Mittler's ownership, the car was kept on static display. By 1993, the car became part of the Pond Collection and campaigned under the banner of Bob Pond Racing. It was driven in the final round of the American IndyCar Series at Willow Springs International Raceway by former Shelby American employee and Nissan factory driver John Morton. Morton finished 2nd overall on Saturday, and in the subsequent race the following day, Morton placed 1st overall, in what would be its final race under the Bob Pond Racing banner. It was then acquired by the current owner from that esteemed collection.

This well-pedigreed race car presents a unique opportunity to acquire a piece of American racing history.



1960 PORSCHE-DIESEL JUNIOR 109

183

Beautifully presented example

Rarely seen in the U.S.

An ideal addition to any Porsche collection

In the 1930s, Ferdinand Porsche built several prototypes of the Volksschlepper, a small tractor that farmers with small family plots could purchase and increase their productivity. The initial prototypes of the tractor featured petrol power, but it was decided that an air-cooled diesel was better suited.

The project was given the green light by the German government in 1937, however production of the Porsche diesel engine did not officially begin until 1950. By 1954, demand was strong enough to require a larger facility and the newly incorporated Porsche-Diesel Motorenbau GmbH (a subsidiary of industrial giant Mannesmann AG) moved into the renovated Dornier-Zeppelin aircraft plant. The new line consisted of four models – Junior, Standard, Super, and Master – that ranged from 15 to 50 hp.

This 1960 Porsche-Diesel Junior is an excellent example of the 109 model, which was the slightly larger of the two Junior models produced. It is

powered by a 15-hp, 53-cu. in. single-cylinder, air-cooled engine. It is a lovely and well-restored example, correctly finished in traditional Porsche-Diesel red, the signature livery of the entire Porsche tractor line. The paint quality is excellent on both the body and chassis, and the sheet metal on the fenders and distinct rounded nose is straight and in excellent condition. It rides on a set of correct cream-colored wheels that show high-quality finishing and are shod with excellent rubber.

The Junior is first and foremost a tool for work in conditions that required the utmost in dependability, so creature comforts and trim are essentially non-existent. But despite its rugged simplicity, it is a great-looking machine, with pleasing, simple style and plenty of character. The collectability of all things Porsche has drawn renewed attention to these wonderful tractors, and it now seems that most serious Porsche collections include at least one of these air-cooled diesel workhorses. Equally, enthusiasts of classic tractors appreciate the Junior for its functionality as much as for its classic style. This is a lovely example, beautifully presented, and is ready for action on the field, be it the farm or show.

CHASSIS NO. **109 14911**

\$30,000 – \$40,000

OFFERED WITHOUT RESERVE

Please note that this lot is offered on a Bill of Sale only.





ARIZONA

Friday | 18 January 2019 | 5:30 p.m.

LOTS 201 - 283



Sotheby's

201

\$18,000 – \$25,000

OFFERED WITHOUT RESERVE

This stunning 250 California Spider was built by luxury half-scale junior manufacturer Harrington. It is a special Laguna Seca edition finished in attractive Rosso Fiorano Mika over a tan leather interior with full carpeting. This exceptional children's car is powered by an upgraded 125-cc engine mated to a three-speed transmission (plus reverse) and limited-slip differential. It sports wire wheels over Brembo disc brakes and even features independent suspension and adjustable pedals. To complete the pint-size package, the Cal Spider wears the appropriate license plate, 250 CAL.

FERRARI 250 CALIFORNIA SPIDER JUNIOR

COACHWORK BY HARRINGTON



202

\$18,000 – \$25,000

OFFERED WITHOUT RESERVE

Inspired by Carroll Shelby's legendary sports car, this half-scale 289 Cobra children's car was built by renowned luxury junior car builder Harrington. A special Laguna Seca edition, this Cobra is finished in black with twin candy red racing stripes over a matching red leather interior and red/black carpeting. The diminutive "289" is powered by an upgraded 125-cc engine mated to a three-speed transmission (plus reverse) and a limited-slip differential. The chassis features fully independent suspension with adjustable pedals and sports mag wheels over Brembo disc brakes.

SHELBY 289 COBRA JUNIOR

COACHWORK BY HARRINGTON





1968 FORD MINI GT 40 COACHWORK BY SCAF

203

Acquired from the Charles Schalebaum collection
Fully restored and presented in iconic Gulf livery
Recently exhibited at the Petersen Automotive Museum
Eligible for the Little Big Mans race at Le Mans Classic

French automotive enthusiast Francis Mortarini was known for collecting and restoring scaled-down children's pedal cars and small-engined go-karts. His company, Société de Construction des Automobiles Francis (Automobiles S.C.A.F), evolved into producing detailed diminutive replicas of famous racing cars. These included a Ferrari 330 P2 and the Ford-sanctioned Mini GT 40. Mortarini's racers would even campaign in the 24 Minutes du Mans, the "endurance" race for children held on a miniature circuit preceding the main event in 1968.

An authentic Mini GT 40 built in France, this example was acquired by the current consignor from noted automobilia collector Charlie Schalebaum. Schalebaum is said to have found this car, along with two 330

P2s and another GT 40, near Le Mans in the 1970s. The consignor acquired the junior around 2011 and embarked on a comprehensive restoration. The Mini GT 40 was thus finished in the iconic Gulf Powder Blue with a Marigold racing stripe as featured on the two-time Le Mans winner of 1968 and 1969.

Acquired without the original JLO single-cylinder, 3-hp engine, this Mini GT 40 is equipped with a new Briggs & Stratton single-cylinder, 9-hp (!) motor with modern electric start, and kill switch. It has also been upgraded with front and rear electric lights as well as a hand-stitched leather-wrapped steering wheel. With its removable roof, this stunning children's car affords ample room, even for some adults, in its race-inspired cockpit.

This Mini GT 40 will make for a wonderful conversation piece in any collection of notable race cars. Or for the truly adventurous – between 7–12 years old – this pint-size champion would be a thrilling ride in the Little Big Mans race held at Le Mans Classic.

CHASSIS NO. 21

\$25,000 – \$35,000
OFFERED WITHOUT RESERVE



LOTS 204-214

The Torque Collection is proud to offer the followings lots as part of a special group of hand-selected vehicles from our collection. Here at the Torque Collection we are of the belief that to be a proper steward of classic cars, proper research, regular maintenance, and repair should be a priority. When classic vehicles are properly maintained, it ensures an overall satisfaction of use and a greater sense of pride, as well as increased overall value.

As a steward of any important piece of automotive history, the Torque Collection has a staff of accomplished caretakers that has an abundance of knowledge and expertise. The Torque Collection's resident Master Technician oversees the collection and each vehicle's needs. Douglas Turnbull has 45-plus years of experience specializing in managing motorsport programs, and his wealth of knowledge and know-how is something that is not often found. The Torque Collection is fortunate to have him on staff.

Over the years of collecting and enjoying hundreds of vehicles, we have of course experienced the occasion when a car may not be up to our standard. When so, we roll up our sleeves and put a plan together to make it right. Rest assured the following cars have been lovingly maintained as a proper steward of automotive history should do.

We do it because it is the right thing to do.

The Torque Collection
Oregon, Wisconsin



1974 VOLKSWAGEN TYPE 181 'THING'

204

Offered from the Torque Collection

Derived from VW's military Kubelwagen design

Interesting 'outlaw' modifications

Adjustable air suspension

A delightful weekend plaything

Nobody can say for sure how many examples of the Type 181 or Type 182 – the right-hand-drive version – were constructed; estimates vary from about 70,000 to twice that number. What is known is that the open-topped Type 181 was dubbed the “Thing” for the U.S. market, and some 25,000 units were sold here from 1972 to 1974. They were popular in sunnier climes and their bright colors – Blizzard White, Sunshine Yellow, and Pumpkin Orange, all with black leatherette interiors and tops – shouted “Fun!”

The 181 was based on the VW Kubelwagen, an off-road vehicle first offered to the German military. The steel body featured four seats, removable doors and windows, a folding windshield, and a single round

instrument containing a speedometer and fuel gauge. The rear-mounted, air-cooled boxer four and four-speed manual transaxle were borrowed from the Type 1 Beetle. A gas heater was optional. The front suspension was conventional Volkswagen, with torsion bars and trailing arms. Originally Type 181s were fitted with a “Portal” rear axle design similar to the VW transporter to give additional ground clearance and off-road-appropriate reduction gearing. When the 181 was offered to the civilian market in 1973, that layout was replaced with more conventional half-shafts.

This example, sourced from its original Arizona owner in early 2016, proudly displays its original Alpine Green paint with just the right patina. It was then modified in a Rat-Rod like motif by air-cooled expert Doug Turnbull Autosports for the consignor. The 1,600-cc single-carb VW motor was serviced in late 2018. This example has been modified with a stainless-steel exhaust (custom bumper exit), adjustable air suspension, new shocks, tie rods, ball joints, spindles, and a set of authentic Porsche Fuchs alloy wheels. This car's complete maintenance history, receipts for the modifications, and original manuals are included.

CHASSIS NO. **1842322047**

\$15,000 – \$25,000

OFFERED WITHOUT RESERVE



205

1938 BUICK BUSINESS COUPE CUSTOM

CHASSIS NO. **13282604**
BODY NO. **2399**

\$55,000 – \$65,000

OFFERED WITHOUT RESERVE

Offered from the Torque Collection

1950s-style mild custom

Warmed-up straight eight

Beautiful paint and interior

Modern upgrades and period options

This beautiful Sahara Silver Metallic 1938 Buick was owned for many years by a noted Minnesota collector. While a restoration began in 2002, the project was completed by Regal Roadsters of Madison, Wisconsin. This unusual mild custom presents a very period flavor with many modern conveniences. What is believed to be its original "Dynaflash" engine was slightly modified with an overbore and a pair of Stromberg carburetors mounted on a split intake manifold. Atop the engine is a prototype "Du Rousseau" finned cast-aluminum valve cover manufactured by the owner of a foundry who was a supplier to Crosley. It is the only one of its kind. The electrical system, including the windshield wipers, has been upgraded to 12 volts throughout, including a single-wire alternator. This intriguing Buick has been equipped with power steering from a 1975

Buick LeSabre, power brakes from a 1963 Ford Ranchero, and a Walker radiator with electric fan.

A Vintage Air heater warms the interior, which reveals delightful Art-Moderne touches in the fully equipped dashboard and interior. There is a custom-built rear seat which replaced the original storage shelf; the seats and interior panels are trimmed in cranberry leatherette; the floor and trunk carpeting is charcoal German loop; and there is a new English broadcloth headliner. Stock-appearing winding handles operate the electric windows. A modern, high-end stereo entertainment system has also been installed.

Tasteful body modifications include grey-tinted glass, bumpers moved closer to the body, and custom turn signals. New running boards from Hunley Acuff were fitted, and rear skirts carry chrome deco spears. The suspension was upgraded with modified coil springs and GM progressive bump stops.

A detailed build sheet, restoration and service invoices, and component manuals are included with this delightful business coupe, which enjoyed a full service and fluid change in April 2018.



1986 PORSCHE 911 CARRERA TARGA 'OUTLAW'

206

Offered from the Torque Collection

Mild custom 'outlaw'

Bare-metal repaint in original Guards Red

Matching-numbers drivetrain

Porsche Certificate of Authenticity

Among those who love Porsches, there are purists, who demand that their cars be factory-original in every way, and there are those who march to the beat of their own drummer.

Here is a very interesting 1986 911 Carrera Targa that fits nicely in the latter category. The builder relates that it was a father-son project based on a car spotted in a neighbor's garage in suburban Madison, Wisconsin, about four years ago. Although it showed signs of normal wear, it was numbers-matching with a good long-term maintenance history.

The builder and his son embarked on a three-year cosmetic restoration, taking "creative license" and adding a number of personal 'outlaw' touches, such as

removing the original impact bumpers and replacing both fascias with lightweight fiberglass; the front resembling that of a factory RSR and the rear now accommodating a custom-made center-exit twin-outlet exhaust system. The car was stripped to bare metal and given a high-quality repaint in its original Guards Red paint, which is protected by SunTec Paint protection film, and Black Porsche side-stripes, a nod to those often seen on early 911s. The air-conditioning system was removed, and the stock door cards were replaced with lightweight RS-style panels with red fabric pull straps. The electric windows and seats were retained. The car was handed over to a local Porsche specialist, Doug Turnbull Autosports, who addressed its mechanical needs. The builder states that more than \$30,000 was spent refreshing the car, which features a set of refurbished lightweight 17-in. Fiske two-piece forged alloy wheels, powder coated in satin black with Michelin ZR-rated tires.

Completed in September 2017 and most recently serviced in early 2018, this most attractive 'outlaw' Targa with its updated appearance, fresh and flawless paint, turns heads wherever it travels.

CHASSIS NO. **WPOEB0915GS161261**

ENGINE NO. **64604168**

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE



207

1969 PORSCHE 911 E COUPE

CHASSIS NO. **119200588**

ENGINE NO. **6130317**

\$65,000 – \$75,000

OFFERED WITHOUT RESERVE

Offered from the Torque Collection

1 of 954 “E” coupes produced by Reutter for the 1969 model year

Fully restored with upgraded suspension

Elegant and attractive original color combination

Porsche Production Specifications certificate

The desirability of early 911s has been growing steadily, with collectors searching out good examples of these light and nimble sports cars. The handling characteristics of the first 911s were vastly improved when Porsche stretched the wheelbase by 2.4 in. for the 1969 model year. The wheel openings received slight flaring to accommodate wider wheels and tires. Heating and ventilating systems were also improved as Porsche steadily upgraded its production cars. The 911 E was introduced by Porsche to replace the more powerful 911 S in 1968; it featured all the luxury features of the “S” but was fitted with a slightly lower-horsepower engine to meet increasingly stringent U.S. emissions standards. The E’s suspension utilized an unusual Boge hydro-pneumatic system and 14-in. wheels for driving comfort, but over time this arrangement proved troublesome and most owners replaced

the Boge suspension with standard McPherson struts, tubular shocks, torsion bars, and 15-in. wheels.

Offered here is a very attractive 1969 911 E coupe delivered 18 March 1969 in special-order Blue Metallic (6853) over black leatherette upholstery and charcoal carpets. It was factory-equipped with U.S.-specification sealed-beam headlamps and a speedometer reading in miles per hour, tinted glass all around, and a Blaupunkt Frankfurt stereo radio package. The consignor states that this 911 E spent most of its early life in California, but has been under long-term mid-west ownership since the early 1980s. The original Boge suspension was replaced in 2012. This 911 E was then acquired by the Torque Collection in Wisconsin and enjoyed a full cosmetic restoration in 2016, including a high-quality respray in its original color. The engine was replaced in June 2017 with a fresh 2.4-liter, 140-hp flat-six from a 1973 911 T. The Type 915 transmission was also rebuilt.

This elegant 911 E is accompanied by extensive service documentation and receipts dating from the early 1980s, along with early registration records. The correct jack and tool kit have been freshly cleaned. It is rare to find an early 911 this fresh, with just enough improvements to make it more pleasurable to drive.



1974 PORSCHE 911 'OUTLAW'

208

Offered from the Torque Collection

Professionally built 'outlaw' hot rod

Upgraded bodywork, drivetrain, and suspension

Features integrated roll cage and sport seats

Finished in rare Arrow Blue paint

This head-turning 911 is the perfect tool for serious touring or track days. Starting with a stripped 1974 "G-series" 911 Targa shell, the builder fabricated a fully integrated and gusseted 10-point roll cage. Then a complete roof clip was welded on, transforming an open Targa into a handsome competition coupe. All of the metalwork was done by the previous owner. The finish coachwork, paint, mechanical upgrades, and details were completed by Regal Roadsters, and Accumoto Motorsport in Wisconsin. An additional front strut brace, adjustable front camber boxes, and lightweight RSR-style fascias were fitted.

Powered by a 993 Carrera 3.6-liter engine that has been "chipped" for greater output, this striking Arrow Blue 911 is fitted with a custom-made carbon-fiber intake and custom exhaust. Although the engine has not been dyno-tested, the consignor estimates it to make 340 hp, based on similar power figures from like engine configurations. This engine

feeds through a lightweight Sachs clutch to a G50 transaxle with close-ratio gears, and a limited-slip differential to propel this slender 2,550-lb. beauty, providing an ultra-quick revving and visceral experience. The suspension has been upgraded with modified front spindles, Bilstein shocks, larger torsion bars and anti-roll bars, polygraphite bushings, Turbo tie-rod ends, and Rennline trailing arms, monoball joints, and steering rack spacers. Brakes are "Big Reds" with drilled rotors, and the 16-in. wheels are Fuchs-style alloys, 8-in. wide in front, 10-in. in back, shod with 45-series rubber.

Inside are a pair of sport seats, Rennline drilled floorboards and racing pedals, a Momo steering wheel, Wevo shifter, and a pair of analog Han Hart stop-watches. This fascinating project was purchased in an incomplete state in 2014 and finished by an air-cooled specialist in 2015. It was briefly tested at Road America, showing it to be very fast. A gearing chart indicates a potential top speed of almost 150 mph. This 'outlaw' 911 received an engine-out service with a new clutch in early 2018. It is supplied with a build sheet and a large file of detailed invoices.

The enthusiast looking for an exciting track-ready 911 should give this outlaw Porsche serious consideration.

CHASSIS NO. **9114110752**

ENGINE NO. **64R02146**

\$80,000 – \$110,000

OFFERED WITHOUT RESERVE



209

1973 PORSCHE 911 S COUPE

CHASSIS NO. **9113301032**
ENGINE NO. **6331585**

\$175,000 – \$200,000

OFFERED WITHOUT RESERVE

Offered from the Torque Collection

Very collectable model finished in special-order color

Retains its original engine

Documented history; only 25,667 miles recorded from new

Porsche Certificate of Authenticity

The 1973 Porsche 911 was the last of the classic, thin-bumper 911s and as such, great examples are very highly sought after by collectors and enthusiasts today. The 911 S was the top of the model line, with its handling benefitting from the extended wheelbase introduced in 1969, along with slightly wider Fuchs light-alloy road wheels. The 2,300-lb. S was also an impressive performer on the highway, delivering great throttle response and a thrilling exhaust note from its 2.4-liter mechanically fuel-injected engine, which delivered 190 hp at

6,500 rpm and 154 foot-pounds of torque at 5,200 rpm. The 911 S powerplant could be identified by its red fiberglass engine shroud.

The 1973 911 saw the old Type 901 “dog-leg” transmission replaced by the stronger Type 915, which utilized a standard “H” shift pattern. Contemporary road tests demonstrated that the new 911 S was capable of a 0–60 sprint in just 7.8 seconds. It could cover a standing quarter mile in 16.3 seconds and top out at 142 miles an hour. This was dazzling performance for an otherwise very tractable street car of that period. Befitting its high-performance capability, the '73 S was equipped with a special front valance to help control airflow beneath the chassis.

This beautiful 911 S coupe is one of 1,430 produced for the 1973 model year. It left the factory finished in special-order Silver Metallic paint (8080) with black leather (66) sport seats, tinted windshield and side glass, and an electric sunroof. It was delivered by Bob Hagestad Porsche-Audi in Lakewood, Colorado, in July 1973 and thence to its first owner, Mr. Cliff Weiss of Golden, Colorado. This very desirable and carefully maintained 911 S coupe subsequently passed through the hands of several additional enthusiasts in Minnesota and New York state before acquisition by the consignor in 2015. Its history includes extensive mechanical and cosmetic refurbishment in 2002 by its fourth owner, noted Porsche technician Rick Moe

of Mound, Minnesota. The interior, with its original leather-wrapped “bow-tie” steering wheel and Blaupunkt stereo radio, is in excellent condition and shows very little wear. The Fuchs “Windmill” light alloy wheels are likewise in fine condition and are shod with period-correct Michelin XWX high-performance tires.

This outstanding low-mileage 911 S is supplied with an original tool kit, jack, and spare wheel; owner’s manual and factory warranty booklet; a detailed history file; and a Porsche Certificate of Authenticity. It would make a fine addition to any collection of notable Porsche models and score well at club-level concours.





210

1987 PORSCHE 911 TURBO COUPE

CHASSIS NO.
WPOJB093XHS050528
ENGINE NO. **68H00537**
GEARBOX NO. **77H00841**

\$75,000 – \$100,000
OFFERED WITHOUT RESERVE

Offered from the Torque Collection
An original and mechanically unmodified example
Original numbers-matching drivetrain
Porsche Certificate of Authenticity
Three owners from new; properly maintained and documented
161,400 original miles; driven and enjoyed!

Offered is an honest 930 Turbo that was purchased new at Brumos Porsche in Atlanta, Georgia, and spent most of its life in that state. It has been enjoyed and properly maintained over its 161,000-mile lifetime. Finished in Silver Metallic with rare Marine Blue leather, it was factory-equipped with all the bells and whistles that came standard on a 930, including a limited-slip differential, electric sunroof, power large bolster sports seats, window lifts, air-conditioning, stereo, alarm, headlamp washers, fog lamps, and a rear-window wiper. Its first owner, a retired grandmother and Porsche enthusiast, drove and maintained this 911 Turbo in perfect condition, using it as her daily driver. The polished wheels and stereo are the only deviations from stock.

The original engine has been rebuilt twice, most recently by German Auto in Cumming, Georgia, at 156,000 miles. It included a new wastegate, new main and rod bearings, new valves and guides, and more, while the transaxle was rebuilt 8,000 miles ago and a new clutch installed. The exterior is very clean and above-average driver-quality with all factory-original panels and no evidence of accident repair. It is believed the hood, cowl, and roof have been repainted, however the paintwork is in excellent condition overall. There are a few chips and minor dings, apropos this car's age and mileage. The interior is likewise in excellent condition. The original Blaupunkt Reno radio has been replaced with a more modern unit. The a/c has been upgraded to R134A and blows cold.

A large service and maintenance history with receipts for the engine and transaxle rebuild are included, along with a reproduction window sticker, Porsche Certificate of Authenticity, original manuals, and tool kit. This car is very crisp and a blast to drive with a great exhaust note at full boost. Porsche 911 Turbos have always put a wide grin on their drivers' faces – this one is ready to do the same.



1969 PORSCHE 911 T COUPE

COACHWORK BY KARMANN

211

Offered from the Torque Collection

Beautiful 911 T coupe in a great color

Only 23,889 original miles from new

Retains its original engine and gearbox

Restored by marque experts

Porsche Certificate of Authenticity

The 1969 model year marked the first important changes to Porsche's well-received 911 series. The wheelbase was lengthened by 2.4 in., which served to greatly enhance the car's handling characteristics. The fenders were slightly flared to make room for larger wheels and tires, and the interior heating and cooling system was improved, as Porsche made steady improvements on the design. Three models were offered: the base 110-hp 911 T, the 140-hp 911 E, and the 170-hp 911 S. The lower-priced T was fitted with a magnesium-cased, cast-iron-cylindere engine with Weber carburetors, while the E and S used Bosch mechanical fuel injection.

This very attractive 911 T coupe left the Karmann plant 14 April 1969, painted Polo Red with a black leatherette interior. It was delivered to its first

owner with options including a five-speed manual transmission, five-gauge instrument package, front and rear bumperettes, a Becker radio and antenna, and Pirelli tires. The car is believed to have spent its early years with two owners in dry and sunny Phoenix, Arizona, after which it was sold in 1984 to an Ohio resident, with its odometer reading just 20,645 miles. At that point it received a full mechanical overhaul, and then moved on to its fourth owner in Missouri.

At only 23,105 original miles, the car was given a full cosmetic restoration, which included a high-quality repaint in its original color. In 2014, this car was acquired by a noted Southern California enthusiast who had a full new black leatherette interior and new headliner installed. The respected Porsche restoration shop Coachcraft, in Fillmore, California, then brought the paint to what the owner described as "show condition." At that time, the car had been driven just 23,696 miles and it has accrued just a few hundred miles more.

This outstanding 911 T is supplied with a set of forged Fuchs alloy wheels, tool kit, jack, service records, and manuals. Here is a well-restored, extremely low-mileage 911 perfect for Porsche club events or enjoyable touring.

CHASSIS NO. **119122288**

ENGINE NO. **6196358**

GEARBOX NO. **7195678**

\$90,000 – \$120,000

OFFERED WITHOUT RESERVE



212

1987 PORSCHE 911 TURBO COUPE

CHASSIS NO.
WPOJB0931HS051163
ENGINE NO. **68J00872**

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE

Offered from the Torque Collection

Elegant “triple black” color scheme

Maintenance and restoration invoices included

Supplied with its correct spare, inflator, tools, and jack

Porsche Production Specifications certificate

The introduction of Porsche’s Type 930 Turbo in 1975 brought technology developed for its racing cars into its showrooms. The new 911 Turbo 3.0 offered tremendous performance. With 260 hp giving a top speed approaching 160 mph, it was the fastest production car in the world, posing a direct challenge to the much costlier Ferraris and Lamborghinis of the day.

The 930 Turbo was luxurious as well as quick, loaded with almost every option Porsche could think of, but it was still within the reach of many enthusiasts. With its widely flared fenders and rear quarters, oversized wheels, bigger brakes, stronger four-speed transmission, and a rear spoiler that birthed the nickname “Whale Tail,” the model became an icon. In 1980, the Turbo was withdrawn from the U.S. and Japanese markets because of increasingly restrictive emissions standards.

The company hoped that its new front-engined V-8 928 would become the new top-of-the-line model, but when 928 sales failed to reach expectations and the Porsche faithful refused to let go of the six-cylinder 911, the Turbo was re-introduced to the U.S. and Japan in 1986.

Turbos of any era remain highly desirable automobiles, offering astonishing performance in the hands of an experienced driver. Here is a very attractive 1987 911 Turbo coupe with just over 40,000 original miles, acquired by the current owner in January 2014. This car’s previous owner exercised it for many years at club races. Following its purchase by the consignor, it was stripped and returned to stock configuration, using stock/OEM parts with a few alterations, such as installation of larger-diameter Fuchs wheels. The restoration included a full windows-out repaint and installation of a new leather interior and a new headliner. At this time, it also benefitted from all-new rubber body seals. The original Type 930/68 engine was replaced with a series-correct power unit at approximately 38,000 miles.

A folio of maintenance and recent restoration receipts are included with the car, and it is supplied with its correct spare wheel, tool kit, jack, and spare inflation kit. The car was fully serviced in the fall of 2018, at which time a new battery was installed. This Turbo offers looks and performance in a single package.



1970 PORSCHE 911 E COUPE

213

Offered from the Torque Collection

Matching-numbers engine

Suspension upgraded to S specification

Cosmetically and mechanically restored

Known ownership history

Porsche Certificate of Authenticity

Originally delivered to Wisconsin resident Wayne Rindt on 1 February 1970, this Conda Green over black leatherette 911 E coupe was ordered with optional Fuchs five-spoke alloy wheels, a rear exhaust apron, and "U.S. Equipment," which normally included sealed-beam headlamps, a speedometer in miles per hour, and front and rear lighting that met DOT regulations. The car was sold in 1976 to Margaret Tarber of Milwaukee, and she brought it with her when she relocated to Seattle, and then gave it to her brother, Joe Canfield, in 1989.

The following year, with the odometer showing just over 77,000 miles, Mr. Canfield commissioned a mechanical freshening of the original and numbers-matching 2.2-liter boxer-six engine and installation of the later Carrera chain-

tensioner kit, an upgrade almost universally adopted by owners of early 911s. In 2006 Mr. Canfield sold this 911 E to an Idaho collector who in turn resold the car in early 2014. This 911 E's original self-leveling Boge hydro-pneumatic front suspension has been replaced with the front struts from a 911 S to improve handling, a common upgrade, along with a 911 S front anti-roll bar.

This car has also been fitted with bumper guards, stainless rocker panel covers, and Bosch H4 halogen headlamps. It retains its original radio. More recently it has received new carpeting and has also had the dash refinished. The car's overall excellent condition belies its current odometer reading of just over 96,000 miles, suggesting it has been very well cared-for throughout its life.

This beautiful, light, and nimble 911 represents a period during which Porsche was rising to the pinnacle of sports car racing and was celebrating its success by offering an exciting palette of bright colors.

CHASSIS NO. **9110200496**

ENGINE NO. **6201428**

\$75,000 – \$85,000

OFFERED WITHOUT RESERVE

This lovely 911 E coupe is offered with a detailed maintenance file, a tool kit and jack, spare wheel and tire, and a factory owner's manual, and it appears ready to give a new owner many more miles of enjoyable motoring.



214

1951 SPARTAN ROYAL MANSION

CHASSIS NO. **33513987**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Offered from the Torque Collection

Rare and highly desirable vintage travel trailer

Aircraft-style construction; the “Cadillac” of the industry

Modern fixtures and top-grade materials

Fully restored by master craftsmen

After the Second World War, Americans just wanted to get away from it all, and the recreational trailer industry, which was born in the 1920s, really took off. Numerous manufacturers offered towable products ranging from tiny “teardrop” camping trailers to large “road homes” that could comfortably sleep the whole family on extended vacation trips. While today the name Spartan is unfamiliar to most, in the late 1940s and through the 1950s its products were widely acknowledged to be the best-built and most lavishly equipped on the market.

The Spartan Trailer Company was launched in 1945 by wealthy industrialist J. Paul Getty, who had acquired its predecessor, Spartan Aircraft, 10 years earlier. Spartan Aircraft built a high-quality, all-metal, multi-seat twin-engined “Executive” model in the 1930s. These monocoque-construction airplanes were framed and skinned in riveted aluminum, making them both light and very strong. With the end of the conflict and facing greater competition from other private aircraft makers, Getty searched for new markets where those advanced manufacturing techniques could be applied. He converted the Spartan Aircraft factory in Tulsa, Oklahoma, to build high-end travel trailers for wealthy clients.

Under the new name of Spartan Manor, the company launched its first product, the Royal Mansion, in 1948. It soon earned a reputation as the “Cadillac” of the industry, and its price tag – often as much as the cost of a small conventional house – reflected the quality of its materials and construction.

Offered is a fully restored, top-of-the-line dual-axle 1951 Spartan Royal Mansion. Its original retail base price was in excess of \$4,700. This completely restored example had no detail spared, down to the embroidered pillow cases, and accompanied lawn furniture. Even its original mid-century interior furnishings were restored to their original glory. This one, as were all Spartans, is built of aircraft-grade aluminum on steel rails. Restoration was completed by master craftsmen in the Madison, Wisconsin, area with top-quality materials, and it is truly “a home away from home.” The suspension features an Air-lift Gen IV system with remote control, and there are level-sensors. Braking is by electro-magnetic drums on all four wheels, which are shod with 25/75-R15 Goodyear tires on steel wheels.

The insulated and undercoated “fuselage” is smooth and highly polished. The roomy interior features cork floors, beechwood and black walnut paneling, and top-grade upholstery materials. The kitchenette and bathroom have Corian countertops and fixtures by Grohe and Kohler. The shower has a Corian floor and acrylic walls. There are twin 60-gallon fresh-water tanks, a 30-gallon quick-recovery water heater, and a pair of 30-gallon grey-water and black-water holding tanks. It is fitted with a Miele propane stove, Domestic refrigerator, and a pair of Suburban heaters powered by a pair of 30-lb. LP tanks. The Miele microwave oven, air conditioning, and other small appliances are fed by a 30-amp/110-volt electrical system, and there is a 3,600-watt Onon generator with remote start. The entertainment system consists of a Bose Cinemate, Sony Blu-Ray DVD player, Toshiba LED flat-screen TV, and an iPod dock. There are three remote-control Fan-Tastic ceiling ventilators, sliding and wind-out side windows and a roll-down bedroom window, folding steps for both porthole-equipped doors, and a Zip-Dee 22-ft. fold-out awning.

Supplied with extensive documentation, this magnificent and rare Spartan Royal Mansion is ready for one’s next cross-country adventure . . . in exceptional style.





215

2010 PORSCHE 911 SPORT CLASSIC

CHASSIS NO.
WPOZZZ99ZAS794067
SERIAL NO. **002/250**

Number 2 of only 250 built by Porsche Exclusive

Only 150 miles; virtually new condition

Imported to the U.S. on Show and Display

"The best and most complete driver's Carrera so far"

\$400,000 – \$500,000

Officially produced strictly for the European market, Porsche's dazzling 911 Sport Classic was among one of several limited-edition variations of the 997.2 platform. With sales reportedly limited to select clientele, only a few Sport Classic coupes have found their way into the hands of American enthusiasts and collectors, if only under a "Show and Display" import. This as-new and almost undriven example carries a dashboard plaque identifying it as serial no. 002 of a very limited run of 250 units. It has been driven only 150 miles from new and has spent



its life in an environmentally controlled private collection in California. It was ordered from Porsche Exclusive by a close friend of the Porsche family.

Introduced at the Frankfurt Motor Show in 2009, the 911 Sport Classic incorporated much of Porsche's advanced technology in its long-lived and constantly improved 911 chassis. Its specially modified 3,800-cc four-cam, four-valve normally aspirated and direct-injected engine is aided by a "Power Kit" that includes ported and polished combustion chambers, special resonance intake manifolding that helps maintain peak power throughout the rev range, and a re-mapped ECU. There is also a

new exhaust system and carbon-fiber air-box. These upgrades produced a thumping 408 hp, a 23-horse improvement over the standard Carrera S motor. Power is delivered through a six-speed, fully synchronized manual transaxle with a mechanical limited-slip differential. The 911 Sport Classic includes many desirable options, including advanced PCCB Porsche Ceramic Composite Brakes and the very effective PASM sports suspension which lowers the car by nearly an inch.

The fascinating roof contour, which Porsche called “Double-dome,” is reminiscent of the “double bubble” roofs seen on the designs of Zagato. The body shell includes wider (by 1.75 in.) rear quarter panels borrowed from the Carrera 4 to accommodate the wider track, along with revised rocker sills and rear bumper. The 19-in. alloy wheels are custom-made and resemble the iconic rims made by Fuchs. The front fascia was created by SportDesign and offers a unique front spoiler lip, while the engine cover hosts a rear “ducktail” spoiler harkening to the classic Carrera RS of 1973. The door skins are light aluminum alloy for a bit of weight-saving. All Sport Classic coupes were painted an unusual color

called Sport Classic Grey with a pair of medium gray stripes runs the length of the hood, roof, and tail.

The interior of the Sport Classic has been described as “the most lavish, finely detailed interior seen on a production Porsche.” The Adaptive Sport Seats are covered with an attractive combination of woven leather and fabric. Intriguing details abound. “The dashboard,” said Porsche, includes “a wide range of inserts and add-on components finished in Espresso Nature natural leather.” Grey stripes accent the face of the tachometer and repeat the stripes across the body. The steering wheel is covered in supple Nappa leather, and there is a high-end Bose stereo system. Polished stainless sill plates feature the Sport Classic script illuminated in blue. As *Excellence Magazine* stated in November 2010, the Sport Classic is “the best and most complete driver’s Carrera so far.”

Supplied with all its original factory paperwork, accessories, and import documentation, this Sport Classic would be the crowning addition of any collection of limited-production Porsche models.











THE CALUMET COLLECTION

LOTS 216-233



216

1947 BENTLEY MARK VI SALOON

COACHWORK BY FREESTONE & WEBB

CHASSIS NO. **B370BH**

ENGINE NO. **B185B**

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

One of a dozen produced to this handsome 'razor edge' design

Accompanied by a full report from Bentley historian Diane Brandon

Rolls-Royce Foundation build documentation and full sets of tools

Classic Car Club of America (CCCA) Full Classic

Bentley's first post-war model, the Mark VI featured an updated version of the company's pre-war six-cylinder engine, now with a high-lift camshaft and dual SU carburetors for more horsepower. "The Silent Sports Car" was now available, for the first time, with a factory-built 'Standard Steel Saloon' body, but many buyers still elected to specify custom coachwork by one of the few remaining European firms.

The car offered here was one of a dozen bodied by the Kent coachbuilders Freestone & Webb to their design no. 3038, a beautifully proportioned saloon with curvaceous 'razor edge' lines, in this

case with a sliding sunroof and rear fender spats. It was delivered in February 1948 to E. Gomme, Ltd., a prominent British manufacturer of modern furniture. Subsequent owners included Stephan Hall of South Glastonsbury, Connecticut, who registered the car with the Rolls-Royce Owners Club in September 1970. It formerly won several awards in British car club competition.

Today the saloon presents as a tidy and well-sorted driver, the purpose for which it has been enjoyed by the Calumet Collection, wearing an older restoration in two shades of creamy buff with pride. Notably, the interior, swathed in Connolly leather with beautiful rich woodwork, is particularly comfortable and sumptuous. Further, the car is offered with full sets of road and hand tools, as well as its original handbook.

Accompanied by a written report from noted Rolls-Royce and Bentley historian, Diane Brandon, as well as copies of build and ownership documentation, this fabulous early post-war coachbuilt Bentley is sure to provide years of touring pleasure for a new caretaker.



1987 ROLLS-ROYCE CAMARGUE RETRACTABLE HARDTOP

217

COACHWORK BY NIKO-MICHAEL

Offered from the Calumet Collection

The only retractable hardtop Camargue ever produced; superior craftsmanship

Only 927 actual miles at the time of cataloguing; remarkable original condition

Featured in the July/August 2011 issue of *The Flying Lady*

The subject of a professional documentary commissioned by the Collection

Accompanied by a report from Rolls-Royce historian Diane Brandon

A truly one-of-a-kind, coachbuilt, hand-crafted automobile

The car shown here was built by Niko-Michael Coachworks and is the only retractable hardtop Rolls-Royce Camargue ever produced, at the behest of a client of Carriage House Motor Cars in New York City. Carriage House supplied a new 75th Anniversary Camargue, the second of the last 12 Camargues produced with numerous special and unique options, which Niko professionally engineered into a convertible.

Originally the top was manually operated, as the client grew impatient and took delivery before Sokol could complete the system. After the Calumet Collection acquired the Camargue, it was taken back to Sokol, who after 25 years completed the car by fitting a remote control-operated electric motor to finally complete the installation. The top is truly fascinating to watch in operation; composed of two panels, precision-fit with very tight tolerances, it is unbuckled from the headliner, then telescopes into a 'stack' that moves under the rear deck through a narrow hatch in the rear package shelf. The back seat then tips forward, revealing a tonneau that flips up and drops into place to cover the folded top.

In remarkable original condition with just 927 actual miles at the time of cataloguing, the car is accompanied by its complete original tool set, a crystal cocktail set, a collection of build documentation, and a copy of a documentary produced for the Calumet Collection, covering Niko Sokol's life, engineering, and career. All together it is a fascinating tribute to a world-class coachbuilder and artisan. *Please visit rmsothebys.com to view additional video footage of this car.*

CHASSIS NO.
SCAYJ42A9HCX10402

\$100,000 – \$150,000
OFFERED WITHOUT RESERVE



218

1956 CADILLAC ELDORADO BIARRITZ

CHASSIS NO. **5662087477**

\$125,000 – \$150,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

A flamboyant symbol of its era; one of 2,150 produced

Finished in the striking original Bahama Blue color scheme

Beautifully maintained restoration with full engine rebuild

During the 1950s the Eldorado, Cadillac's most prestigious and lushly trimmed non-limousine model, continuously grew in importance and stature. By 1956 it bore the distinctive sharp-edged tailfins that would become iconic, which it introduced to the Cadillac line, and featured an exclusive engine equipped with dual Carter WCFB four-barrel carburetors, which along with boosted compression, raised bhp to 305. Combined with a Hydra-Matic transmission improved and re-engineered for smoother shifting, it made for one of America's finest "personal luxury" cars – and among the most expensive convertibles in the country.

This was one of Cadillac's lowest-production models in 1956, with the Eldorado Biarritz convertible selling only 2,150 copies.

The example offered here is documented by a copy of its original build sheet, which confirms that it was delivered in this beautiful and striking color, Bahama Blue, inside and out, to a buyer in San Francisco. Its restoration is well preserved and, typical of the cars in this collection, has received excellent maintenance and appears in wonderful condition, with straight, properly fitted body panels, and only the most minor wear to the cream and blue leather upholstery. The car has recently undergone a full, professional engine rebuild by the collection's own shop, and retains its original gold "sabre" wheel covers and "parade boot" top cover, as well as a soft top cover and jack in the trunk.

A longtime favorite in the Calumet Collection, this Cadillac demonstrates 1950s opulence at its very best.



1951 BENTLEY MARK VI SPECIAL

219

Offered from the Calumet Collection

A fascinating special in the “W.O.” mold

Powered by an eight-cylinder Rolls-Royce B80 engine

Accompanied by a report from Bentley historian Diane Brandon

Offered with hand tools and assorted spares

Wonderfully entertaining to drive and enjoy

The prevalence of used Bentley Mark VI chassis in the 1960s and 1970s led to their conversion to two-seat sports cars, often using a shortened frame and the original six-cylinder engine, with bodywork inspired by the “W.O.” Bentleys of the late 1920s.

An unusually well-designed special on the Mark VI chassis, this car has been a favorite driver for the Calumet Collection over the years. Based upon a Mark VI chassis, it is unusual in that the chassis remains its full 120-in. length, and is powered by a Rolls-Royce B80 industrial straight eight-cylinder engine, as used in military vehicles, with four SU carburetors and an electric fan, mated to a

four-speed manual transmission. The result has plenty of space and abundant power, in equal measure.

The design is filled with wonderful period-correct detailing, including a mesh stone guard for the radiator and headlights, dual Windtone horns, driver’s side spotlight, and metal step plates. The cowl was lowered to fit the rakish sports windshield with Lucite side glasses, while storage is provided ahead of the windshield for hand tools in a leather pouch. Within, comfortable period-style seats face a banjo steering wheel and a handsomely appointed dashboard. Aft is a chrome luggage rack with two suitcases, used to carry additional tools and spares. Typical of the Calumet Collection cars, all is well detailed and very tidy. The odometer noted 8,203 miles at the time of cataloguing.

One of the most entertaining automobiles to drive in the Collection, this car would be wild fun for a new owner on Arizona desert roads this winter – or just as much at home in Florida or California.

CHASSIS NO. **B320MD**

\$110,000 – \$150,000
OFFERED WITHOUT RESERVE



220

1972 ROLLS-ROYCE PHANTOM VI LIMOUSINE COACHWORK BY MULLINER PARK WARD

CHASSIS NO. **PRH4703**

ENGINE NO. **JE36013**

REGISTRATION NO. **BNT 83K**

\$375,000 – \$475,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Among the most extensively optioned Phantom VIs ever produced

Commissioned to demonstrate literally every available luxury and accoutrement

Featured in the promotional brochure “The Exclusive Phantom”

Originally delivered to UK entertainment magnate, Lew Grade

Immaculately restored and exquisitely presented; multiple award-winning example

Accompanied by a report from Rolls-Royce historian Diane Brandon

The finest example available for sale

“This magnificent Motor Car is a supreme example of the individually hand-built Rolls-Royce cars . . . It has been specially built for Lex Mead by H.J. Mulliner Park Ward and is a superb example of craftsmanship and coachbuilding. The specification is unique and includes all the refinements associated with luxury motoring.”

– “The Exclusive Phantom”

Lex Mead of Maidenhead, 1972

This Phantom VI, chassis no. PRH4703, was commissioned by the well-known Rolls-Royce dealers Lex Mead of Maidenhead as a company 'demonstrator,' that would show every available luxury accoutrement that could be specified for one's new limousine. A special promotional brochure, "The Exclusive Phantom," was produced, showing this car and its equipment to prospective customers. Afterward the automobile was delivered to Lew Grade, later Lord Grade, the powerful British entertainment magnate and impresario, most famous on these shores as an early backer of Jim Henson's Muppets, and remained with his family for over 30 years.

Finished in Black over Garnet and striped in Antique Gold, the car features a driver's compartment in Dark Red Connolly hides, piped in Black, overseen by a glass roof panel with its own privacy blind. The rear compartment was upholstered in special Deep Red Drayton velvet, including the headliner and head cushions, with the rarest burlled walnut veneers selected throughout; bud vases and power-operated velvet privacy curtains added a touch of gracious elegance. Coddled in either the capacious power-adjustable bench seat or one of the two jump seats, passengers faced a cabinet containing a Sony television and Lear Jet Stereo, a set of cut glass decanters, and matching sherry glasses. The center armrest sported a leather accessory set for gentleman and lady, including a gold-plated grooming kit and even a checkbook.





The Phantom VI has been splendidly fully restored to the correct specifications, and, in fact, aside from its unique accessories, is almost certainly the finest example of the model in the U.S. Its only alterations from 'stock' – a relative term! – are a more up-to-date Grundig television and Blaupunkt radio in the rear compartment, which will be appreciated by modern passengers. Both, of course, are fully functional, as are all other accessories with which the Phantom VI was supplied.

In the fashion of the pair of Phantom VIs produced for British businessman, George Moore, a pair of burl walnut tables, finished to match the interior and supplied in the boot, were designed to fit snugly onto the front fenders, secured by the mounts for the flag masts. Once they were installed, a service of fine china could be retrieved from its wicker hamper and set

into place. Comfortable seating was achieved using "toadstool" seats, small, heavily upholstered stools that mount to the front bumper guards. A bottle of chilled white could be retrieved from a wine cooler in the boot.

The assembled result, with perhaps a *pâté de campagne*, some cornichons, and a loaf of good bread, was the most elegant roadside meal imaginable – at what was, most certainly, the most expensive picnic table ever created. The car is offered with all of the pictured china and flatware, and, in the fashion typical to the Calumet Collection's automobiles, runs and drives superbly.

This is sure to be the favorite of all its new owner's friends – an automobile for the 'host with the most,' and the representation of all that could be had, with the right bank account, from Rolls-Royce in 1972.





221

1948 BENTLEY MARK VI 'NEW LOOK' TWO-DOOR SALOON

COACHWORK BY JAMES YOUNG

CHASSIS NO. **B495CD**
ENGINE NO. **B498C**
REGISTRATION NO. **NXR 810**

\$125,000 – \$175,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

James Young's 1948 Earls Court Motor Show car

The first of just three streamlined 'New Look' two-door saloons built

Original chassis, engine, and body

Accompanied by a report from Bentley historian Diane Brandon

Classic Car Club of America (CCCA) Full Classic

World War II and its various preliminary conflicts, beginning in the mid-1930s, disrupted European automobile production for nearly a full decade. When the skies and land finally calmed in 1946, cars had been out of production so long that exactly what the new ones would look like was up in the air; stylists and coachbuilders were willing to try basically any new idea and submitted various designs for public approval.

James Young offered up the 'New Look,' an aptly named striking, ultra-streamlined saloon on the Bentley Mark VI chassis, with fully integrated fenders, covered rear wheels, and little excess chrome trim. Only three two-door examples of the design, no. C10M, were produced.

The car offered here, chassis no. B495CD, was exhibited on James Young's stand at the 1948 Earls Court Motor Show. It caused a considerable sensation and was featured in many of the motoring magazines of the time. After the show it was delivered to Ronald Strauss, of the British brokerage house Strauss, Turnbull & Company.

In 1955, the car was purchased by the famous racing driver and dealer, Duncan Hamilton, who sold it to Thomas Wittle & Sons, a well-known manufacturer of fan belts in Warrington. Much of the present restoration was completed in 1985, reportedly at a cost of £36,000, after which it was used for a couple of years. Following many years on display it has been extensively freshened by the Calumet Collection, with the interior wood polished and other extensive detailing and mechanical work performed.

Fabulous details are prominent throughout, including front wing windows operated by small turn handles, as well as exquisitely finished rear quarter windows that swivel open for ventilation.

The 'sunshine roof' is present and functional, as-original, but now operates manually rather than by an electric motor. The door pockets accommodate sets of period beverage glasses and a flask. Wonderful original touches include the Lucas driving light, Bentley B70 headlamps (original to the car), unusually low-mounted trafficators, and incredibly delicate, beautifully finished bumper guards. Full, correct sets of road and hand tools are of course provided, along with other documentation and a written report from noted historian Diane Brandon.

The 'New Look' marks the most audacious post-war styling from James Young – the birth of a new era in streamlined design, courtesy of one of the UK's greatest coachbuilders.





222

1930 ROLLS-ROYCE PHANTOM II SEDANCA DE VILLE COACHWORK BY WINDOVERS

CHASSIS NO. **76GN**

ENGINE NO. **QR95**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Formerly of the Leake Family Collection

Well-presented, beautifully maintained restoration by marque specialists

A favorite tour automobile for years; wonderful styling, including 'cycle' fenders

Accompanied by a full report from Rolls-Royce historian Diane Brandon

Classic Car Club of America (CCCA) Full Classic

Phantom II chassis no. 76GN was acquired in 1975 via Leonard Potter by the renowned Rolls-Royce enthusiast and friend to many, the late James Leake, by which time its restoration had been begun by well-known British specialist Dick Brockman. Brockman had begun adopting

this handsome sedanca de ville, an original period body by Windovers with distinctive and sporting front 'cycle' fenders, to be installed on the chassis, replacing the original Hooper coachwork.

Brockman completed the body restoration with trim work by C.G. Jarvis and Son, while the chassis, engine, and running gear were finished by noted precision engineer Stan Brunt. All original and "new old stock" parts were used in the restoration, including correct bearings and aluminum cylinder head. Of particular note was the charming hand-sewn fine needlepoint upholstery, commissioned for the car in Portugal to the personal specifications of Mrs. Marjory Leake, as well as the imported mahogany trim. Final assembly was completed by Colin Crabbe.

The completed Phantom II arrived in the U.S. in 1982, and resided in Mr. Leake's Oklahoma museum until 1986, when it was sold to Mac McGlumphy of Tulsa. In 2003 it was bought back from the McGlumphy family by James C. Leake III, returning his grandfather's car to the family, and there it remained for six years before joining the Calumet Collection.

Well maintained since and regularly enjoyed for touring, the car is complete with a beautiful burl walnut cabinet containing vintage Harrods cut crystal barware, "jeweled" scent bottles in the tray behind the division, and a set of fitted luggage, stocked

with rare and desirable road tools, as well as a lady's vanity companion with hair brushes, mirrors, and pillboxes. Clips under the bonnet hold a rare spare bulb holder and oiler.

A favorite tour automobile for the Calumet Collection's owners for a decade, as well as winner of Best of Show awards, this well-sorted car has been continuously maintained by exceptional homes for half a century and is ready for similar enjoyment by a new owner. It would be an exceptional CCCA CARavan or Rolls-Royce tour car, or simply ideal for enjoying with one's family on special occasions, riding in regal, splendid comfort.





223

2009 ROLLS-ROYCE PHANTOM DROPHHEAD COUPE

CHASSIS NO.
SCA2D685X9UX16353

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Bespoke combination of Contrast Blue
Ice over Light Grey/Blue Grey

Stainless steel hood and teak deck options

Includes hidden picnic basket and
countless luxury accessories

Driven less than 22,000 miles from new

The Rolls-Royce Phantom is the sixth model in the history of the legendary British super-luxury brand to carry the Phantom name. What has not changed is the luxury maker's pursuit of the ultimate in comfort, convenience, and now electronic wizardry. Details abound; it is the little things that matter. Not counting the engine and body, it takes 260 hours to build a Phantom compared to 25 hours for the typical car – not counting any bespoke features. As Sir Henry Royce once said, "Strive for perfection in everything you do."



In four-door saloon guise, the Phantom was introduced in 2003; the first new model introduced under the ownership of parent company BMW. The drophead coupe, which shares mechanicals with the saloon, made its debut at the North American International Auto Show in Detroit on 7 January 2007. Styling was based on the 100EX concept,

which was in celebration of Rolls-Royce's centennial in 2004. Like the concept car, the production cars use novel rearward-opening coach doors along with its yacht-like exterior design theme. A silky smooth 454-hp, 6.8-liter V-12 and six-speed automatic transmission provide seamless acceleration. Production of the drophead coupe continued through 2012.

The original window sticker of this striking example boasts an impressive list price of \$485,772 when new. Most importantly, it confirms the bespoke color and options that make this vehicle unique. The lovely exterior is finished in Contrast Blue Ice (W47-5E46) and is highlighted by a brushed stainless accented hood and a teak deck covering the hidden cabriolet roof. Inside, there is a contrasting interior of Light Grey/Blue Grey which features

R-R logos on the headrests, and matching yacht floormats along with a full set of delightfully plush Mouton carpets.

Interior wood, including the veneered instrument panel overlay, steering wheel spokes, and front cup holder lid, are finished in a stunning Crossbanded Santos Palissander trim. Optional front and rear cameras aid in parking. Included is also a jewel-encrusted R-R pen that is kept in an in-dash drawer. Located out of sight within the boot is a special Rolls-Royce picnic basket which contains gold-trimmed plates, coffee cups, cutlery, thermos, R-R wine glasses and a two-wine bottle carrying case, and other picnic accoutrements.

The odometer shows 21,800 miles of exceptional motoring. Original books and road tools are of course included.





224

1991 BENTLEY TURBO RL EMPRESS II COUPE COACHWORK BY HOOPER

CHASSIS NO.
SCBZRO3D8MCX34842

\$200,000 – \$300,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

A fully coachbuilt creation; one of two
left-hand-drive examples built

Featured when new in Hooper's corporate advertising

Accompanied by a report from
Rolls-Royce historian Diane Brandon

Excellent overall cosmetic and
mechanical condition; 7,228 miles

In the late 1970s, Hooper & Company, the revered British coachbuilders once favored by the Royal Family, was revived under new management and ownership. The new Hooper produced highly unique coachbuilt creations in limited series, based upon modern Rolls-Royce and Bentley models, including coupes and limousines. They were sold to a wealthy and discerning worldwide clientele.



Among Hooper's offerings was the Empress II, a two-door coupe based upon the architecture of the long-wheelbase Bentley Turbo RL, with fully unique streamlined aluminum coachwork that borrowed virtually none of its features from the stock sedan. A sumptuous interior featured power-adjustable front and rear seats, a unique sports steering wheel, a glass 'sunshine roof,' an Alpine 12-speaker stereo system, and a rear seat whose passengers could enjoy a cocktail cabinet and an Asprey silver vanity set. Only five examples were built, and just two of them had left-hand drive.

The car offered here was the fourth Empress II made and one of the two left-hand-drive models. Finished in an eye-catching Tudor Red over Magnolia interior, it was used by Hooper in their advertising,

after which one of their investors took it to Los Angeles. It was eventually acquired by the Calumet Collection, where it resides alongside other significant coachbuilt Rolls-Royce and Bentley models, and remains in excellent condition. Featuring the original and striking chrome wire wheels, it remains in largely original and unrestored condition, and is in superb order throughout, with 7,228 actual miles noted at the time of cataloguing. Further, it is accompanied by its original luxury accessories, including the original cocktail set and Asprey vanities.

Including assorted build and historical documentation, as well as a report by Rolls-Royce expert Diane Brandon and a clean CARFAX report, this is inarguably the finest surviving example of this modern coachbuilt rarity.





225

2000 BENTLEY CONTINENTAL SC

CHASSIS NO.
SCBZZ22E8YCX65102
ENGINE NO. **L410090066**

\$150,000 – \$200,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Believed to have been the first built;
one of only four delivered as 2000 models

Very fine original condition; a favorite
tour and highway automobile

Accompanied by build documentation and a clean CARFAX

Resurrecting a body style unseen since the Classic Era, the Bentley Continental SC was a limited-production sedanca coupe, featuring a full tinted glass roof with a two-piece removable section above the driver's seat, similar to the "T-top" of a modern Camaro or Corvette. When removed from the car, the panels fit into a special padded, carpeted hold within the trunk. Just 73 examples of the model were produced between late 1998 and early 2000, and they remain highly sought after by collectors of significant Rolls-Royce and Bentley models.



Build documentation accompanying this Continental SC notes, intriguingly, that it was actually the first Continental SC produced. Numerous production difficulties and delays ensued – as is typical of the introduction of a new model – lasting for well over a year. The car was finally sold to its original owner as a 2000 model, one of just four Continental SCs so-delivered for that year, finished in the wonderful color scheme of Peacock over Oatmeal.

A favorite tour car within the Calumet Collection, that has been used and enjoyed extensively while being well-kept by their in-house staff, the Bentley remains in very fine condition, with 24,527 miles noted at the time of cataloguing. It is accompanied by a clear CARFAX report, a pair of shot glasses, and a flask for the rear seat armrest, and is very tidy and well-detailed throughout. This is a lovely example of one of the most head-turning and unique modern Bentleys.





226

2012 ROLLS-ROYCE PHANTOM EWB 'YEAR OF THE DRAGON'

CHASSIS NO.
SCA681L56CUX23372

\$300,000 – \$500,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Believed to be the only example delivered in the U.S.

**Lavishly appointed with nearly all
available options and accessories**

**Offered with gold dragon jewelry and
special presentation box**

Supremely luxurious and completely exclusive

Honoring the burgeoning new Chinese market for their automobiles, in 2012 Rolls-Royce introduced a special-edition Phantom that celebrated the Year of the Dragon. The car came with nearly all available factory options and accessories possible on a new Phantom, as well as with numerous special touches that included gold pinstriping, dragon designs inlaid into the wood and embroidered onto the leather seats, and special hand-painted dragon badges.

For obvious reasons most of these cars were delivered to China, at a cost of over \$1 million USD, and in fact the Calumet Collection's example, sold new by the O'Gara Coach Company of Beverly Hills, is believed to have been the only one supplied to the U.S. Still in outstanding, nearly new condition throughout, it has been part of the Collection since 2015 and has obviously enjoyed superb care, now showing just 13,286 miles.

The interior of this automobile must be experienced to be believed; rear compartment passengers are nestled into supportive bucket seats, with a center console that houses entertainment controls and a cocktail bar with crystal decanters, rocks glasses, and a pair of flutes for the chilled Champagne in the refrigerator. Embroidered throw pillows are offered to cushion one's head, and the seats are fully power-

adjustable for comfort. Most impressive of all is the famous fiber optic Starlight Headliner, which, with the interior lights dimmed, creates a dazzling effect of being under the night sky.

The car is offered with a dragon necklace and ring, a gold leaf dragon plaque, and the presentation box delivered with it in 2012,

supplied in a safe in the trunk, as well as the original correct accessories. It is a rare example of one of the most delightful modern sedans, a favorite of Heads of State and captains of industry alike – uniquely trimmed for the 21st century.





227

2001 ROLLS-ROYCE PARK WARD

CHASSIS NO.
SCALD61E81CX07563

\$100,000– \$150,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

The very rare long-wheelbase version of the Silver Seraph

**One of just 124 examples produced;
excellent overall condition**

Rear compartment cocktail bar, refrigerator, and televisions

Offered with a clean CARFAX report

Debuted at the 2000 Geneva Motor Show, the Park Ward was a long-wheelbase version of the Rolls-Royce Silver Seraph, the first 12-cylinder Rolls since the Phantom III, and was intended for owners who still preferred to use a chauffeur. It was extended by 10 in., eight in the front and two in the rear, with additional rear seat comforts and chassis bracing for a smooth, compliant ride. Equipment included cocktail accessories, a fitted wine cooler, and color-matched umbrellas in the trunk.

These were among the final Rolls-Royces produced by the manufacturer as an independent company, prior to its acquisition by BMW. The model was made for only two years, and just 124 were sold.

The Black Sapphire over Portland car offered here is still in excellent condition and, at the time of cataloguing, had recorded 14,507 actual miles. It is complete with its original fitted glassware and decanters, as well as the other proper accessories, including the trunk-mounted umbrellas, tools, and First Aid Kit, and has enjoyed excellent care with its owners in the Calumet Collection. Even the engine compartment is clean and well-detailed, with minimal signs of use.

Surely among the most comfortable and luxurious automobiles available, to this day, the Park Ward remains one of the definitive modern models from the company that builds "The Best Car in the World."



2012 BENTLEY CONTINENTAL SUPERSPORTS CONVERTIBLE

228

Offered from the Calumet Collection

One of very few examples built

Excellent overall condition with 19,235 actual miles

Tuned, 620-hp twin-turbocharged engine

Extensive use of lightweight components throughout

Insane performance: 0–60 mph in 3.9 seconds, 202 mph top speed

Everything about the Bentley Continental Supersports was engineered for a single purpose: to deliver the most thrilling driving experience possible from a Bentley. The fastest, most powerful Bentley ever, it features a significantly tuned, more powerful twin-turbocharged engine and extensive use of lightweight components throughout, including carbon fiber and Alcantara interior trim, and the largest carbon fiber-reinforced silicon carbide ceramic disc brakes on a production car.

The result was 0–60 mph in 3.7 seconds and a top speed of 204 mph.

In 2011, the original Supersports was joined by a convertible version that lost virtually nothing to its coupe sibling; 0–60 still took 3.9 seconds and top speed was down by only two, to 202 mph.

This example was originally delivered by Manhattan Motor Cars of New York to an owner in Michigan and has been a favorite occasional driver during its well-maintained life in the Calumet Collection. At the time of cataloguing it had recorded just 19,235 actual miles and remains in outstanding condition throughout, and is accompanied by its original handbooks.

This is a wonderful example of one of the most powerful and exciting modern Bentleys – a true supercar, with comfortable room for four!

CHASSIS NO.
SCBDU1ZA6CC070535

\$100,000 – \$140,000
OFFERED WITHOUT RESERVE



229

1923 ROLLS-ROYCE SILVER GHOST SALAMANCA

COACHWORK BY ROLLS-ROYCE CUSTOM COACH WORK

CHASSIS NO. **301KG**

ENGINE NO. **21-26**

BODY NO. **NH372**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Fondly known as “The Bullet Hole”

Formerly owned by Enoch “Nucky” Johnson,
inspiration for *Boardwalk Empire*

Still bearing a namesake bullet hole from
one of Mr. Johnson’s lucky escapes

Beautiful, detailed restoration with
original chassis, engine, and body

Accompanied by a full report from
Rolls-Royce historian Diane Brandon

Classic Car Club of America (CCCA)
Senior First winner with 100 points

Between the 1910s and 1941, gangster Enoch “Nucky” Johnson ruled Atlantic City. His political organization, backed by Al Capone and the like, took a cut of all the vices sold by the boardwalk, from casinos to brothels, earning the elegant racketeer a fabulous lifestyle. He daily wore a custom-grown carnation in his lapel and hosted a “who’s who” of Roaring Twenties celebrities in his suite in the Ritz-Carlton. Decades after his death, Johnson was immortalized in the HBO series, *Boardwalk Empire*, in which he was memorably portrayed by Steve Buscemi.

This Rolls-Royce Silver Ghost, an American-built “Springfield” model, chassis no. 301KG, was part of Johnson’s mystique. Fitted with an imposing, dramatic, and highly costly formal Salamanca body, it had originally been sold to New York banker Charles H. Sabin on 23 March 1923. Four years later it was acquired by “Nucky,” as is documented by the Rolls-Royce Foundation.

Subsequent owners to Johnson were Anthony and Muriel Rose of New York, who acquired the car in 1958 and kept it for nearly three decades. In 1987 it was purchased by Theresa G. George, then in 1991 passed to Ernest Bonati before finally leaving the Empire State later that decade. Later owners included Terence J. and Barbara Gooding of California, before the Calumet Collection acquired the car in 2013. The following year it was proudly exhibited at the Pebble Beach Concours d'Elegance, completing the Tour d'Elegance (including a lap at Laguna Seca), as is documented by an accompanying video.

The car is finished in dark red and garnet, with part of the aluminum coachwork left unpainted and polished to a beautiful mirror-like

contrast, accentuated by a folding black leather top and hinged window frames, a signature of the Salamanca design. Plating is correct nickel finish throughout, and the engine compartment and chassis are both very tidy and correct, including the proper linked fan belt. Within the rear passenger compartment is an oasis of luxury, with tufted deep scarlet cloth upholstery, accent pillows, and silk assist loops. The car is offered with complete sets of road and hand tools, including the rare spare bulb holder, as well as an original owner's handbook and assorted owner and historical documentation.

Few cars can boast the fascinating story and provenance of "The Bullet Hole," one of the stars of the Calumet Collection.





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† 1967 ROLLS-ROYCE PHANTOM V STATE LANDAULET

COACHWORK BY MULLINER PARK WARD

CHASSIS NO. **5LVF113**
ENGINE NO. **8F56PV**
BODY NO. **20127**
REGISTRATION NO. **PVN131**

\$1,000,000 – \$1,500,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

One of just five original examples produced

Originally commissioned by the Government of Romania

Formerly the prized possession of Dr. Erle and Bonnie Heath

Twice used by Her Majesty The Queen,
in Bermuda and the Cayman Islands

Largely original, unrestored, and beautifully maintained

Exhaustive history file, including wonderful
home movies from its Royal travels

Accompanied by a report from
Rolls-Royce historian Diane Brandon

Simply put, the ultimate Phantom V in every regard



A CAR TOO DECADENT FOR THE COMMUNISTS

It was 1966, and Nicolae Ceaușescu, Communist dictator of Romania, decided to order an automobile. The result was one of five Phantom Vs bodied as State Landaulets, with a convertible top opening from the division window backward, as well as a Perspex panel over the driver's compartment.

Nearly every available option was specified, including a rear seat that could be raised or lowered to suit the height of the passengers, a combination cocktail bar and entertainment cabinet with a television, dual air conditioners for front and rear compartments, fluorescent overhead lighting for nighttime parades, and a refrigerated wine cooler, at a cost just under £20,000 – then a huge sum, making this the costliest Phantom V ever delivered.



The result was a decidedly capitalistic automobile, and while Ceaușescu probably could not have cared less, his minders in Moscow certainly did. Reportedly a higher-up in the Politburo (it is rumored to have been Brezhnev himself) complained about such a lavish car having been ordered, and after a year of non-use the car was shipped back to England and replaced with a more suitable Silver Shadow.

Left without a buyer, Rolls-Royce looked briefly before finding one, Dr. Erle M. Heath and his wife, Bonnie, of Pittsburgh, Pennsylvania, who at the time were visiting London to have Mrs. Heath's Silver Shadow serviced. Negotiations concluded in 1968 and the car, delayed by a dock strike and transportation difficulties, arrived in Steeltown a year later. It was the only Phantom V State Landaulet delivered to a private owner.

DR. ERLE AND BONNIE HEATH'S LIFE WITH A LANDAULET

Today's car enthusiasts, in seeking a role model, could do well to study the legacy of Dr. and Mrs. Heath. The Heaths were dedicated, conscientious collectors, who began with Duesenbergs in the 1950s (a lovely place to start), later moving briefly to Ferrari and then to Rolls-Royce, carefully studying and maintaining their prizes. They drove them regularly, participating most frequently in Rolls-Royce Owners Club and Classic Car Club of America junkets, running thousands of miles on both sides of the Atlantic. Most importantly, they had a lot of fun doing it.



To wit: Bonnie Heath had a pink Auburn, dubbed “*The Pink Panther*,” complete with musical air horns that played the love theme from Dr. Zhivago. Dr. Heath, an amateur videographer, took Super 8 movies of many of the events they attended, adding his own wry commentary about deftly and lovingly nicknamed friends such as “*Herbie Simplex*.” They shared their cars widely, with friends and family, and in all they did their *joie de vivre* was clearly evident.

One might have expected the new owners of a Phantom V State Landaulet to bring it out only occasionally, for the most special occasions. No, the Heaths, true to form, drove this car, racking up some 117,000 miles in nearly three decades. It went up and down the hilly streets of Pittsburgh, ferrying guests, going to dinner, and occasionally being used just to drive to the office (as you do). Even Mrs. Heath slipped behind the wheel on occasion.

In 1975 the Heaths were contacted by the government of Bermuda, who were expecting a State Visit by Her Majesty The Queen. Lacking a suitable car for her transportation about the island, Bermuda wanted to borrow the Heaths’ State Landaulet – and

to fly the owners out as honored guests for the festivities. The Heaths naturally accepted, and off they went, camera in hand to record the Queen riding about, waving to her public from the comforts of the Phantom V. Such was the success of the visit that they were referred to the Grand Cayman Islands in 1983, and again traveled with the car to see the Queen be chauffeured in appropriate comfort. It was also used to chauffeur Princess Grace of Monaco when she visited Pittsburgh, as a guest of the International Poetry Forum, in early 1978.

Following Dr. Heath’s passing in 1992, the car was sold by his estate through an intermediary to Tom and Catherine Driscoll of Illinois, then was acquired by the Calumet Collection, only its fourth private owners. While in the care of the Collection it has continued to see occasional parade duty, including chauffeuring Buzz Aldrin, the second man on the moon, in the Hollywood Christmas Parade. In 2014 it was exhibited at the prestigious Pebble Beach Concours d’Elegance. The car was also awarded Post-war Best of Show and the HVA Preservation Award at the La Jolla Concours d’Elegance in 2015.

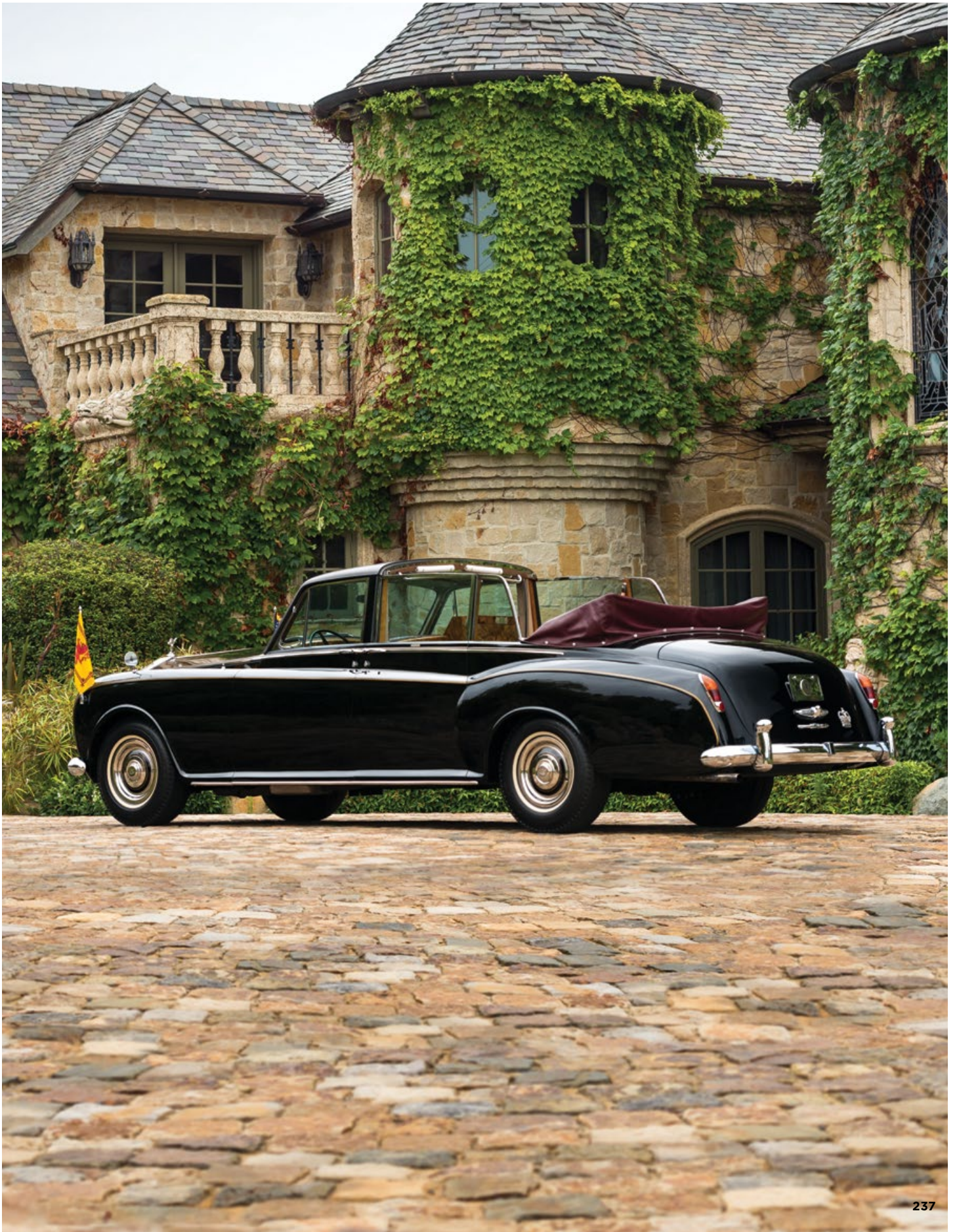


With the exception of minor paint and bodywork, necessitated by a slight bump received in Pittsburgh traffic, the State Landulet remains unrestored and in immaculate condition, with a rich patina and a remarkable 161,795 actual miles recorded at the time of cataloguing. All of its original accessories function beautifully, including the radio and the adjustable rear seat. Accompanying the car is a comprehensive file covering the Heaths' entire ownership and the maintenance work performed during their care, as well as, wonderfully, both VHS and DVD copies of their home movies from Bermuda and the Caymans.

With a car this rich in history, the possibilities are numerous and endless, from concours to museum displays to being used for celebrity transportation. Perhaps the most fitting use for it, however, would be to simply pile a few friends into the backseat, set up the GoPro (successor to the Super 8), and head out on the town with the landalet top lowered and the laughs echoing down the boulevard.

The car is wonderful, but no less so than the memories to be made within. *Please visit rmsothebys.com to view additional video footage of this car.*







231

1952 ROLLS-ROYCE SILVER WRAITH SALOON COACHWORK BY JAMES YOUNG

CHASSIS NO. **WOF23**

ENGINE NO. **W22F**

BODY NO. **1772**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

The 1951 Earls Court Motor Show car for James Young

Unusually beautiful, well-proportioned bodywork in fine condition

Lavishly appointed, with spectacular woodwork;
equipped with its original engine

Accompanied by a report from Rolls-Royce expert Diane Brandon

Complete with build documentation and considerable records

An ideal Silver Wraith for comfortable touring and local showing

One of 27 examples of this handsome design built by James Young on the Silver Wraith chassis, of which 13 were fitted with a division window, Silver Wraith chassis no. WOF23 was exhibited on Young's stand at the 1951 Earls Court Motor Show, as noted in Bernard L. King's *Rolls-Royce Silver Dawn and Silver Wraith*. It was subsequently delivered in July of that year to Sir Robert McAlpine Ltd., the well-known British contracting firm whose leaders were longstanding Rolls-Royce clients in good standing, as noted in period registration documents.



The Rolls-Royce is lavished with fine detail, with doors that flare at the bottoms to cover the running boards, and sumptuous leather upholstery and spectacularly beautiful fine woodwork within. All is proper, with the exception of a modern radio discreetly hidden in the dashboard fascia. The rear compartment is complete with a period electric teakettle and china service for two, enabling a cup of Earl Grey to be served off the picnic tables. For days that require something stronger, there are also fitted flasks and rocks tumblers, as

well as a second concealed set that includes a martini shaker, and a traveling bar in a leather case. The rear seat armrest conceals ladies accessories, including a sterling silver comb and hairbrush. Also accompanying are the proper sets of road and hand tools.

Well detailed and prepared, this is one of the Calumet Collection's owner's favorite automobiles in his stable, which shows in its presentation and level of quality. It is a showpiece, which would be well suited to chauffeuring special guests in all the comforts of home.





232

1936 ROLLS-ROYCE PHANTOM III LIMOUSINE COACHWORK BY INSKIP

CHASSIS NO. **3AZ190**

ENGINE NO. **W74D**

\$175,000 – \$225,000

OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

Extremely rare American custom coachwork

Recent cosmetic and mechanical restoration

Accompanied by a full report from
Rolls-Royce historian Diane Brandon

Documented with copies of its build
and ownership information

Classic Car Club of America (CCCA) Full Classic

Only 21 of the V-12-powered Phantom IIIs were produced with American coachwork, most all by J.S. Inskip, the renowned East Coast Rolls-Royce importers and distributors. Inskip had succeeded the former Brewster coachworks that had been the most prominent builders of bodies for American Rolls-Royce chassis, and their former employees continued to build custom coachwork in the former Brewster

facilities in very small amounts under Inskip's name. These bodies were strongly influenced, for obvious reasons, by late Brewster designs, in their detailing and trim, including door handles and hinges.

Chassis no. 3AZ190, offered here, was the first U.S.-bodied Phantom III produced, imported via SS Laconia and fitted with a special five-passenger limousine body by Inskip for wealthy haberdashery importer Edward W. Bill of Stamford, Connecticut. Distinguishing features of the design include a sloping roofline, low at the windshield, that produces an exceptionally well-balanced and sporting look.

Subsequent owners were William W. Walsh, followed by Robert D. French of Houston; Julio Zamagni of Lakewood, Colorado; and Carl Wells of Racine, Wisconsin. Prior to its acquisition for the Calumet Collection, it was featured in the Oscar-winning 2006 film, *Pan's Labyrinth*.

More recently the car has undergone a significant amount of cosmetic and mechanical restoration for the Calumet Collection, including beautiful inlaid wood veneers by Madeira Concepts (to the original level of gloss), and fresh upholstery with leather to the driver's compartment and broadcloth upholstery to the rear seat. Handsome Ace wheel discs are mounted, as are Lucas headlamps and

center driving light. The engine and drivetrain have been sorted and detailed to a high standard but not fully restored, and are reported to function well, with the car starting, running, and driving properly. As noted by marque expert Diane Brandon, the Rolls is fitted with a single carburetor, as usually mounted to later Phantom II chassis, as well as a radiator overflow tank to improve its durability for modern touring, and a rooftop ventilation door. The car is offered with a selection of Phantom III literature and an original owner's handbook.

This is a lovely and very rare Phantom III of distinguished fine quality and exceptionally handsome American styling and would be a fine highway touring automobile for a new owner.





233

1989 ROLLS-ROYCE SILVER SPIRIT I EMPEROR STATE LANDAULET

COACHWORK BY HOOPER

CHASSIS NO.
SCAZS00A1KCH26441
ENGINE NO. **67111L4101/9**
REGISTRATION NO. **J 51500**

\$275,000 – \$350,000
OFFERED WITHOUT RESERVE

Offered from the Calumet Collection

“The Chariot of Dreams,” a one-of-a-kind coachbuilt creation by Hooper

Documented with extensive build information and period press articles

Bespoke interior with fine barware and original Toshiba electronics

Accompanied by a report from Rolls-Royce historian Diane Brandon

Featured in a comprehensive article by Don Stott in *The Flying Lady*, May/June 2018

Among the final coachbuilt modern Rolls-Royces; a spectacular machine

Hooper & Company, the revered British coachbuilders once favored by the Royal Family, was revived by a team led by Canadian businessman John Dick in the 1980s to build highly unique, one-off creations, based upon modern Rolls-Royces and Bentleys, for a wealthy clientele worldwide. Their most amazing creation was this car, the Emperor State Landaulet, commissioned by the Silver Lady Trust, an Australian charitable organization backed by 21 investors and led by Stephen Berry.

Based upon a Silver Spirit, the Masons Black and Royal Claret car had its chassis extended by nearly three feet, with new, custom-crafted rear doors and window glass accommodating a raised roofline with a removable center panel and folding landaulet top, in the style of parade vehicles of old.

For promotional purposes, the doors could be locked in the open position, with polished "By Appointment" tread plates. The fully custom velour interior, accented by rich cedar-dyed burled walnut, provides seating for four passengers in a "conversation pit," with entertainment and communications equipment that were, for 1989, state of the art. These included a Philips LCD color television in the armrest, a Philips 984 radio and compact disc player, and a Toshiba computer and printer, as well as sets of crystal flutes and tumblers; a refrigerator was tucked into the trunk.

The Emperor was finally completed in 1991, and widely exhibited throughout Europe before moving to Australia in late 1992, where it appeared at the Brisbane, Melbourne, and Perth motor shows

in 1993. Apparently, it was planned that "The Chariot of Dreams," as it was dubbed, would be used to promote charities, with an accompanying book, written by Berry, and a full European tour in the car for a lucky contest winner. Plans for the event never panned out and the car was subsequently acquired by Hooper in 1994, and was maintained in their corporate collection until 2010. Following ownership in Switzerland, it was bought by its third owners, the Calumet Collection.

Still in excellent, largely original condition, with only 12,859 miles recorded and its original accessories and accoutrements intact, this truly is the Chariot of Dreams – one of the most fabulous modern Rolls-Royces ever produced.





234

2011 PORSCHE 911 SPEEDSTER

CHASSIS NO. **WPOCB2A9BS795669**
SERIAL NO. **002/356**

\$350,000 – \$375,000

Number 2 of only 356 built by Porsche Exclusive
Built to the specification of a Porsche family friend
Finished in Paint-to-Sample Black with special-order interior
Believed to be the only such example built
Only 12 original miles



Being a “friend of the family” has its distinct advantages, especially when that family surname is Porsche. Here is a very special, built-to-order example of the already rare 2011 911 Speedster, delivered with a number of distinct differences than the rest of the production run. It is serial no. 002 in the limited series of 356, of which only 100 came to the U.S.

This latest version of Porsche’s iconic open, rear-engined two-seater was unveiled in late 2010 to celebrate the 25th anniversary of Porsche Exclusive,

the automaker’s in-house customization department. It was to mark the revered history of the Speedster, which was first produced in 1954 and later reprised in both the 1989 Carrera and 1989 964 series. The new Speedster was based on the 997.2 GTS and featured a shortened and raked windshield reminiscent of its predecessors, along with widened front fenders and Turbo-like rear quarters from the Sport Design Package. The Speedster’s doors were of aluminum, as was the double-humped tonneau that concealed both the rear storage area and a folding fabric “emergency” top.

This variant was powered by a 408-hp, 3.8-liter Variocam-Plus Type MA101 engine mated to Porsche's seven-speed PDK Doppelkupplungsgetriebe transmission, which directed power to a limited-slip differential. The new Speedster also boasted the Porsche Active Suspension Management (PASM) and Porsche Carbon-ceramic Composite Brakes (PCCB) as standard. Spoked black alloy wheels with polished rims were fitted with high-performance 235/35ZR19 and 295/30ZR19 tires. Equipped with Sport Chrono-Plus, the Speedster was capable of brilliant performance: 0–60 could come up in just over four seconds, and a maximum of 190 mph on the track.

If you were among the fortunate few to secure a place on the waiting list, you could order your new 997 Speedster in either Pure Blue or Carrara White, both with a black cloth top. The Speedster's standard interior with its adaptive sports seats was trimmed in black leather with matching Blue or White accents. However, only a select few cars were painted and trimmed to order, as in this instance.

Ordered directly from Porsche Exclusive by an individual described as a "close friend of the Porsche family," this exciting car was

delivered in Code 99, "paint-to-sample" Custom Metallic Black, complemented by a full black leather interior, without accents, and in which nearly every tactile surface was trimmed in hide. External highlights included tinted front lights, black headlight rings, a black windshield frame, and other black trim. Special sill covers announced to those entering the car exactly what they were getting into, and the Speedster logo also appeared on the parking brake lever and seatback upholstery. A long list of desirable convenience and comfort items, both standard and optional, made its way into this car, making it truly one of a kind. Nearly all 997 Speedsters quickly vanished into private collections, and that was the case here.

Having enjoyed careful, long-term environmentally controlled storage from its time of delivery, this is virtually a new car, as fresh from the assembly line as possible, and truly a "collectible among collectibles." Serial no. 002 is supplied with extensive original documentation, including a specification sheet, along with its correct spare, jack, and tools, and has been driven a mere dozen miles at the time of cataloguing.

From one friend to another, this is a very special Porsche.





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1947 BENTLEY MARK VI CABRIOLET

COACHWORK BY FRANAY

CHASSIS NO. **B26BH**

ENGINE NO. **B13B**

\$375,000 – \$425,000

Beautiful, and exclusively distinctive Mark VI Bentley

A unique, one-off design by a renowned French coachbuilder

Exceptional finishes and accouterments throughout

**Two-time Amelia Island Concours
d'Elegance Best in Class winner**

Classic Car Club of America (CCCA) Full Classic

Carrosserie Franay, located on the rue du Caporal Peugeot of Levallois-Perret, Paris, was probably the foremost continental coachbuilder on Rolls-Royce and Bentley chassis during the early post-war era. While only 18 bodies were built on those chassis by Franay during those years, most were unique designs, and some of them were truly spectacular, gathering attention and concours d'elegance honors when they were new, aside from today's concours-featuring classics. Each was built with

Franay's trademark attention to fine detail and the flamboyant pomp and circumstance for which French coachbuilding had become renowned.

Bentley Mark VI chassis no. B26BH, offered here, was commissioned by paper mill heir A.J. Liechti of Saint-Louis, via Walter Sleator's Franco Brittanic Automobiles of Paris. Its lines elegantly bridged the gap between pre-war and post-war design, with a chromed beltline molding flowing the length of the car, and long sweeping fenders that vanished into the rear of the body and then "kick" up into full spats over the rear wheels. Only one other similar version of this design was built by Franay in period, on a Rolls-Royce Silver Wraith, with this being the only example on a Bentley chassis. Reportedly Liechti used the car for extensive continental traveling, visiting his family's homes all over Europe, and having a grand time doing it.

Factory records indicate the car changing hands for the first time in 1960, when it was purchased by Rolls-Royce Owners Club member Frederick Jones of Pittsburgh from Franco Brittanico Automobiles' pre-owned section, and brought to the U.S. Mr. Jones wasted no time in showing off his new acquisition, displaying it at the RROC National Meet that August. The car is believed to have remained with Mr. Jones until 1978, when it was purchased by David Block, a collector in Ridgefield, Connecticut. The Bentley was then sold to Ed Thorpe of North Carolina, who had it restored in two-tone grey, before passing to the well-known Rolls-Royce collector, Sam Ornstein of New Jersey.

Gene Epstein of Newtown, Pennsylvania, well known for his exquisite Rolls-Royce and Bentley collection, acquired the Mark VI from Mr. Ornstein in 2000 and set about restoring it to a modern show standard, reportedly over a period of 5,000 man hours. This restoration, which the car still wears proudly today, saw it finished in two wonderfully subtle hues of chocolate brown (reportedly inspired by Hershey bars, dark and milk chocolate, for its intended debut at the Hershey AACA Nationals!), with Figoni-style chrome accents added along the curves of the fenders and the door sills. The interior was upholstered in calfskin with complementary ostrich skin inserts. The space behind the front seats is occupied by a pair of folding occasional seats, as well as a set of fitted crystal stemware and a picnic hamper complete

with flatware, china, and sandwich boxes. The trunk holds a full-size spare with cover, as well as a pair of bespoke his-and-hers suitcases, and a period walking stick. Both the Marchal double-filament headlamps and center driving lamp are correct, as-original, being described in the original build records. Further, the car retains an original French language owner's handbook.

Mr. Epstein exhibited the restored Bentley all over North America, receiving many laurels for its presentation, including an AACA National First Prize, Rolls-Royce Owners Club Best in European Classic Post-War trophy, a Lion Award at the Meadow Brook Concours d'Elegance, and Most Distinguished Bentley (presented by Bentley Motors itself!) at the Greenwich Concours d'Elegance, all in 2009. Its most prestigious honors, however, were a pair of Best in Class victories at the Amelia Island Concours d'Elegance, in 2009 with Mr. Epstein, and in 2015 with previous owner, Orin Smith. The Mark IV was then acquired by the current owner from Mr. Smith's estate several years ago.

Recipient of an award-winning restoration and even more stunning today than it was when new, this car can safely be held among the most beautiful coachbuilt Mark VI Bentleys. Dramatic and dashing, it is the ideal continental transportation for a gentleman sportsman, as appropriate to the Seventeen Mile Drive as to the Cote d'Azur.





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1927 ROLLS-ROYCE PHANTOM I ASCOT TOURER

COACHWORK BY BREWSTER

CHASSIS NO. **S337FM**

ENGINE NO. **20377**

BODY NO. **7179**

\$375,000 – \$425,000

One of 28 original examples built

The last Ascot Tourer body installed on a Rolls-Royce chassis

**Desirable late-production styling
with elegant curved fenders**

**Formerly owned by Doran Hinchman, Dr. C.L.
Pressler, and renowned collector Orin Smith**

**Concours restoration by marque
specialists Vantage Motorworks**

**A superbly sporting, dramatic Springfield
Phantom I, with well-known history**

THE ASCOT TOURER

The catalogued bodies fitted to the American-built “Springfield” Rolls-Royce Phantom I chassis were noted for lines more gracious, elegant, and – yes – sporting than their British counterparts. Few were more attractive than the Ascot Tourer, a handsome five-passenger open model with refined styling, including artfully flowing fenders, a nearly horizontal

concave polished accent along the beltline, and a raked one-piece windshield, which was favored by socialites and film stars on both coasts. Historian John Webb de Campi’s *Rolls-Royce in America* records production of 28 Ascot Tourer bodies, largely by Brewster and all originally mounted to Phantom I chassis. Many of these were employed as “trials cars,” to be driven by prospective buyers, as they were considered to show the full potential of what an American Rolls-Royce could be.

COAL AND CLAREDDA: THE STORY OF S337FM

According to a history assembled by Rolls-Royce historian, Rubén Verdés, chassis no. S337FM was originally delivered with a Stratford convertible coupe body to Doran Hinchman of Logan, West Virginia, on 12 April 1928. Member of a very prominent Logan family involved in coal and timber production, Mr. Hinchman had excellent taste in automobiles, reflected by his eventual trade-in of

the Rolls-Royce on a Model J Duesenberg (J-357) in early 1930. Subsequently the car was sold by Duesenberg Motors to H.F. Deane, then in May 1934 to Mrs. Edward V. (Clare S.) Quinn of Shrewsbury, Massachusetts.

For Mrs. Quinn, of Clareda Farms thoroughbred fame, Rolls-Royce of America mounted the present Ascot Tourer body, noted as “new” (i.e., not re-used from an earlier chassis). A later model with rounded fenders, it is believed that this body was the final new Brewster Ascot body mounted to a Rolls-Royce chassis.

The Phantom I made its way across the U.S. and was next acquired on 19 May 1952, by James Ten Broeck Baker of Whittier, California. It next passed in 1956 to William Bagshaw of Beverly Hills, California, who sold it later that year to Dr. C.L. Pressler, an early and longtime enthusiast from Avondale, Ohio. The Ascot remained with Dr. Pressler for decades, making frequent appearances at various shows, concours, and events in the Akron/Canton area. It later passed through Rick Carroll’s famed Jensen Beach, Florida, collection, before being acquired in 1983 by Bruce Campbell of Alamo, California, and was added to Orin Smith’s distinguished collection nearly a quarter of a century later. It was subsequently acquired by the current owner from that collection in 2017.

The Smiths commissioned a full restoration of the Ascot by the noted marque specialists Vantage Motorworks of Miami. As-acquired by them, the car was reported to be in very solid original condition, and aside from cosmetic work over the years,

did not appear to have ever been restored. The body was properly stripped and refinished in pale yellow with buff wings and a tan interior, a color scheme chosen to match the Phantom I Henley Roadster that the Smiths loved, retaining as much of the original inner woodwork and outer sheet metal as possible.

The large Bausch & Lomb drum headlights, large rolled aluminum bumpers, and vertical radiator shutters are all correct for a Springfield Phantom I of this generation, and they are presented here with oversized matching Pilot Ray driving lights, introduced in 1927, with a “Barker” dipper mechanism for nighttime driving. The car is also fitted with a correct three-light tail lamp cluster, with the brake, tail, and reverse lamps mounted over the license plate frame, and an Auster windscreen. Interior trim is largely proper, although the wooden dashboard appears to be of later construction than the rest of the woodwork. The paintwork is deep and rich, with a consistent shine, with only minor wear noted around the edges of the bonnet, and masking lines visible along the bonnet hinge.

Accompanying the car is a copy of its restoration book, including historic photographs, as well as a proper set of road tools and an incredible full leather tool roll.

Boasting excellent known ownership history, a quality fresh restoration by marque specialists, and one of the most desirable factory body styles, this Phantom I would be a delight for both show and tour.





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2006 MERCEDES-BENZ SLR MCLAREN

CHASSIS NO. **WDDAJ76F96M000981**
ENGINE NO. **155.980.60.001037**

\$250,000 – \$300,000

OFFERED WITHOUT RESERVE

Striking Crystal Laurite Silver over Berry Red leather

One of 189 models delivered to the U.S. for 2006

Presented in as-new condition

Just 5,400 original miles



Drawing its inspiration from the legendary 300 SLR piloted by Juan Miguel Fangio and Stirling Moss in the 1950s was no easy task for Mercedes-Benz. The German automaker's Silver Arrow racing cars were a competition scene fixture in the 1950s, but a tragic accident at the 24 Hours of Le Mans in 1955 curtailed the automaker's motorsports efforts for decades.

Mercedes-Benz rekindled the original car's spirit, drawing heavily from the German automaker's relationship with Britain's McLaren Formula 1 team. The SLR McLaren was previewed by an outlandish, long-nose touring car at the 1999 North American International Auto Show in Detroit before a production model hit the road nearly five years later.

The SLR McLaren featured race-bred technology in an attention-grabbing shape that looked like nothing else. Under its hood sits a 616-hp version of the supercharged 5.4-liter V-8 Mercedes-Benz's AMG division shoehorned into cars such as the SL 55 and CL 55. For the SLR McLaren, the engine features dry-sump lubrication, a Lysholm-type twin-screw supercharger, and a pair of intercoolers. Since the SLR McLaren was designed around its V-8, engineers were able to place it more than three feet aft of the front bumper and nearly 20-in. behind the rear axle for better weight distribution. The V-8 sends power rearward via a beefed-up five-speed automatic transmission. Carbon ceramic brake discs and an innovative brake-by-wire system ensure rapid stopping, even considering the car's touring-ready 3,900-lb. curb weight.

All that substantial engineering is easy to overlook at first glance given the SLR McLaren's outlandish design. Its proportions belie its 183-in. overall length and 110-in. wheelbase thanks to a very long hood and a short trunk. Gullwing doors ensure a dramatic entry—and they are, of course, a nod to its predecessor.

McLaren might have honed the SLR's performance, but Mercedes-Benz took care of its interior. Fine leather covers every surface of its dashboard, doors, center console, and seats. Switchgear is arranged with typical Teutonic order and the head unit for the Bose audio system tucks behind an SLR-badged lid in the center stack.



Many owners opted for two-tone interior trim, including the original owner of the 2006 SLR McLaren offered here. Its Crystal Laurite Silver metallic paint echoes Mercedes-Benz's racing cars from their Golden Era. The shade was popular on the SLR McLaren, and with good reason for the way it complements the Gordon Wagener-penned lines. The luxurious interior is trimmed in Berry Red semi-aniline leather.

This car was delivered new to Bob Ross Mercedes-Benz near Dayton, Ohio, making it one of just 189 earmarked for the American market in 2005. Service records from the selling dealer indicate meticulous care. With about 5,400 miles on its odometer, this SLR McLaren is ready to be enjoyed by its next owner.





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† **1956 BENTLEY S1 CONTINENTAL
DROPHHEAD COUPE** COACHWORK BY PARK WARD

CHASSIS NO. **BC7LBG**

ENGINE NO. **BC7B**

\$1,100,000 – \$1,400,000

Offered from a prominent private collection

The most desirable coachwork on this chassis;
one of 31 left-hand-drive examples

Well-known, fascinating ownership history; single ownership for nearly 30 years

Documented with Rolls-Royce Foundation and Hunt House build information

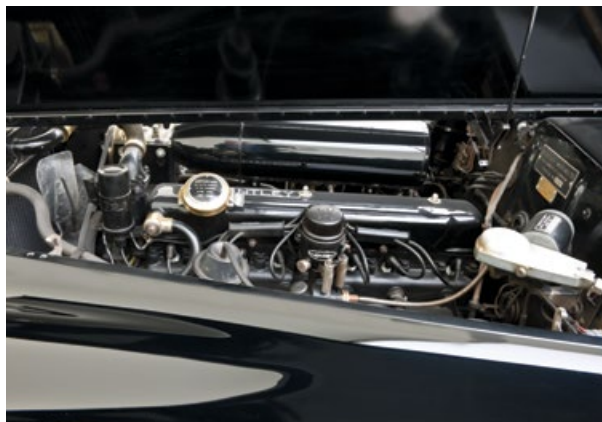
Offered with complete sets of road and hand tools

An exceptional S1 Continental

The most desirable catalogued body style on the S1 Continental chassis was the drophead coupe by Park Ward, style no. 700. Unlike the majority of Bentley convertibles produced in this era, this style was not an “adaptation” from factory design stampings, but rather a fully custom body, built from the ground up by Park Ward’s craftsmen, hand-crafted in aluminum. It is distinguished by smooth, subtle body lines, with the long, fully “flow through” fenders that flow from the front to the rear “hips,” and rear fenders that kick up slightly to form tiny tailfins.

Park Ward built this design on only 31 left-hand-drive S1 Continental chassis, and the survivors are among the most fiercely prized of all post-war Bentleys, featured in some of the world’s finest collections of grand touring automobiles.

The example offered was delivered on 3 June 1956, to Annandale, the palatial estate of Mary Stevens Baird of Bernardsville, New Jersey. Mrs. Baird was an heiress to the prominent Stevens family of inventors and entrepreneurs, responsible for early innovations in steam







locomotives and for establishing the U.S.'s first patent office, and was a philanthropist deeply involved in correctional reform, a longtime family cause. Her niece, the iconoclastic future U.S. Representative Millicent Fenwick, was raised at Annandale by Mrs. Baird.

As originally supplied, the car was finished in Tudor Grey over Green, with sealed-beam headlamps, a radio, Windtone horns, U.S.-specification instrumentation, and other typical North American features, such as deletion of the reverse button on the gear lever and a "Made in England" plate. Interestingly, a note was made for "owner's mascot," a silver fox, though it has since been supplanted by the classic 'Flying B.'

In June 1964 the car passed to its second owner, Dr. Theodore Griggs III of Summit, New Jersey. It enjoyed several other East Coast enthusiast ownerships during the 1970s and 1980s, including being shown in Rolls-Royce Owners Club events by Dr. Halsey G. Bullen and Harold Porter. In 1990 it was acquired through Richard Gorman's

Vantage Motorworks for the famous Robert M. Lee Collection, one of the world's finest assemblages of coachbuilt Rolls-Royce and Bentley automobiles, and has remained in the collection for nearly 30 years.

Today the car is a well-preserved restoration in Masons Black with a Dove Gray leather interior piped in black and a properly fitted black top. The interior's burled walnut trim is rich and harmonious, with the dashboard carrying original gauges and an updated modern stereo system, which fits nicely into place; all is overseen by correct "purdah" smoked glass sun visors. Finishes under the hood show some driving and use over the years, with minor patination visible throughout, but are in general correct and attractive. The original sets of proper road and hand tools are still stashed under the floor of the boot.

Examples of the Park Ward drophead coupe seldom become available for sale, and fewer still are those with this car's distinguished specification and provenance. It is a lovely machine, offered from one exceptional home to another.



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1934 PACKARD SUPER EIGHT PHAETON

IDENTIFICATION NO. **SH9489**
ENGINE NO. **752423**

\$180,000 – \$240,000

OFFERED WITHOUT RESERVE

Formerly of the S. Ray Miller collection

Sophisticated prestige phaeton

Smooth Super Eight power

Packard greatly expanded its catalogue for 1934, from six models on five wheelbases to six wheelbases and a full nine different models. New fender contours graced this Eleventh Series, the fronts curving downward nearly to the front bumper, which themselves were heavier. Other changes were more subtle: hood door handles, radiator caps, running boards, better upholstery, and a fuel filler integrated into the left taillamp. In the engine compartment, there was a new oil cooler and an oil filter was installed. Provision was made for an optional radio, which necessitated a larger generator. The long, 147-in. wheelbase became

available in the Super Eight series, and with it a line of catalogued custom bodies from LeBaron and Dietrich.

Among the 13 standard bodies offered on the three different Super Eight chassis was the four-passenger phaeton, as Packard called its touring car. Seating two in the cockpit, it had a rear seat wide enough for three, although it was considered a four-passenger car. The same basic body, with a counterbalanced rear cowl, was called "Sport Phaeton."

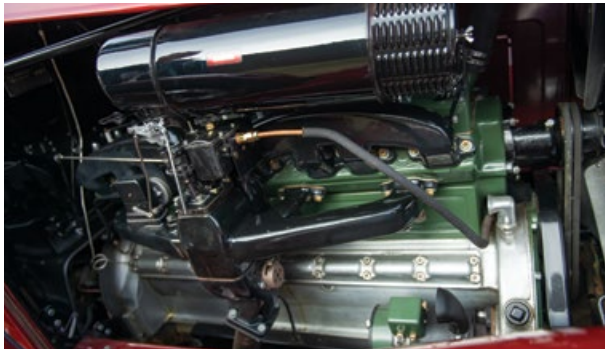
Formerly in the S. Ray Miller collection in Elkhart, Indiana, this car was acquired by the current owner in 2004. The car has a thread of history from new, having been originally purchased from the F.B. Francis dealership by Peter M. Hackett of Foxcroft,

Pennsylvania. An importer by profession, Mr. Hacket sold it two years later to Bill Blakeley of the Chester Cambridge Bank in Chester, Pennsylvania. Blakeley kept it until 1941, when it went to Joseph Sacks in Delaware, who sold it to W.W. Portz in 1954. After a few changes of ownership it was purchased by Bruce Robinson of Oil City, Pennsylvania, who kept it for many years. In his ownership, then painted two-tone green, it achieved AACA and CCCA National First awards. It was also designated "Outstanding Vehicle of the Year" by the AACA.

Ray Miller bought it in 1989, having seen it advertised in club publications in 1989. Originally beige with red pinstriping,

Miller gave the car a complete restoration by the LaVines in Nappanee, Indiana. Completed in the 1990s, the car was finished in the two-tone red it now wears, and was shown at the Gilmore Concours d'Elegance at which it earned a Best in Class award.

Since acquisition by the current owner in 2004, the car has appeared at the Meadow Brook and St. John's Concours d'Elegance, and has been maintained in very nice condition. The Packard Super Eight Four-Passenger Phaeton represents a rare crossbreeding of elegance with sport. Ready for road or show field, this one is eager to please a new owner.





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1959 MERCEDES-BENZ 190 SL

CHASSIS NO. **121.040.9500081**
ENGINE NO. **121.921.10.9500111**
BODY NO. **A121.040.8501326**

\$200,000 – \$250,000

OFFERED WITHOUT RESERVE

One of 3,949 produced for 1959
Stunning in Light Green Metallic
Includes four-piece luggage set in matching leather
Frame-off restoration by marque expert
SL Classics in Duren, Germany



The 190 SL was produced from 1955 through 1963 with Mercedes-Benz building a total of 25,881 units over the production run; including 3,949 for the 1959 model year. The 190 SL was marketed as more of a comfortable boulevard cruiser as opposed to the powerful 300 SL sports car. Performance was quite capable for the era with a top speed of 110 mph and 0-60 mph times of 13.3 seconds all the while affording upwards of 26 mpg.

Styling was intentionally similar to its 300 SL sibling; most notably the rounded overall lines, low nose, and wide grille with the Mercedes-Benz three-pointed star causing no one to mistake this for any other vehicle. Luggage space was provided by a comparatively large trunk and a roomy interior befitting its sports tourer, yet practical status in the Mercedes-Benz hierarchy. At \$3,840 it was half the price of its muscular sibling which introduced a roadster model of its own in 1957.

This superbly presented 190 SL is finished in an uncommon yet striking Light Green Metallic with green leather interior and matching soft top. A four-piece set of custom-fitted luggage in matching leather is also included. The frame-off restoration was completed by factory-trained experts at SL Classics in Duren, Germany, using correct Mercedes-Benz parts. No detail was ignored, including the finish of the undercarriage and engine bay which complement the stunning paint finish and exterior colors.

The chassis, too, was completely stripped and refinished using genuine Mercedes-Benz materials and components.

The original tool roll sheath is included (sans tools). The car has never been shown while in the consignor's possession providing its new owner an excellent opportunity to do so at what will likely be some of the finest events available. This gorgeous 190 SL has been described as "one of the finest," no doubt you will agree.





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1933 ROLLS-ROYCE PHANTOM II NEWPORT TOWN CAR COACHWORK BY BREWSTER

CHASSIS NO. **253AJS**
ENGINE NO. **Y45F**
BODY NO. **7363**

\$225,000 – \$275,000

Offered from a prominent private collection

Formerly owned by John McMullen; known history since new

A highly desirable, original U.S.-delivery “AJS” chassis

The most handsome formal body style, immaculately restored

Numerous awards, including Best of Show at the Lake Mirror Classic

Classic Car Club of America (CCCA) Full Classic

Records of the Rolls-Royce Foundation indicate that this original American-delivery Phantom II was initially ordered as a St. Martin town car. However, the body style was changed to the more modern and attractive Newport, with its distinctive angled windshield and “swept cowl,” prior to delivery, as John Webb de Campi’s *Rolls-Royce in America* notes the current coachwork to be the original body for this chassis.

The Foundation’s records note the earliest known owner of chassis no. 253AJS as Mrs. John M. Sturgeon III, ex-wife of New York financier and railroad heir, Edwin Gould II. While no documentation exists to prove the fact, it is believed that Mrs. Gould or her former husband had indeed been the Phantom II’s original owner.

In 1946 the Phantom II was sold by Mrs. Gould to Elmo L. Joseph. After settling in Grosse Pointe, Michigan, Mr. Joseph had the restoration of the car begun, but passed away in 1994 before much work had been completed. Longtime Classic Car Club of America member Richard Sahlin then purchased the car from the estate and sent it to Brian Joseph’s Classic & Exotic Service of Troy, Michigan, for a complete restoration.

In a recent conversation with RM Sotheby's Research & Editorial staff, Brian Joseph noted that the car remained in very solid condition, and required no major mechanical work during the restoration, as it ran and shifted well with only minor sorting. The body was stripped and properly refinished in a beautiful, subtle two-tone grey, with complementary broadcloth upholstery. Such wonderful, charming correct original features as a "hidey hole" for an umbrella, under the chauffeur's seat, were preserved.

The freshly completed car was sold by Mr. Sahlin's estate in 1999 to the renowned collector John McMullen, and spent the

next eight years in his wonderful Michigan stable. Subsequent owners followed in Ontario and Florida. The restoration has been beautifully maintained and is still show-worthy, as evidenced by the class awards it received in 2016 at the Amelia Island, Hilton Head, and Ault Park Concours d'Elegance, as well as Best of Show at the Lake Mirror Classic. It was also driven on an extended, nearly 1,000-mile tour last year, nearly trouble-free.

A superb Phantom II with an excellent restoration and outstanding known history, this car will undoubtedly continue to have a starring role at concours d'elegance for its next proud owners.





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1973 FERRARI 365 GTB/4 DAYTONA BERLINETTA

COACHWORK BY SCAGLIETTI

CHASSIS NO. **16965**

ENGINE NO. **B 2786**

\$650,000 – \$750,000

Exceptional 13,000 original-mile car

Two-time FCA Platinum Award winner

U.S.-specification with factory air-conditioning

Participated in the Copperstate 1000 and Texas Country Rally

When the Daytona was first introduced in 1968, it was the most expensive production car Ferrari had built to date. With a top speed in excess of 170 mph, it was the world's fastest production car as well. Produced for only four years, the Daytona had become legendary even before the last one was assembled in 1973 and has been coveted by collectors and enthusiasts ever since.



Constructed by Ferrari in November 1973, this late-production 365 GTB/4 Daytona was originally finished in Nocciola over a red leather interior. Intended for the American market, chassis 16965 left the factory as a U.S.-specification model complete with a left-hand-drive configuration, required smog equipment, and Borletti air-conditioning system.

Delivered new to Luigi Chinetti Motors in Greenwich, the Daytona was sold to its first owner, Sheldon Brooks, in the early months of 1974. Evidently, Mr. Brooks never did bother to register the new Ferrari and instead chose to keep it in storage at his residence in Bel Air, California. In November 1975 and March 1978, Mr. Brooks advertised his Daytona for sale in the Los Angeles Times, describing it as an essentially brand-new example. As a result



of its unique appearance and time-warp condition, the Daytona captured the attention of noted Ferrari connoisseur Brandon Wang and he added it to his exceptional private collection. After two years with the wonderfully preserved Daytona, Mr. Wang traded the car as part of a package to acquire his first California Spider.

In the mid-1990s, Symbolic Motor Car Company purchased the unrestored Daytona and refinished the Daytona in its current Fly Yellow livery. After some time, Herb Chambers, an East Coast collector with a passion for high-performance sports cars, added the Ferrari to his impressive stable. During his ownership, 16965 was reupholstered in beautiful dark blue Connolly leather and kept alongside several excellent low-mileage Daytonas.

When the previous owner acquired the Daytona in 2004, the 30-year-old supercar had still covered only 5,200 miles since new. Unlike previous owners, the current owner has used the Ferrari on the open road as originally intended. This Ferrari has also participated in several prestigious driving events, including the Copperstate 1000 and the Texas Hill Country Rally, and today it displays just over 13,000 miles. The current owner reports that the Daytona's mechanical components are original and have been regularly maintained, and that it is a pleasure to drive.



In addition to its mechanical prowess, this striking Fly Yellow Daytona has earned several impressive honors on the show field. Between 2008 and 2009, the beautifully presented Ferrari earned Platinum Awards at Arizona FCA concours as well as Outstanding Classic 12-Cylinder and People's Choice Awards at Concorso Arizona. As evidenced by these excellent accomplishments, this Ferrari should continue to reward its fortunate new owner well, behind the wheel and on the concours field.

Accompanied by a correct tool kit, jack, and dealer pouch (complete with the original manuals and warranty card), this

Daytona retains all its original and important and valuable accessories. Beyond these important items, the sale of this car also includes custom-made Keith Collins floor mats and a fitted car cover. In addition, reports produced by *Ferrari Market Letter* and noted Ferrari historian Marcel Massini document the history of 16965 and confirm its impressive pedigree.

This Daytona is impressive by any standard and represents an opportunity to acquire a truly exceptional Ferrari for the discriminating collector.



243

† 1948 TUCKER 48

CHASSIS NO. 1040

ENGINE NO. 33579

\$1,500,000 – \$1,700,000

Icon of American film and culture

Revolutionary post-war design; one of 51 built

Researched and documented by Tucker historian Jay Follis

The freshest restored Tucker extant

An exceptional piece of American automotive history





PRESTON TUCKER'S DREAM

Preston Tucker had automobiles in his blood. First employed as an office boy in Cadillac Engineering, he later worked on the Ford assembly line. It was in auto sales, however, that he finally made his mark, eventually appointing a regional sales manager for Pierce-Arrow. Tucker befriended race car engineer-designer Harry Miller, and teamed with him as Miller and Tucker, Inc., to build the front-wheel drive Indianapolis cars for Ford Motor Company in 1935.

As war loomed in Europe in the late 1930s, Tucker envisaged a light, maneuverable scout car for the services, with a swiveling gun turret. He built a prototype and had talks with the Dutch, but before he could complete the deal their country was overrun by the Germans. He marketed the vehicle to the U.S. forces, unsuccessfully, although the turret was eventually used on PT boats, landing craft, and bombers. It was during the war, however, that Tucker resolved to build his own automobile.

The concept was revolutionary. He intended to use a Miller-designed engine, mounted in the rear. Suspension was to be all-independent, with disc brakes behind each wheel. A wide, one-piece windshield would be designed to pop out in case of accident. Sketches appearing in *Science Digest* in 1946 were titled "Torpedo on Wheels," and the name "Torpedo" was briefly allocated to the car. Tucker soon changed it to simply "Tucker 48" to escape any military connotations. His genius was hiring Alex Tremulis to complete the design. Tremulis, who had come from Auburn and Cord, finished the drawings in five days, and a full-page ad was running in March 1947.

The initial prototype, built at the Tucker family's Ypsilanti Machine and Tool Company in Michigan, was completed in 100 days. It had a version of Miller's horizontally opposed six-cylinder engine, with hemispherical combustion chambers and overhead valves operated by oil pressure, rather than a camshaft, pushrods, and rockers. It displaced a whopping 589 cu. in. Drive was to be by twin torque converters, one at each rear wheel, and suspension would be a "Torsilastic" affair, independent with rubber springing.

The Miller engine proved impractical, as did the direct torque converter drive. Instead, Tucker bought Air Cooled Motors, a Syracuse, New York, company making air-cooled helicopter engines for the Bell Aircraft Corporation. Reworking the 334-cu. in. helicopter engine, which was a Franklin derivative, for water cooling, he installed it in the Tucker 48 with a four-speed transaxle from the Cord 810 and 812. Disc brakes were dropped for economy reasons, and the one-piece windshield became a more conventional split design.

Because the Tucker engines produced more power and torque than the Cord V-8, the transmissions were modified by Ypsilanti Machine and Tool with stronger gears and a lengthened case. These were designated Y-1 (Ypsilanti-1) units and used the same vacuum-electric shift as the Cord. Because of limited supplies and the short run of Tucker production, not enough Y-1s were completed, so some cars were built with unmodified Cord transmissions.

Eventually, 51 cars were built, in a former B-29 bomber plant in Chicago. By the time they appeared in public, the Tucker Corporation had come under the scrutiny of the U.S. Securities and Exchange Commission, some say brought on by Big Three automakers and Senator Homer Ferguson from Michigan. The gears of government ground slowly, and it was January 1950 before Tucker and his executives were eventually declared "not guilty" of fraud on all counts. But by that time the Tucker 48 had effectively been torpedoed and its inventor left indelibly in debt.









TUCKER NUMBER 1040

The 40th of the 51 cars originally built, Tucker no. 1040 was sold at the factory bankruptcy auction in October 1950. It was one of 25 cars sold, of which just eight, including 1040, had been completed. Detailed records do not survive regarding the disposition of the cars, but more recent research by Tucker historian Jay Follis reveals that at least five of them went to Minneapolis, Minnesota. It is believed that 1040 is one of two cars purchased by a Mr. John Hansen. By 1955, it was advertised for sale by R.J. Turner of Minneapolis, with an asking price of \$3,900.

Follis' research has further shown that Edward Bates of Minneapolis purchased 1040 in 1957, possibly from Turner. By April 1959 it was on display at an "Auto-Rama" organized by the Northern Ohio Timing Association, courtesy of owner Russell Strauch. Strauch, a well-known Toledo collector of Full Classics and other cars. Strauch painted the car white, from the original beige, and did some mechanical work. It reportedly had been driven just 7,000 miles. After Strauch's passing in 1976, his estate sold the car. The next owner was Thomas E. Storms of Los Angeles.

In 1984, Tucker 1040 was acquired by the current owner, and in 1985 it was given a complete restoration by Russ Brownell, a noted Tucker expert and owner of several cars himself. Brownell was

the official steward of the 22 original Tuckers that appeared in the 1988 film *Tucker: The Man and His Dream*. The restoration involved the sourcing of hard-to-find parts and fabricating others where no longer available. Several problems were discovered with the original engine, no. 33543, so it was replaced by no. 33579, an unused factory spare acquired from the Harrah Collection. The car was repainted in the same white hue used by Russell Strauch.

Most recently restored once more, it is now finished in attractive Waltz Blue, a factory color named by Preston Tucker after his wife Vera's favorite dress. It has the strengthened Y-1 transmission, as well as the version 2 rubber torsion tube front suspension, and has the distinction of having the freshest concours-quality restoration of any Tucker extant. The result is without a doubt one of the most accurate and beautifully detailed restorations of any Tucker and has produced a car which is most certainly the finest restored example available today at any price.

In sum, it is an exceptional example of one of America's most innovative automobiles.

"Don't Let [this] Tucker Pass You By."



244

1967 MERCEDES-BENZ 250 SL 'PAGODA'

CHASSIS NO. **113.043.10.001672**
ENGINE NO. **129.982.10.000927**
BODY NO. **113.043.10.001530**

\$175,000 – \$275,000

OFFERED WITHOUT RESERVE

Rare factory ZF five-speed manual gearbox

Restored in 2008 at a cost of over \$80,000

Mechanically sorted in 2018, including new clutch and machined flywheel

Mercedes-Benz had a tough act to follow after it phased out its immortal tube-framed 300 SL in 1963. A new, unit-body model, designated the W113, appeared as the 230 SL in 1964 and continued through 1971 with the larger-engined 250 SL and 280 SL. This classic Paul Bracq-penned luxury two-seat touring convertible offered a modern and angular look, often accentuated with a tall, airy "Pagoda" hardtop that could be removed in fair weather. The 250 SL was both expensive and rare, with only 5,196 sold between 1966 and 1968.

Mercedes-Benz was justifiably proud of this modern new car, declaring in period advertising that its road manners were superior to that of the 300 SL. "The 250 SL stands a mere 4 ft., 4 in. high, yet overall width is almost six feet. Its track is so wide-stanced that those chubby 14-in. radial-ply tires seem to bulge out from the body sides to straddle the pavement." After discussing the fully independent suspension with its low-pivot rear swing axle borrowed from the 300 SLR, the ad goes on to declare that "the 250 SL is only stretched to its peak when its speedometer needle nudged 124 mph." The 250 SL was offered with either a soft top, hardtop, or both.

This 250 SL was originally delivered to France on 25 April 1967. The car left the factory finished in dark green with a light-yellow MB-Tex interior, black

carpet, black soft top, and body-color hardtop with garnish moldings. Additionally, the car featured the rare five-speed ZF manual gearbox and 1:4.08 rear axle. It is currently presented in blue with a richer, metallic paint job over an attractive light beige interior. The transmission makes this car very special, as it is believed that only 882 Pagodas were fitted with five-speed ZF gearboxes in period.

The French license plates accompanying the car are original from when it was in France. It is believed to have been originally purchased by a U.S. officer stationed there. When he returned stateside, he brought the car with him to Washington State. He later sold it to a friend who then sold it on to a collector in Fresno, California. Arriving in Fresno in 1990, the SL was used as a driver for many years before the decision was made to completely restore the 250 SL in 2008. The restoration took four years to complete at a cost of over \$80,000; the work is documented in a binder of receipts that accompanies the car.

In 2015, the 250 SL was purchased by a Portland, Oregon-based collector from Cooper Classic Cars in New York. While in Portland, it was serviced by Burbuck Motors Inc. and stored every winter. It was purchased by the current ownership in the summer of 2018



and has since been gone through mechanically. This included receiving a new clutch, and having the flywheel machined with the work completed by Coachwerks Restorations. Additionally, the 250 SL received a complete detail, polished in a three-stage process with the paint exhibiting a mirror finish.

Proudly wearing the famed three-pointed star, this elegant 250 SL would be a perfect candidate for either the show field or spirited wind-in-the-hair weekend cruising.





245

2018 PORSCHE 911 TURBO S EXCLUSIVE

CHASSIS NO. **WPOAD2A9XJS156764**
SERIAL NO. **422/500**

\$375,000 – \$450,000

One of 500 built; 200 for U.S. delivery
The most powerful 911 Turbo to date
Finished in special Golden Yellow Metallic
Carbon fiber front hood and roof accents
Showing only a tick over 50 original miles

Porsche is no stranger to turbocharged 911s. The original 911 Turbo, known internally as the Type 930, traces its genesis to FIA homologation efforts in the early 1970s. With its functional rear spoiler and wide haunches, the 911 Turbo was as menacing as it was effective—in the right hands. It developed a deserved reputation for its uncompromising handling.

Fast forward to the Type 991, the third generation of Porsche's water-cooled 911, and the Turbo utilized a 3.8-liter flat-six rated at 533 hp. To showcase its



Exclusive division's abilities, in the summer of 2017 Porsche unveiled the special, limited-edition 911 Turbo S Exclusive Series, as offered here.

The 911 Turbo S Exclusive Series features a 27-hp bump over the "standard" Turbo S, to 607 hp. Porsche's dual-clutch transmission helps vault the car to 60 mph in under three seconds before topping out at a staggering 205 mph. Carbon ceramic brakes with black-painted calipers bring it to an assertive halt. Porsche specified every functional option for the

Turbo S Exclusive Series, including its active sports chassis and its rear-axle steering system. More power is not the only thing that gives the 911 Turbo S Exclusive Series such blistering performance. The limited-edition model also served as a lightweight showcase for the automaker. Porsche substituted carbon fiber with slivers of copper woven in for its front hood, part of its functional body kit, and on its roof.

The special Golden Yellow Metallic finish is echoed inside with contrasting stitching between the leather panels covering the 911 Turbo S Exclusive Series' seats, door panels, and dashboard. Black center-locking wheels with gold accents and a dark finish for

the dual exhaust pipes poking out of the Turbo Aerokit rear bumper complete the look. As noted on the build sheet, additional options include adaptive cruise control, lane change assist, as well as the front axle lift system. The car was then delivered through Porsche Plano in suburban Dallas to its first owner in New Mexico in May 2018.

Only 500 Exclusive Series 911 Turbo S models were commissioned for Porsche's global dealership network, with only 200 earmarked for American buyers. The example offered here is serial no. 422 and is presented with all of 51 original miles.



246

† **1958 BMW 507 ROADSTER SERIES II**

CHASSIS NO. **70157**

\$2,500,000 – \$3,000,000

One of just 252 examples

Desirable Series II example with rare factory hardtop

Comprehensive restoration by TT Workshops

Fitted with a correct-type 160-hp engine

Presented at the 2002 Pebble Beach Concours d'Elegance





It was the drumbeats from Max Hoffman's New York office that led to the creation of the Porsche Speedster, the Mercedes-Benz 300 SL and 190 SL, and this car, the BMW 507. While BMW would have eventually recognized the performance capabilities of its engineering, or how the American market's thirst for fast, beautiful, open two-seaters had not yet been quenched, it was Hoffman who spurred on the effort, by demanding stylish machinery that would bridge the divide between low-priced MGs, the Porsches, and the pricey 300 SL in his lineup.

The 507 would utilize the best of Bavaria, with mechanical components sourced from the 502 and 503 series, including a 3.2-liter, overhead-valve aluminum block V-8, which had been improved with twin carburetors in order to produce some 150-plus hp. Like most great automobiles, however, it would not have become a legend if not for its flowing, downright sensuous curves. It was Max Hoffman who had final approval of the design, so he requested the services of Count Albrecht von Goertz, a protégé of famed industrial designer Raymond Loewy, whose futuristic themes for Studebaker in the early '50s had caught Hoffman's discerning eye. For Hoffman and BMW, Goertz imagined some of the most beautiful lines ever folded into metal.



The 507 was hand-built at a price that eventually reached over \$11,000, which was a towering sum for any car at the time, and it was discontinued after only two-and-a-half years and 252 examples. The basic lines of the 507 went on to inspire one of the greatest modern BMW designs, including the Z8, which became its spiritual successor in the carriage houses of the wealthy and stylish.

This BMW 507 roadster is a later series II example and was completed and delivered on 10 July 1958 to G. Dagmar in Munich, Germany. The car was originally finished in Spring White and included the attractive removable hardtop. The car was then sold to Werner Preis in Dusseldorf. According to BMW Group Archive, at some point in the car's life, it was fitted with a replacement 160-hp engine which was stamped with the original number. The original engine is believed to exist in another 507 in Europe.

In early 2000, the car was discovered by Charles Crail and sold to Microsoft Vice President Rick Thompson of Bellevue, Washington, who was in search for a Pebble-Beach restoration candidate. At the time the car was finished in white with a black leather interior and with 77,000 km (48,000 miles). The car was shipped to John Giles at TT Workshops Ltd. in Westbury, England, for a complete body-off restoration. Upon delivery, Giles noted that the car was, "a very nice, well-maintained automobile. Very complete, and virtually all parts correct." This made for an excellent starting point for a Pebble Beach-quality restoration, which was completed over a two-year period. The engine and gearbox were completely rebuilt at this time. The concours-quality restoration was featured in the July 2002 issue of *Roundel*, the publication for the BMW Club of America. Upon completion, the car was shipped to the U.S. in July of 2002, just in time to partake in the Pebble Beach festivities the following month where it participated in the Tour d'Elegance as well as the Concours d'Elegance.





In February of 2003, Mr. Thompson sold the car to a private collector. Under his ownership the BMW was driven roughly 2,000 miles and attended numerous events, including the Kirkland Concours in 2007 and 2008, winning 1st in Class both years; campaigned in the 2008 Copperstate 1000; and The Allure of the Automobile at Portland Art Museum in July 2011. During this ownership, the car was well maintained by Vintage Racing Motors of Redmond, Washington.

In August of 2014, the car was acquired by another private collection. The current owner has enjoyed the car, choosing not to show it but always keeping it well maintained.

The car has benefitted from an annual service each year, while addressing any maintenance items that arose. The 507 remains in splendid condition, with its restoration holding up very nicely. It is accompanied by a complete tool kit, three volumes of documentation, including restoration photos and invoices, as well as a convertible top boot cover and tonneau cover.

Presented in Midnight Blue with a color-matched hardtop over a red leather interior, this 507 is a wonderful example of the marque. Featuring reliable disc brakes and a five-speed gearbox, this classic German sports car is a very usable classic, ideal for road rallies and vintage touring.





247

1970 MERCEDES-BENZ 280 SL 'PAGODA' CUSTOM

CHASSIS NO. 113.044.10.013076

\$175,000 – \$250,000

OFFERED WITHOUT RESERVE

Recently completed comprehensive restoration

Updated with modern Mercedes-Benz drivetrain, suspension, and brakes

Stunning triple-black color scheme

Accompanied by soft top and 'Pagoda' hardtop

If ever there was a sheep in wolf's clothing, this 1970 280 SL is it. Lurking under the skin of this striking triple-black classic is a contemporary Mercedes-Benz drivetrain that transforms this car's performance from pedestrian to exciting.

The current owner of this 280 SL desired the power and handling capabilities of a late-model Mercedes-Benz without altering the original classic esthetics. To this end, the car was brought to a Mercedes-Benz specialist to merge the old with the new. The project started with a complete disassembly of the 280 SL and the acquisition of a 2002 Mercedes-Benz CLK 430.

Much more than just an engine swap, the transformation of this car's modern mechanical metamorphosis took over two years to complete. The original inline 2.8-liter six-cylinder, 168-hp engine was removed and replaced with the CLK 430's powerful 4.3-liter, 24-valve V-8 producing 275 hp at 5,750 rpm and 295 foot-pounds of torque



delivering power to a five-speed automatic transmission. The suspension system was significantly upgraded, including utilizing the rear sub-frame of the 430 CLK and related suspension components. In an effort to retain the original look of the 280 SL, a set of custom-made 16-in. rims were created, allowing the use of the factory wheel covers while making use of the 430 CLK's effective four-wheel disk brakes. The refurbished interior features sumptuous black leather, modern air-conditioning, and Bluetooth-enabled stereo system that retains the classic look and

feel of the 280 SL. Both the 'Pagoda' removable hardtop and a soft top are included with the car.

The result is an exceptional Mercedes-Benz that artfully blends the old-world charm of the original 1970 280 SL with the modern performance and reliability of a newer car. This uniquely crafted Mercedes-Benz is ideally suited for daily use, touring, and long-distance road trips that can be enjoyed in style, comfort, and confidence.



248

† 1967 FERRARI 275 GTB/4

COACHWORK BY SCAGLIETTI

CHASSIS NO. **10051**

ENGINE NO. **10051**

GEARBOX NO. **351**

BODY NO. **A0168**

\$2,800,000 – \$3,200,000

Ferrari Classiche certified; matching numbers throughout

Rare and stunning color combination
of Blue Sera over Pelle Bleu

Recent full service completed by Rare Drive

One of only 330 examples





THE FOUR CAM

Some would argue that the 275 GTB boasts the best design ever penned for a production Ferrari berlinetta. The car is perfectly proportioned, with a long hood line and a short yet spacious boot, just one look at it is enough to make enthusiasts go weak at the knees. But, if the 275 GTB was the best-looking berlinetta, then the 275 GTB/4 was definitely the best iteration to drive and enjoy.

The GTB/4, introduced in 1966, added little to the already brilliant design of Ferrari's 275 —simply exterior-mounted and chromed rear trunk hinges and a slight bulge in the hood. However, it was that bulge that hinted at the updates underneath. Namely it was the addition of a second overhead camshaft to each cylinder bank, making the 275 GTB/4 the first Ferrari road car to boast dual overhead camshafts. This provided the already potent V-12 engine with an additional 20 hp.

With only 330 examples produced before Ferrari transitioned to the 365 GTB/4 Daytona, the "Four-Cam's" rarity, looks, and spectacular driving characteristics make it one of the most celebrated grand touring Ferraris of all time, and a must-have for any collection.

CHASSIS NUMBER 10051

This 275 GTB/4 was delivered new in July 1967 to the proprietor of Tecnotele S.p.A, a Milan-based company. The car was finished new in the unique but striking color combination of Blue Ferrari (20-A-185) over Pelle Bleu (VM 3015), colors seldom seen on Ferraris both then and today. This Four Cam remained in Italy for the following six years, before it was imported to the U.S. by Bart J. McMullen, a Ferrari enthusiast and resident of Bloomfield Hills, Michigan. Chassis 10051 would then move to Greenfield, Indiana, with its second American owner, Jerry D. Leonard, with whom it shared garage space with another 275 GTB/4, chassis 10675. It was noted that during this time the car was driven regularly by Leonard during the warmer months of the year. The car subsequently changed ownership, and by August 1976, it was described as being “blue with blue leather, wire wheels, and super low mileage.”

The car was purchased later that year by Jim Hunter, a Ferrari enthusiast and the co-owner of FAF Motorcars, which was, at that time, the official Ferrari dealership in Atlanta, Georgia. Hunter sold the car in 1982, but it would remain in the Atlanta area, as it was purchased by another local collector, Bruce Vineyard, who owned several Ferraris, including a Daytona Spider and a 512 BB LM. Vineyard drove and enjoyed the car, always ensuring that it was properly maintained and serviced.

After many happy years of driving and enjoying this GTB/4, Mr. Vineyard decided in the late 1990s that the car deserved a complete and no-expense-spared restoration. He commissioned Mike Gourley's Continental Coachworks to manage the project, and they contracted the mechanical work to FAF (now known as Ferrari of Atlanta) and the cosmetic details to Charlie Kemp's Ferrari South. The restoration took five years, and when it came time to









select colors, Mr. Vineyard opted to go with Giallo Fly over a Nero interior. Chassis no. 10051 remained in Mr. Vineyard's stable for several more years, until he finally decided to part with the car after nearly 25 years of ownership.

In the spring of 2008, chassis no. 10051 was purchased by Larry Alderson, who subsequently showed the car at both the Concorso Italiano and the 2009 Dana Point Concours d'Elegance, where the car won Best in Class. In 2011, the car was refinished to its current and original Pelle Bleu interior, with a Blue Sera exterior, which is a stunning period-correct Ferrari hue that is very similar to 10051's original Blue Ferrari finish. Following the completion of this cosmetic restoration, the car was shown once again at the Dana Point Concours d'Elegance in June 2011, where it won 1st in Class yet again and was also voted Best Closed Design.

The car was purchased in August 2011, joining the well-known Pinnacle Portfolio collection. During its time in the collection, the car was regularly exercised and attained the desirable Classiche

certification from Ferrari; its accompanying red binder confirms that it is matching numbers throughout. In 2015 the car was purchased by its current owner. Its restoration still presents extraordinarily well, and it would surely attract lots of attention at FCA and concours events, as it has in the past. Under current ownership the car has been thoroughly enjoyed and well maintained, benefitting from new carpets and a recent full service completed by Rare Drive. The car retains its manuals and tools, as well as a proper jack.

As captivating to drive as it is to behold, the 275 GTB/4 is truly one of the greatest grand touring berlinettas ever built. It stirs the soul not only with its stunning design but also with its fabulous V-12 engine. Chassis no. 10051 is a remarkable example, as it retains all of its original mechanical components, as certified by Ferrari Classiche, boasts known ownership from new, and is finished in a unique color scheme seldom seen in today's market. The 275 GTB/4 is among the most desirable of the road-going Ferraris and arguably the most attractive. Today, it is safe to say this car, chassis 10051, remains one of the finest examples of the 330 that Ferrari produced.



249

1973 PORSCHE 911 S TARGA

CHASSIS NO. **9113310296**

ENGINE NO. **6330726**

\$150,000 – \$200,000

OFFERED WITHOUT RESERVE

Desirable European-delivery 911 S Targa

Finished in its original special-order Gemini Blue color

Extensive mechanical and cosmetic restoration

By the early 1970s, the Porsche 911 had cemented its standing as a high-performance sports car. The 1973 911 S represents in many ways the definitive classic Porsche sports and touring car at its zenith, a year after a more powerful engine arrived and a year prior to heavy, federalized impact bumpers.

An upsized flat-six displacing 2,341-cc (rounded up to 2.4 liters) replaced the 2.2-liter engine in 1972, bumping power to as much as 190 hp in the 911 S. While Porsche made use of mechanical fuel injection

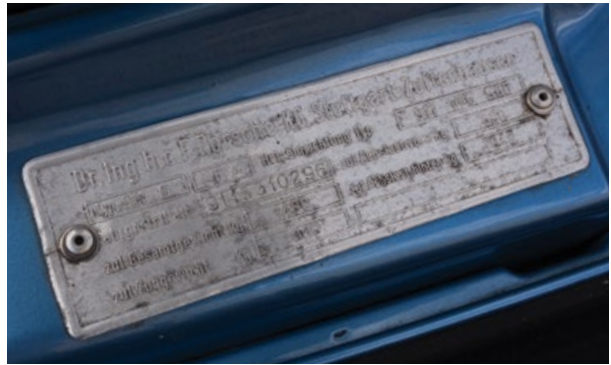
for the 911 T and 911 E versions, the range-topping 911 S used carburetors in European specification. Additionally, the stronger 915-type transmission was fitted to 911s with the larger engine.

Among 911s bound for everyday use, the 911 S was unquestionably the top dog with its more powerful engine and a small spoiler located under its front bumper that improved stability at the higher autobahn speeds where Porsche expected owners would use their vehicles. Both coupe and Targa versions were available, the latter with its distinctive stainless steel-clad roll bar and removable roof panel.

The 1973 911 S Targa offered here is a European-delivery model, though now with a properly set-up MFI system that was originally finished in a distinctive Gemini Blue metallic paint over a black interior. Its original owner took delivery in Europe but imported it to Jacksonville, Florida, where he kept it until June 2001. A subsequent owner in 2007 commissioned an extensive restoration by specialists on the West Coast costing more than \$80,000. Its original 2.4-liter engine and transmission were rebuilt by Haus of Performance and Ray Stevens. The 911 S Targa's body was stripped to bare metal, repaired where necessary, and repainted in Gemini Blue. Restored Fuchs wheels completed by Al Reed Specialty Polishing in California are wrapped by period-style Pirelli tires.

Its only visual modification comes inside, where a pair of period-correct sports seats wrapped in houndstooth upholstery supplied by Autos International replace the comparatively sedate factory 911 S units. The crack-free dashboard features a correct speaker grille as well as a radio blank plate, just as how it would have left Zuffenhausen more than 45 years ago. Its condition shows limited, gentle use since its restoration was completed.

This 911 S Targa will be delivered to its new owner with a large file documenting its restoration as well as a Porsche Certificate of Authenticity.





250

1958 PORSCHE 356 A SPEEDSTER COACHWORK BY REUTTER

CHASSIS NO. **84759**
ENGINE NO. **602699**

\$300,000 – \$400,000

Restored to high, original standard

Finished in its original Silver Metallic color

Fitted with a later 1600 engine with 1,750 big-bore pistons

Includes copy of original factory Kardex

Legendary car importer Max Hoffman watched as Americans snapped up Porsche's 356 but he knew that the small, four-cylinder sporting car would resonate even better with sun-loving West Coast buyers if a droptop version was available. He approached Ferry Porsche with the idea and by late 1950, Sauter built a running prototype that would go on to be called the American Roadster. Hoffman liked the idea but Porsche himself thought it was too heavy to be a viable competitor in the burgeoning road-racing scene in the U.S. He instead specified

aluminum, which bumped its price to a hefty \$4,600. Though it was a better performance car than its Jaguar XK 120 rival, a mere 17 were built.

Ferry Porsche was not keen on another lightened 356, but Hoffman was. He suggested instead a simplified version of the 356 Cabriolet—one without full weather gear, with a lowered, raked, and removable windshield, and with a basic interior with bucket seats. Even a heater and tachometer were listed as options to keep the car's price below \$3,000.

Hoffman and Porsche engineer Albert Prinzing collaborated on what would soon be known as the Speedster, and Ferry Porsche gave the car a

green light. It proved an immediate hit in the western U.S., just as Hoffman had predicted, and it set the tone for lightweight Porsches to come.

The 356 A Speedster offered here was built in the spring of 1958 according to a copy of its factory Kardex and is believed to have been a southwestern U.S. car for its entire life, a fate that preserved its Reutter-built body. It was uncovered in Albuquerque, New Mexico, in 1975 and was kept under the care of a long-term owner since 1979.

A recent, extensive restoration brought the 356 A back to its original glory. It is painted in its correct, striking Silver metallic (code 5706) over red synthetic leather upholstery. The Speedster features 4½-in. date-coded wheels wrapped in new Michelin tires

over rebuilt brakes powered by a new master cylinder. Restored gauges, new German weave carpeting, rubber floor mats, and seat belts complete its spartan, all-business interior. A new Haartz fabric top, tonneau, and boot cover give it the modest semblance of inclement weather protection that Hoffman envisioned.

The 356 A sports a 1960 1600 engine that was rebuilt with 1,750-cc big-bore pistons and cylinders as well as Weber carburetors. The more powerful engine has about 1,500 miles on it since it was rebuilt. Retaining its original 6-volt power, the 356 A Speedster lives up to its original mission as a simplistic open-top sports car.

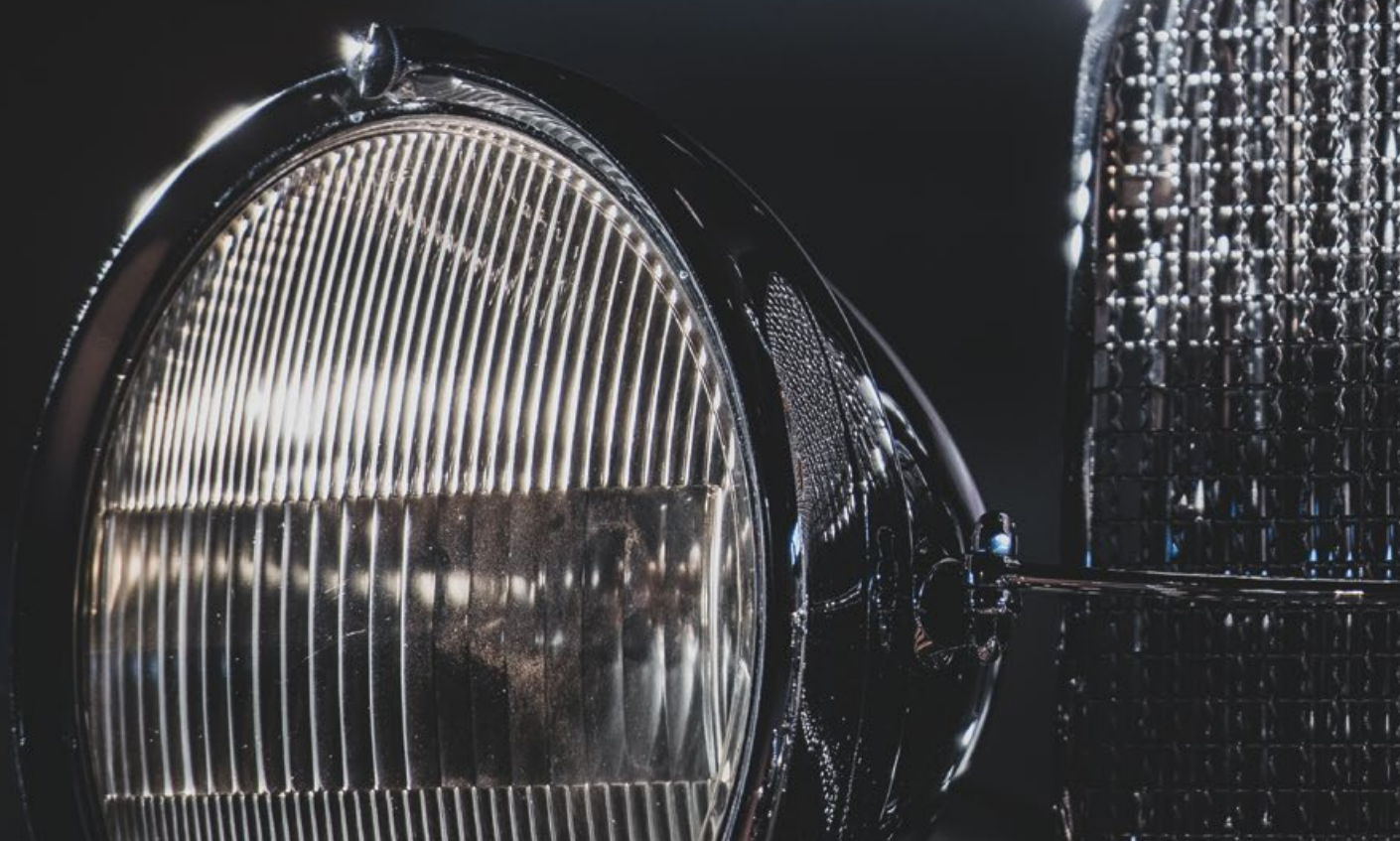
A tool kit, jack, Porsche Certificate of Authenticity, and a copy of the factory Kardex are included with the sale.





THE RICHARD L. BURDICK COLLECTION

251-260







251

1942 HARLEY-DAVIDSON MODEL UL POLICE SPECIAL

ENGINE NO. 42UL1881

\$30,000 – \$35,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Iconic Harley-Davidson Flathead 74

Unusual wartime model; Texas Highway Patrol provenance

Few vehicle powerplants rival the longevity of Harley-Davidson's long-running 74-cu. in. V-twin. Produced from 1921 to 1984, it was offered in a number of configurations defined by their valve gear: F-head, Flathead, Knucklehead, Panhead, and Shovelhead. This motorcycle is an excellent example of a rare model from the Flathead period, 1930 to 1949.

Purchased new by the Texas Highway Patrol in 1942, it was used for convoy escort during World War II, as well as a supplement to regular police cars for such jobs as traffic enforcement. Motorcycles had the advantage of lower fuel consumption, at a time when fuel was rationed. More than 90,000

motorcycles were supplied to Allied Forces during World War II, earning the company Army-Navy "E" awards for "Excellence in Production."

This Model UL was built with a number of unusual features. The standard stainless-steel fuel tank trim was deleted, and 18-in. wheels were installed instead of the standard 16-in. specification. It features a mechanical siren activated by a pedal that moves the unit into contact with the rear tire. When originally delivered it was painted a special Police Gray, as opposed to the usual Police Silver, since aluminum, a component of the silver paint, was in short supply due to the war effort.

In 1957, the Highway Patrol was re-organized, and the bike was sold as surplus equipment. It subsequently had two civilian owners prior to its restoration in 1988. It has been well maintained and virtually unused since.



1920 LONE STAR BEAUTY FOUR FIVE-PASSENGER TOURING

252

Offered from the Richard L. Burdick Collection

Rare and unusual Texan marque

One of only some 12 built; the only known survivor

Older restoration and well conserved

Thus, the Lone Star, which came as a Beauty Four with a Lycoming L-head four-cylinder engine, or Beauty Six with Continental L-head six, was identical to the Piedmont 4-30 or 6-40. The four had a 116-in. wheelbase, while the six was six inches longer.

CHASSIS NO. **148**

ENGINE NO. **K 83415**

\$25,000 – \$35,000

OFFERED WITHOUT RESERVE

“Badge engineering” is a colloquial term for cars sold under different brand names with minimal changes, sometimes just a different manufacturer’s badge. Modern examples include the Kaiser Henry J and Sears-branded Allstate, and Hudson Ramblers produced after the merger with Nash. Badge engineering is nothing new, however. It was a well-established practice in the 1920s.

The Lone Star Truck and Tractor Association was founded in San Antonio, Texas, in 1919. The firm was not a manufacturer, but instead a re-seller of cars that were built elsewhere and re-branded to appeal to Texans. Lone Star cars (a five-passenger touring was the only style available) were actually built by the Piedmont Motor Car Company of Lynchburg, Virginia. Piedmont was what is called an “assembler,” purchasing chassis, axles, engines, and bodies and assembling them into a whole car.

Interestingly, Lone Star was not the only firm to re-brand Piedmonts. The same cars were sold by Fred Bush in Chicago, whose name was applied to other bought-in cars, as well. Some right-hand-drive Piedmonts were also exported under the name “Alsace.”

Only a dozen Lone Stars are believed to have been built by Piedmont. This is the only known survivor. It was reportedly sold new to a San Antonio customer and believed to have been driven fewer than 20,000 miles. Restored by Curtis Foester of Port Levaca, Texas, it is painted green with black fenders, nicely contrasted by varnished wood-spoke artillery wheels. The upholstery is done in black pleated leather. The Lycoming engine is correctly detailed in all respects. The radiator is topped by a Boyce MotoMeter, below which the unique Lone Star badge proudly speaks its Texas heritage.



253

1947 FORD SUPER DELUXE SPORTSMAN CONVERTIBLE

CHASSIS NO. 799A-1974216

BODY NO. 3013

\$160,000 – \$200,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Ford's iconic open-top woodie; one of only 2,250 built

Features the Columbia overdrive axle

While all Ford woodies are popular, the most revered of all are certainly the Sportsman convertibles. The Sportsman was reportedly inspired by a Model A that Henry Ford II had built up with a wood body created by chief designer E.T. "Bob" Gregorie, for use at his Long Island home. In the early part of 1945, Gregorie and his lead illustrator, Ross Cousins, worked up drawings for a wood-bodied 1946 convertible. A prototype was built at Iron Mountain by taking the skin off an early production convertible and fitting wood in its place. Using standard convertible parts to the extent possible simplified manufacture and helped restrain costs.

Sportsman seats were upholstered in genuine leather facings in tan or red, with French stitching. The front floor mats had color-keyed carpet inserts, and power windows were standard. Announced in September, the first Sportsman was completed in December 1945 and presented to actress Ella Raines at Christmas. In all, 3,629 were built over three years, including 205 Mercurys for 1946 only.





From January 1947, all cars were designated '47s, Model 79A, and were given serial numbers accordingly. There was, however, no change in the cars' appearance. In April, Ford rolled out new "spring models." Keeping the same 79A model nomenclature, they had new round parking lamps below the headlights and a new hood medallion. The hub cap design, too, was changed, as were the bumper guards. Gone were the red accents. Early experience with the Sportsman had shown that the crosspiece on the trunk lid, mounted high, where the lid was almost horizontal, collected water, to its detriment. For 1947 the crosspiece was lowered somewhat and beveled on its upper edge, to better shed moisture.

This Sportsman dates from July of that year, according to its body number. It has all the "spring updates," as well as the revised trunk lid. In the pretty color Maize Yellow, a very light hue, almost beige, it looks stunning without being ostentatious. The upholstery is red leather. The engine compartment and undercarriage are very clean and correctly appointed. Features include the standard power windows and top, an electric clock, radio with cowl-mounted antenna, fresh-air heater, a windshield-post spotlight, fog lights, bumper end extensions, and rear fender skirts. The car is also equipped with the optional Columbia overdrive rear axle, an asset for driving on today's highways.

Ford built just 2,250 second-series Sportsman convertibles for 1947. This car is among the best of those fortunate survivors.





254

1931 CHRYSLER CG IMPERIAL DUAL-COWL PHAETON COACHWORK BY LEBARON

CHASSIS NO. **7803131**

ENGINE NO. **CG 4192**

BODY NO. **147-84**

\$325,000 – \$425,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Previously owned by Chrysler vice president Darrell Davis

Three-year restoration by Curt Austin

Concours Best of Show and Antique Automobile Club of America (AACA) and Classic Car Club of America (CCCA) national awards

Best in Class at Pebble Beach Concours d'Elegance

CCCA Full Classic



In July 1930, Chrysler introduced the Series CG Imperial. Larger than its predecessor, its appearance had been completely transformed. The radiator shell had become a grille, boldly set out and canted back at a rakish angle. A long hood gave extra prominence to the nose. The fenders were given flowing curves, the visual cue replicated in the Duesenberg-like bumpers, and the headlights became sleeker. In place of the old six was an all-new straight eight. The Imperial line had been expanded to include four catalogued custom styles, a roadster, coupe, convertible coupe, and dual-cowl phaeton, all furnished by LeBaron.

LeBaron Carrossiers, Inc., was formed in New York City in 1920 by former Brewster designers Raymond Dietrich and Thomas Hibbard, who chose the name for its French connotations. The

pair took in Ralph Roberts, a recent Dartmouth graduate, as a partner. Soon LeBaron was supplying bodies for chassis from New York dealers for Rolls-Royce, Cadillac, and Pierce-Arrow, among others.

Pleased with an order of Lincoln bodies, Edsel Ford convinced Dietrich to move to Detroit. Hibbard had left for Europe, but Roberts stayed in the east until 1927, when Walter Briggs of Briggs Body Company in Detroit made a buyout offer. Roberts accepted and moved to Detroit, where he and LeBaron became an in-house design studio for Briggs. Briggs was a major body supplier to Chrysler Corporation, making LeBaron designs for the Imperial series a natural.

This Chrysler CG LeBaron dual-cowl phaeton was previously owned by John Wheatley in Oklahoma, for whom it garnered a CCCA Primary First at a Texas Grand Classic in 1975, earning medallion 721. It was later purchased by retired Chrysler vice president Darrell Davis. Davis had specialist Curt Austin perform a three-year, 8,000-hour restoration, completed in 2000. Since then, the car has gone on to win Best of Show at the Hilton Head Concours d'Elegance, as well as Junior, Senior, Grand National, and Grand National Senior honors at AACA, and the President's Cup for the outstanding restoration of the year in its



division. In CCCA competition it scored 100 points at the Florida Grand Classics in 2001 and now holds Primary, Senior, and Premier accolades. It was also awarded Best in Class at Pebble Beach, medallion 1224. Painted in subtle shades of grey, it has matching leather in the interior, a rear-mounted trunk, and dual side-mounts with metal covers.

One of just 85 Dual-Cowl Phaetons built in 1931, of which 11 are known to survive, it is a powerful and prestigious CCCA Full Classic and represents uncommon value in a collector automobile.





255

1937 CORD 812 SUPERCHARGED CABRIOLET

CHASSIS NO. **901**
SERIAL NO. **812 2036 F**
ENGINE NO. **FC 2655**
GEARBOX NO. **T122C**
BODY NO. **C 92 261**
SUPERCHARGER NO. **V1084**

\$250,000 – \$300,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Award-winner in Auburn Cord Duesenberg (ACD) Club
and Classic Car Club of America (CCCA) competition

High-quality, well-preserved restoration in stunning colors

ACD Club Category 1 Certified



In 1929, industrialist E.L. Cord introduced the mighty Duesenberg Model J, advertised as “The World’s Finest Motorcar.” But he also showcased a new car, a testbed for radically new automotive innovations, much like Preston Tucker would do 20 years later. This was the Cord L-29, the first front-wheel-drive car sold to the American public. Its long, low, sleek appearance was popular for its styling and superb handling, but it was only a start. For four years he collaborated with his engineers and designers, including Duesenberg styling genius Gordon Buehrig. Features for the new car included a pre-selector transmission (later used in the Tucker), hidden fuel-filler door, independent front suspension, no running boards, pontoon fenders, disappearing headlights, radio, variable-speed windshield wipers, and a wrap-around chrome grille. The most trend-setting American car in history, the Cord 810, was born. Many of its design innovations would not become standard on other makes for decades.

Introduced in late 1935 at the New York Auto Show, the 810 created a sensation. Crowds around it were so deep that people were forced to stand on other display cars just to get a glimpse. Deliveries began in 1936, but the Depression finally caught up to the Cord empire and 1937 was to be the final model year. During this time, the cars (now designated Model 812) were available for the first and only time with an optional supercharger, which boosted power to almost 200 hp. The supercharged cars could also be fitted with magnificent outside exhaust pipes, giving the car its most iconic look. At the height of the Depression, sadly, few could afford this luxury.

Presented here is an “ultimate-spec” Cord, the supercharged Cabriolet, informally known as the “Sportsman.” Just 64 were originally produced; perhaps a third of them remain today. Although correctly restored many years ago by noted specialist George Ehresman, this example comprises authentic parts from several cars, most noticeably the installation of a supercharged engine. All the relevant details were confirmed by Auburn Cord Duesenberg Club historians at the time that the car received its Category 1 Certification. The end result is of high caliber, such that the car has received Classic Car Club awards over three decades: Primary First in 1979, medallion 0882, for then-owner William DiCiurcio, and a Senior Division First in 2010 for Henry Antonioli. It also won the Gordon Buehrig Award for Best 810/812 Cord at the 1981 ACD Club National Reunion in Auburn, Indiana.



Presenting very well, the restoration shows only minor age; the maroon paint is very good, and the leather seating is without significant wear, but does show use. It is equipped with a correct radio and heater, plus Fog King fog lights with Cord badges. It is clean throughout, particularly in the engine bay, and shows some 800 miles on the odometer.

This supercharged Cord is every bit what it aspires to be – a beautifully restored example of the classic body style, finished to the ultimate specification.





256

1941 PACKARD CUSTOM SUPER EIGHT ONE EIGHTY CONVERTIBLE VICTORIA

COACHWORK BY DARRIN

VEHICLE NO. 1429-2015

\$325,000 – \$400,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Formerly owned by Malcolm Pray and Charles Swimmer

Iconic Dutch Darrin design; the 15th of 35 built for 1941

Wonderfully presented older restoration

Classic Car Club of America (CCCA) Full Classic

By 1939, the era of coachbuilt automobiles was coming to an end. However, isolated expressions of the designers' art continued to appear, and many of these are considered icons of the age. Prominent among these is the Packard Darrin.

Howard "Dutch" Darrin was born in New Jersey in 1897. A person of many talents, he was on the staff of *Automobile Topics* magazine at age 10, and became a notable amateur football player. Possessed of innate engineering acumen, he worked on an electric

gearshift project for John North Willys, but it was his friendship with Thomas Hibbard that prepared him for life as a well-known designer.

Hibbard worked at the New York coachbuilders LeBaron, Inc. In spring of 1923, the pair sailed for Paris, intent on surveying the European car scene. They decided to stay, and opened Hibbard and Darrin, a design partnership that shopped the actual body construction out to a company in Belgium. The firm prospered, but by 1930 the prospects for coachwork in Europe were no better than in the U.S. In 1937, Darrin returned to the U.S. and moved to Hollywood, where he established himself as a designer of bespoke cars for the stars.

His first Packard was a low-slung 1937 One-Twenty roadster, which led to similar cars in 1938 and '39. Helped along by Darrin himself, the designs came to the notice of Packard management. For 1940, a Darrin Convertible Victoria was offered on both the One-Twenty and One-Eighty chassis. Devoid of running boards, it also had cut-down doors presaging what would later be called the "Darrin dip."

For 1941, both Packard Darrin models used standard nose sheet metal. Victoria doors were now hinged at the front, and production was carried out by Sayers and Scoville, hearse and ambulance builders in Cincinnati, Ohio. It is believed that 35 were built, and just 12 of a nearly identical 1942 model. Packard progress was now centered on the new streamlined Clipper design, which did not lend itself to Darrin's deviations. Thus, there were no such extravagances

when production resumed after World War II, but by that time Darrin was busying himself with the new Kaiser and Frazer cars.

This Packard Darrin Convertible Victoria was restored in Dallas in the mid-1980s. Presented in a rich shade of green, it has brown leather upholstery and tan canvas top. Features include overdrive, a factory push-button radio, heater, accessory turn signals incorporating the original sidelamps and taillamps, and Packard driving lights. It achieved CCCA National First status, medallion number 1718, for owner William Adamson at a Pennsylvania Grand Classic in 1992. Subsequent owners include noted collectors Malcolm Pray of Greenwich, Connecticut, and Chuck Swimmer of San Diego, California. The 15th of a reported 35 Darrin Convertible Victorias built for 1941, this car is one of fewer than 20 estimated survivors.





257

1930 CADILLAC SIXTEEN SPORT PHAETON COACHWORK BY FLEETWOOD

ENGINE NO. **702401**

BODY NO. **42**

\$750,000 – \$900,000

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1931.

Offered from the Richard L. Burdick Collection

One of 18 survivors of 85 Sport Phaetons built

Previously in the Robert Chamberlain, Philip
Richard, and David Kane collections

Award-winning Stone Barn restoration

Classic Car Club of America (CCCA) Full Classic





On 4 January 1930, New Yorkers were treated to an engineering tour de force. At the opening of the National Automobile Show at the Grand Central Palace, Cadillac unveiled the world's first production V-16 automobile engine. The late historian Griffith Borgeson explained it elegantly: "It really made history and it made Cadillac, beyond all discussion, the absolute world leader in motoring magnificence It was the super engine that set the whole exercise apart."

The creative genius behind this powerplant was Owen Nacker, an industry veteran who had worked on Howard Marmon's long-simmering V-16 project. His first project for Cadillac was the LaSalle V-8 in 1927; shortly thereafter, he was working on Cadillac's own V-16.

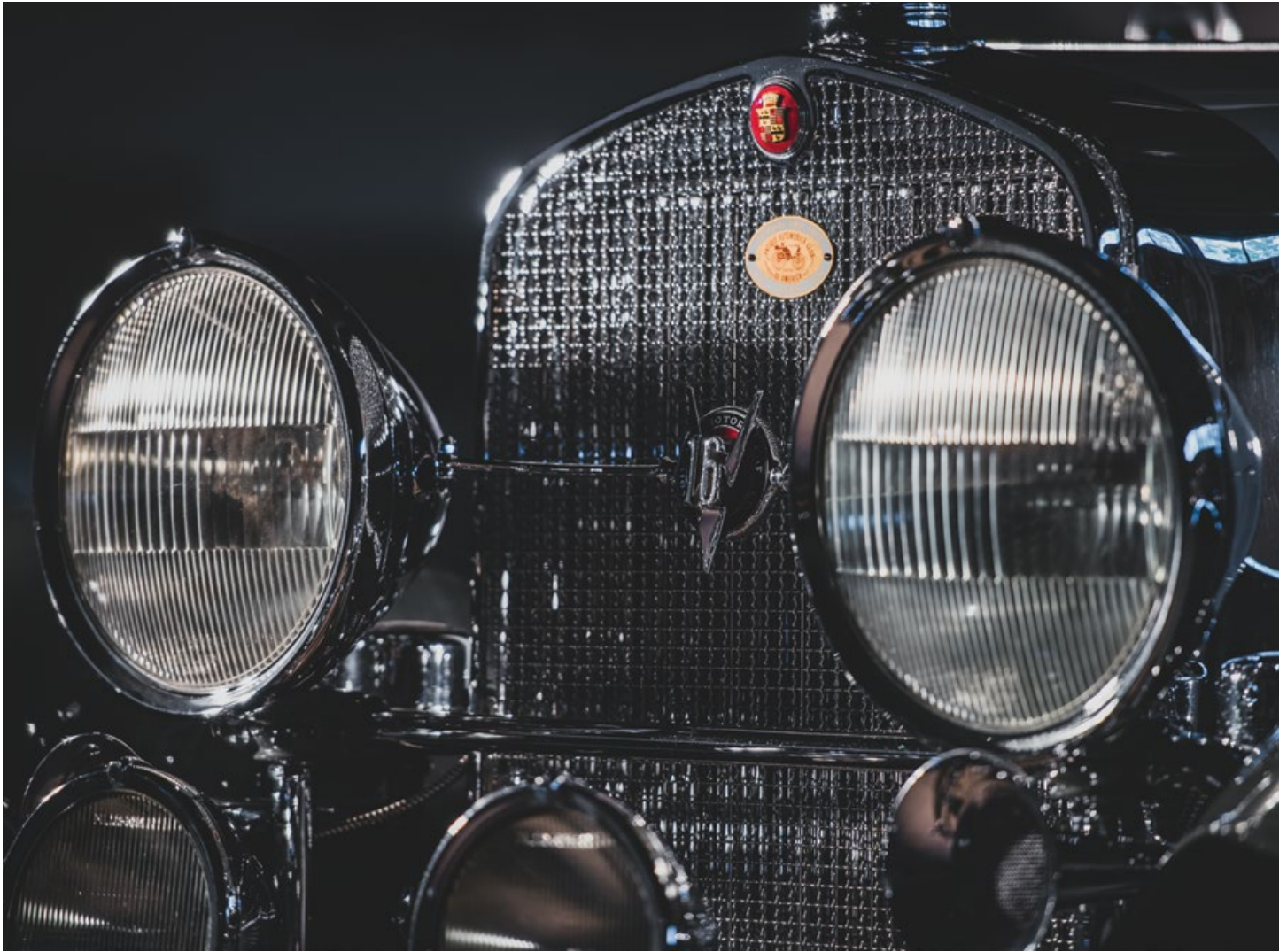


Nacker flouted a lot of Cadillac tradition. The new engine was designed with overhead valves, which the division had never used. Overhead valves were noisy, but Nacker adopted a new hydraulic lifter setup developed by GM engineering that effectively provided zero-lash operation. With overhead valves, the exhaust manifolds could now move to the outside, important because the narrow 45-degree vee left little room for manifold clutter.

The large aluminum crankcase held five main bearings, the crankshaft counterweighted and fitted with a vibration dampener. The timing chain also drove the generator. The two cylinder blocks had cast nickel-iron liners extending down into the crankcase. Heads were of cast iron. The central camshaft, with roller-type followers, actuated tubular pushrods, which in turn worked short rocker arms. With the new zero-lash hydraulic lifters it was all very silent.

The V-16 was, in effect, two engines in one, sharing a crankcase and crankshaft. Each block had a complete fuel system, including carburetor and vacuum tank, and its own exhaust. There was one distributor but two coils, which were recessed into the radiator's header tank. The engine's power pulses overlapped to produce smoothness, since they occurred every 45 degrees of rotation. Developed brake horsepower was initially 160; eventually it rose to 185, and torque it had aplenty: 300 foot-pounds at idle.

Aesthetically it was a work of art, said to be the first powerplant that was truly styled. Wood and clay models were made of the engine as development progressed, and studied for simplicity



and appearance, as well as serviceability. All wiring and hoses were concealed to the extent possible, hidden behind covers or in raceways. Viewed from outside the engine compartment, there was no clutter whatsoever.

The engine, of course, was of little use without a body, and there were lots to choose from. There were 54 in the catalogue, roadster to town car, all from Fleetwood. Some were built in Fleetwood's original facility in Pennsylvania, others from the new Detroit plant. Many of them did triple duty, available also as V-12 or V-8, for nine months later the sixteen had a twelve-cylinder brother, created by removing the end cylinders on each bank. The wheelbase was a whopping 148 in.; by 1934 it would grow to 154, the longest of any American car. A few chassis were bodied by outside coachbuilders, such as Murphy, but not many.

After the V-16 had made the circuit tour of U.S. shows, a trio of cars was sent abroad to Europe, where they were enthusiastically received. This was also true at home, and 2,887 found customers by the end of the year.

This 1930 Cadillac Sixteen Sport Phaeton was shipped on 9 July 1930 to the factory Philadelphia Branch. Before it could be sold, it was diverted on a Special Order to New York. The first owner is not recorded. By 1972, it was in the collection of Robert Chamberlain of Princess Ann, Maryland. Alan Merkel, historian of V-16 Cadillacs, viewed the car and reported on its fine original condition. In 1981, Chamberlain sold it to Philip Wichard of Happaug on New York's Long Island.

Wichard, whose 1995 *New York Times* obituary recounted that he "developed his passion for cars as a 10-year-old junkyard scout

who was allowed to steer junkers being towed for scrap,” was known as a shrewd and discriminating collector. He bought his first car at age 10, and soon turned a \$5 profit. Once he began collecting and restoring in earnest, he seldom sold anything; indeed his collection was sold at auction only months before his passing.

Wichard had Stone Barn Automobile Restoration in New Jersey comprehensively restore this Cadillac Sixteen. Completed in

1990, it quickly won National First awards from both the Antique Automobile Club of America (AACA) and CCCA. Since that time it has passed through four subsequent owners, among them New Jersey collector Dave Kane. Prominent features include the factory dual side-mounts with metal covers, Pilot Ray driving lights, and the rare and correct “Lo-boy” trunk fitted to open cars. Accompanied by a copy of the 1930 build sheet, it is one of 18 survivors among the 85 Sport Phaetons, style no. 4260, originally sold and one of the finest extant.





258

1956 FORD EIGHT-PASSENGER COUNTRY SEDAN

CHASSIS NO. **P6DX177263**

\$35,000 – \$45,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Rare 225-bhp Thunderbird Special station wagon

Special-order color combination

Texas built and delivered; a true Lone Star wagon

Despite being the nation's acknowledged wagonmaster, building more wood-bodied station wagons than any other automaker to 1948, Ford Motor Company was late in coming to all-steel construction. Eclipsed by Willys Overland in 1946 and Plymouth's Suburban in 1949, Ford struggled through 1951 with a series of "half-timbered" two-door wagons. Finally, for 1952 the company introduced a two-door, all-steel six-passenger Ranch Wagon and four-door, eight-passenger Country Sedan, the latter in upscale Customline trim. Unwilling to abandon wood entirely, they paid homage to heritage with a faux woodgrain four-door Country Squire, albeit outlined in genuine ash. In so doing, of course, Ford laid the groundwork for generations of simulated woodies from all automakers.

A Customline Ranch Wagon became available in 1954, and in 1955 the wagons were moved to a series of their own, with Country Sedans for both six and eight

passengers. For 1956, the up-scaling continued, with a new two-door wagon, called Parklane, in Fairlane trim, complemented by a similarly decorated eight-passenger Country Sedan. The six-passenger four-door wagon remained with Customline trim. The prestige Country Squire notwithstanding, the eight-passenger Country Sedan was the most popular Ford wagon, selling 85,374 units.

This 1956 eight-passenger Country Sedan is quite unusual, having the 225 bhp, 312-cu. in. Thunderbird Special engine seldom installed in wagons. The car's data plate indicates a special order of Buckskin Tan, a dark shade resembling coral, and White, combined with light and dark brown vinyl interior. The latter features a cattle-brand motif on the seats, particularly appropriate for a Texas wagon. Built at the Dallas plant on 2 March 1956, it bears a Powell Motors dealer emblem. A freshened original car, it features Ford-O-Matic transmission, power steering, heater, electric clock, push-button radio, and wire motif wheel covers. Driven fewer than 80,000 miles, it presents very well inside and out.

Country Sedans were popular, but surely few, if any, were built to the same specification as this one.



1941 PACKARD ONE TEN STATION WAGON

COACHWORK BY HERCULES

259

Offered from the Richard L. Burdick Collection

Rare Deluxe model Packard woodie

Complete restoration

Feature car in *Collectible Automobile*

Packard's first production station wagon was offered in mid-1937. Following the success of the low-priced One Twenty series introduced in 1935, Packard prepared a six-cylinder car, essentially a scaled-down One Twenty, for 1937. Called simply "Six," it was designated Model 115-C, the number representing its wheelbase. Prices started at \$795, helping to sell more than 65,000 cars, more, even, than the already popular eight-cylinder One Twenty. At \$1,295, the wagon, with body by Cantrell of Huntington, New York, was a full \$385 more than the next least expensive body style.

For 1938, the wagon was dropped, then reinstated for 1939. For 1940 it was joined by an eight-cylinder version, in the One Twenty line. During the year, Packard phased out Cantrell bodies in favor of Hercules Body Company of Evansville, Indiana. For 1941, Hercules supplied 358 station wagon bodies to Packard for One Ten and One Twenty chassis, both of which could be had in standard or Deluxe trim.

Sold new by the Stahl Motor Company in Monterey, California, on 7 June 1941, this Packard One Ten station wagon has been completely restored. The wood has been completely refinished, and the top re-covered in black canvas over the varnished wood battens. The seats are newly upholstered in deep maroon leather with matching metal frames, and comfortably seat eight in three rows. The wood-grain dashboard has been exactly restored. The subject of a feature article in *Collectible Automobile* magazine, this rare station wagon is just as elegant on the inside as it is from afar.

The engine compartment and chassis are clean, and authentic accessory turn signals aid driving in modern traffic. The optional running boards make entry and exit convenient and comfortable. A Deluxe model with chrome parking light housings and fender accents, it has a heater, accessory directional signals, and a correct factory push-button radio.

Elegant for concours and handy for touring, this Packard One Ten Woodie is the ideal car for hosting a tailgate party or a quick trip to the grocery store.

VEHICLE NO. **1483 2172**

BODY NO. **876**

\$80,000 – \$120,000

OFFERED WITHOUT RESERVE



260

1932 MARMON SIXTEEN TWO-PASSENGER COUPE

COACHWORK BY LEBARON

CHASSIS NO. 16-141-830

ENGINE NO. 16779

BODY NO. 518

\$400,000 – \$600,000

OFFERED WITHOUT RESERVE

Offered from the Richard L. Burdick Collection

Rare surviving Sixteen; documented by
marque historian Dyke W. Ridgley

One of only six surviving two-passenger coupes

Exceptional older restoration, scoring 99.75 points

Classic Car Club of America (CCCA) Senior Premier Badge 2381



The winter of 1930–1931 was a bittersweet time for Howard Marmon. His *pièce de résistance*, the Marmon Sixteen, had debuted to great acclaim at the Chicago Auto Salon in November and the following month he received a medal for outstanding achievement from the Society of Automotive

Engineers, awarded for the Sixteen's magnificent engine. Although a second shift was added to the assembly line when full production began in April, there was trouble at the Marmon Motor Car Company. As with other luxury car makers, its profits had turned to deficits as the Depression



That same year, Howard Marmon began work on his masterpiece, a sixteen-cylinder luxury car. The heart of the new model was a lightweight, all-alloy 45-degree V-16 of 491 cu. in. Overhead valves were pushrod operated, and the aluminum block had wet cylinder liners. Its operation was so smooth that a light flywheel was possible, which in turn facilitated rapid acceleration. The valve gear was carefully designed to be compact and well lubricated, making it nearly silent, despite mechanical adjustment. The Sixteen developed 200 bhp, rode a 145-in. wheelbase chassis, and was clothed in attractive Art Deco bodies by LeBaron.

deepened, and two rounds of pay cuts were followed by layoffs of most engineering staff. What had once been a bright future had become very uncertain.

Howard Carpenter Marmon was the son of an Indianapolis manufacturer of milling machinery. With an engineering degree from the University of California, he joined the family firm, becoming vice president and chief engineer within three years. Enamored of all types of machinery, he built a car of his own design, completed in 1902. Remarkable for its use of full pressure lubrication, it had an air-cooled powertrain with no universal joints, made possible by mounting the running gear on a separate subframe. He built six cars in 1904, unusual in their use of aluminum castings in their bodies, and sold them to neighbors. By 1909, Marmon was in full production of water-cooled cars. The car operation was spun off from Nordyke and Marmon, the machinery firm, in 1926.





Magnificent though it was, the Marmon Sixteen was not ready for production until early in 1931, by which time Cadillac's V-16 had been on the market for over a year. Initial prices were as low as \$5,200, \$750 less than the equivalent Cadillac, but Cadillac had a head start and the advantage of a larger business base. For the year, just over 200 Sixteens were produced, out of some 5,700 total sales. The total for 1932 was just 10 percent of an underwhelming 1,365 total cars. In hindsight, it seems odd that the eight-cylinder cars were discontinued entirely for 1933. However, it is not hard to understand with just 86 cars of all types sold that year, Marmon was in receivership by the first of May.

According to historian Dyke W. Ridgley, custodian of the Marmon Sixteen Roster, this Sixteen's history is known back to 1955, when it was owned by L.M. McCrary III of Nashville, Tennessee. It was sold to Mitchell Magid, also of Nashville, in 1963 and eight years later to Gene Zimmerman, who exhibited it in his Automobilaroma museum in Harrisburg, Pennsylvania. Kenneth Peterson of Kansas purchased the coupe from Zimmerman in 1979, and restored it over the following 11 years, then finally sold the Sixteen to Philip Bray of Grosse Ile, Michigan, in the spring of 1999.



Bray entered the car in CCCA competition, winning First Primary at a Michigan Grand Classic in 2001. It subsequently earned Senior honors in 2002 and Premier the same year, with 99.75 points. Raymond Drake, of Cripple Creek, Colorado, bought it from Bray in 2004, and it was acquired by the Burdick Collection in 2007.

Like all Marmon cars, it easily manages to be imposing without appearing flashy. Painted green, with an understated beige interior, it has metal-covered dual side-mount spares and Firestone Deluxe Champion wide whitewall tires accented with

broad bright wheel discs. Senior Trippe driving lights nicely compliment the C.M. Hall Depress Beam headlamps. Interior touches include a crank-down rear window, with roller shade. The rumble seat is upholstered in correct pleated leather and features arm rests. There is a golf bag door on the right side. Mileage showing is slightly more than 31,000, commensurate with reported sightings during its history.

With its known history, and original engine and body, this Marmon Sixteen is among the best of its small constituency of survivors.



261

1995 FERRARI F512 M

CHASSIS NO.
ZFFVG40A0S0100380
ENGINE NO. **161524**

\$325,000 – \$375,000

The 12th of only 75 imported to the U.S.

The last, rarest, and most refined version
of the legendary Testarossa

Two-owner example; less than 25,000 miles

Belt service completed in November 2018

In 1994, Ferrari unveiled the final iteration of its famed Testarossa, the F512 M, or *Modificata*, Italian for “modified.” In an effort to properly send-off to its last production mid-engine flat-12 model, Ferrari updated the chassis, engine, and overall design to distinguish it from earlier versions of the Testarossa, while providing a quantum leap in performance and overall driving experience. Numerous internal engine upgrades, including titanium rods and other lightened components, helped to increase horsepower and compression over its 512 predecessor while reducing

weight. Engine modifications coupled with chassis refinements such as a new stainless exhaust, updated suspension, and a new Bosch ABS braking system all combined for more power and better handling assisted by a near 50/50 weight distribution. The F512 M could achieve 0–60 in 4.6 seconds and a top speed of 196 mph, very impressive figures even today.

The F512 M also stands apart visually from its predecessors and is best recognized by its exposed headlights, redesigned oval grille, and more unified five-slat rear section. Much like the Testarossa it is based on, the F512 M retained the classic slatted side intakes, while also featuring new and improved, skewed five-spoke wheels, a fitting cue for *Modificata*. Finally, the air conditioning system was refined and interior trim updated throughout to put the finishing touches on a complete redesign. Ferrari produced a

total of 501 F512 M examples from 1994 to 1996; of those, only 75 were imported to the U.S. market and all were sold as 1995 models.

This 1995 Ferrari F512 M was originally sold through Shelton Ferrari of Fort Lauderdale to a customer from Nevada in 1996. The F512 M returned to Shelton Ferrari in 1998 and was immediately purchased by the current and only second owner who resides in Texas. Presented in the iconic Ferrari livery of Rosso Corsa over Beige and having covered less than 25,000 miles, the car remains in stunning original condition. The consignor has kept the car in a climate-controlled garage in Texas for the past 20 years. It remains a well-maintained example with “engine out” belt changes every five years since 1998, the latest of which was completed in November 2018, at which time a new battery and set of tires were also installed. The Ferrari is accompanied by its original owner’s

manual and warranty book, leather cased tool set, two sets of keys, alarm system, car cover, battery tender, three-ring binder with all maintenance records for the past 20 years, and original 1995 Ferrari sales brochure.

With more and more technology being added to today’s supercars, analog examples have become increasingly desirable among collectors, and this 1995 Ferrari F512 M is no exception. The current long-term owner commented, “I have driven this car for 20 years and will miss the excitement that comes from the sound of the 12-cylinder engine working together with the gated shifter.” Presented in the traditional Ferrari colors and being the 12th of only 75 imported to the U.S., this well-maintained, two-owner example offers an opportunity that cannot be missed for the next owner to enjoy the last and best mid-engine 12-cylinder Ferrari produced.





262

1973 FERRARI DINO 246 GT **'CHAIRS & FLARES'** COACHWORK BY SCAGLIETTI

CHASSIS NO. **07520**
ENGINE NO. **0011753**

\$400,000 – \$500,000

Ferrari Classiche certified

Rare Daytona seats and flared fenders

Striking Azzuro Metallizzato over Pella Nera leather

Purported to be the last "Chairs & Flares" example built

Includes books, jack, and tools

Ferrari was beyond niche status by the mid-1950s, but its fledgling years were not far behind. For Alfredo "Dino" Ferrari, a studious young man in his early 20s, engine builder Vittorio Jano employed at the Ferrari works in Maranello must have seemed like a demigod. The two collaborated on the 750 Monza race car before Dino succumbed to muscular dystrophy in mid-1956. In his final days, Dino is said to have spent considerable time discussing a 65-degree small-displacement V-6 engine with Jano. Dino believed that the design's straight intakes and

special concessions to create an even firing order made it superior to other V-6s.

Enzo Ferrari honored his son's efforts by creating a sub-brand of V-6-powered sports cars called Dino. At the 1965 Paris Motor Show, Pininfarina displayed a curvaceous, mid-engined sports car with an enlarged version of the 1.5-liter V-6, that Dino and Jano discussed in 1956, tucked behind its passenger compartment. It was badged the Dino 206 S Speciale, but the engine was a

mere mock-up. A working prototype called 206 GT arrived the following year at the Turin salon. The Paris show car's engine was mounted longitudinally, but by the Turin show it was squeezed in transversely ahead of the rear axle.

Fewer than 200 examples of the 206 GT were built until an upsized, steel-bodied 246 GT appeared in 1964. With its \$14,000 price tag, it was less costly than anything else in Maranello's stable but far pricier than the Porsche 911. In a way, it created its own segment—somewhere between sports car and supercar. That the Dino was marketed without the Prancing Horse branding hurt its image early on, but today it is fully recognized as a thoroughbred Ferrari.

A targa roofed version badged 246 GTS followed a year later. A hair under 5,000 Dino 246s of every stripe were built when production came to close in the mid-1970s. Noted Ferrari expert and automotive journalist Dean Batchelor said that the 246 GT Dino was "a match for almost anything on wheels" and noted that the mid-engined car's exceptional balance made up for its relatively modest horsepower.

Toward the end of Dino production, Ferrari made 7½-in. sand-cast Campagnola wheels available, necessitating wider Group 4-style fender flares due to the wider track. The optional flares are said to have cost \$680 in 1973, and fewer than 200 are known to have been ordered with the wider wheels. An even smaller handful of those cars were also fitted with seats from Ferrari's Daytona, racing-style buckets plucked from the V-12 monster.

The 1973 Dino 246 GT offered here is one of just five known to be built to European specifications with the "Chairs & Flares" options, and it is believed to be the final example so-equipped with this desirable combination. It was built to European specifications and delivered new in April 1974 to the dealer in Madrid, Spain, according to Ferrari Classiche, but was exported to the U.S. not long after.

An accident in the early 1980s sidelined the Dino for more than two decades. Ironically, its time off the road helped preserve it. In 2005, it was exported to the Netherlands for restoration. When the initial rework did not pass muster, an exhaustive restoration by Lusso Classics began in 2010 and was completed in 2017, and was then awarded Ferrari Classiche certification. As part of its





restoration in Europe, the Dino 246 GT's body was fully restored and painted Azzurro Metallizzato, a striking, lighter shade than its original Dino Blu. Its interior retains Daytona racing-style seats that have been reupholstered in dramatic black leather rather than the original tan. This Dino 246 GT also features optional power windows as well as its original radio.

This restored Dino presents as new in every way. Careful attention was paid to its mechanical restoration, and its underbody, suspension, and engine compartment appear as they would have

when it was built in 1973. It rides on correct Campagnolo alloy wheels wrapped in period-style Michelin tires. An Ansa dual-outlet exhaust pokes out from beneath its superb chrome rear bumper. The Dino's engine, a correct type replacement, presents as new and was treated to a complete rebuild. Its Veglia gauges show about 45,000 km, but it has only been driven a few exhibition kilometers since the completion of its restoration.

A full set of manuals, tools, an original jack, and a Ferrari Classiche certification binder will accompany the 246 Dino GT.





263

1962 JAGUAR E-TYPE SERIES 1 3.8-LITRE ROADSTER

CHASSIS NO. **875712**
ENGINE NO. **R 2052-9**

\$175,000 – \$225,000
OFFERED WITHOUT RESERVE

Highly desirable early production Series 1 example
Beautifully restored by marque specialists
Gorgeous color combination of silver over black
Upgraded with Tremec five-speed gearbox

Based upon the wildly successful D-Type racing Jaguar, the E-Type was an instant success with its sensual lines and muscular, but manageable 3.8-liter motor. Launched in 1961, the E-Type featured a monocoque passenger compartment, disc brakes, rack-and-pinion steering, and independent front and rear suspension – a combination which proved ultra-popular among the touring elite.

This superb Series 1 E-Type was completed on 5 October 1961 and finished in Carmen Red over black. It is a highly prized early first-series example with flat

floors and covered head lamps. Originally a California black-plate car, it was first owned by Burt Sugarvian of Los Angeles. In 1971, the E-Type was then placed in a climate-controlled facility for storage. While its ensuing history is unknown, the car was later given a meticulous restoration by marque specialists at Classic Showcase of Oceanside, California, in 2004.

The original engine was fully rebuilt with new pistons, bearings, valves, guides, seals, and timing chain. The head, clutch, carburetors, brakes, rear end, and transmission were rebuilt and the driveshaft was balanced. The shocks were restored, new suspension hardware was fitted, and much of the chassis as well as the top bows and seat frames were powder coated. All systems were replaced or meticulously restored. Not a single mechanical or electrical component of this superb E-Type Jaguar was left untouched.

Meanwhile, the body of the E-Type was stripped to bare metal and repaired as necessary, then reassembled with careful attention to detail. Once sealed with epoxy primer, this 1961 Jaguar was painted in its current shade of silver, color sanded, and buffed to a mirror-like finish. All seals, gaskets, and brightwork were replaced or re-plated and the interior upholstery was redressed in black leather with a new top and carpet. The car also received a Tremec five-speed transmission to render the E-Type ultimately drivable and superbly suited to participate in rallies and distinguished touring events.

Not surprisingly, the 1961 E-Type emerged in concours condition and was immediately showcased at the JCNA concours held at the Stanley Hotel in Estes, Colorado, in June 2005.

There it scored an impressive 99.26 points and was awarded Best in Class. Following its debut, the car was sold to the late John O'Quinn, a respected collector in Houston, Texas. In 2012 the Jaguar was acquired by the previous owner and would participate in a 3,000-mile tour without issue. Several years thereafter it passed to the current consignor – a Jaguar enthusiast – with fewer than 4,000 post-restoration miles on the odometer.

This attractive and expertly restored Jaguar E-Type includes its Jaguar Daimler Heritage Trust Certificate and remains in excellent condition – poised for a new adventure, be it Jaguar Club events and judging, or a comfortable tour among other distinguished automobiles.





264

† 1955 MERCEDES-BENZ 300 SL GULLWING

CHASSIS NO. **198.040.5500154**
ENGINE NO. **198.980.5500160**
BODY NO. **A198.040.5500153**

\$1,200,000 – \$1,400,000

One of the most iconic sports cars of all time

Features early bolt-on wheel arch
'eyebrows' with body color welting

Attractively aged and well maintained

Includes set of fitted luggage

Mercedes-Benz won the Carrera Panamericana in 1952 with a W194 300 SL coupe driven by Karl Kling. The number one importer of European brand cars into the U.S. at the time was Max Hoffman, based in New York City. Mercedes-Benz racing success prompted Hoffman to approach the company with the idea of using the tube frame of the W194,



along with its high-performance three-liter engine and unique roof-hinged doors to create a road car based on it. It was a radical proposal, but Hoffman had a highly developed sense for the U.S. market and backed up his suggestion with his checkbook. He placed an order for a thousand luxury high-performance coupes based on a more refined version of the W194.

What Hoffman proposed was a relatively direct transformation of the multi-tube framed W194, retaining its roof-hinged doors, tall, wide sills, 45-degree canted triple-carbureted single overhead camshaft inline six, and fully independent suspension with more civilized accoutrements. The engineers at Mercedes-Benz improved the car further with the addition of the first direct mechanical fuel-injection system ever offered in a production



automobile. Introduced at the February 1954 New York Auto Show, the 300 SL was enthusiastically received by the public and the automotive press.

The sensational curved doors of the 300 SL soon brought it the nickname “Gullwing,” which has stuck for well over half a century and been mimicked by many lesser automobiles hoping to emulate the 300 SL’s mystique. The body design was refined for the street and added eyebrow moldings over the wheel wells to signal an association with Mercedes-Benz’s later race cars. The driving position, steering wheel location, controls, and instruments’ visibility were carefully refined by Mercedes-Benz engineers to make the driving experience of the 300 SL most rewarding.

Mercedes-Benz would go on to produce 1,400 300 SL Gullwings over the next three years. The majority were sold through Max Hoffman in North America, validating both the reality of his vision and returning many times over the confidence he showed in backing its development.

Documents reveal that this 300 SL, chassis no. 5500154, was originally delivered in March 1955 to Brussels, Belgium. This car is somewhat unusual in that it is equipped with a number of features that were primarily found on the earlier 1954 models, but as the changes were gradual, some 1955 cars were built with





MERCEDES BENZ

earlier features. Most notable for this car are the bolt-on wheel arch “eyebrows” with body color wetting, as the later style were welded in place and the seams filled with lead. This car also features the early type Bendix Treadle-Vac brake booster, and it is optioned with items such as bumper guards, Becker radio, and SWF windscreen washer. Other desirable accessories include fitted luggage and dual Hella reversing lights.

According to the Mercedes-Benz data card and the 300 SL Registry, 5500154 was originally finished in DB180 silver-grey over a blue fabric interior. Importantly, it retains its original engine, no. 5500154. Little is known of the car’s earliest history in Belgium, though records indicate that in the 1970s it was registered to Mr. Richard H. Grant of Dayton, Ohio. A copy of Mr. Grant’s title shows he purchased the SL in 1975 from Herbert E. Von Fragstein, also of Dayton. Mr. Grant owned the SL for a number of years, and it is believed that during his stewardship, the 300 SL was cosmetically restored and the color changed to DB534 Red, which was a factory-offered

color. Grant ultimately sold the Gullwing in 1993, when it joined the collection of the next long-term owner, where it has remained until recently.

The interior was restored some time ago using factory-style natural tan leather and correct-type square-weave carpeting, all of which presents in good condition. It includes fitted luggage, a side window storage pouch, original-type Becker radio, and correct original ivory Bakelite steering wheel. Driven sparingly in recent years, it has been properly maintained and possesses a faint but charmingly elegant patina. Original chrome bumpers wear optional over-riders which, along with the rest of the brightwork, remain in very good order both front and rear. Wheels are the correct factory original bolt-on magnesium/alloy wrapped in Avon Turbosteel tires and fitted with correct color-keyed hubcaps.

This legendary Mercedes-Benz is ideally suited for rallies, touring, or club events. The 300 SL Gullwing is widely considered one of the cars every collector must own and experience.







265

† 1967 SHELBY 427 COBRA

CHASSIS NO. **CSX 3281**

Formerly of the Otis Chandler Collection

Fresh, fully documented concours-quality restoration

\$1,350,000 – \$1,450,000

Widely recognized as one of the most significant performance cars ever produced, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Texan Carroll Shelby had gone racing in Europe in the late 1950s and realized that a combination of a lightweight American V-8 engine and a proven European chassis



was a winning combination. He had a Ford V-8 installed in the chassis of an AC Ace, named it the Cobra, and proved his point.

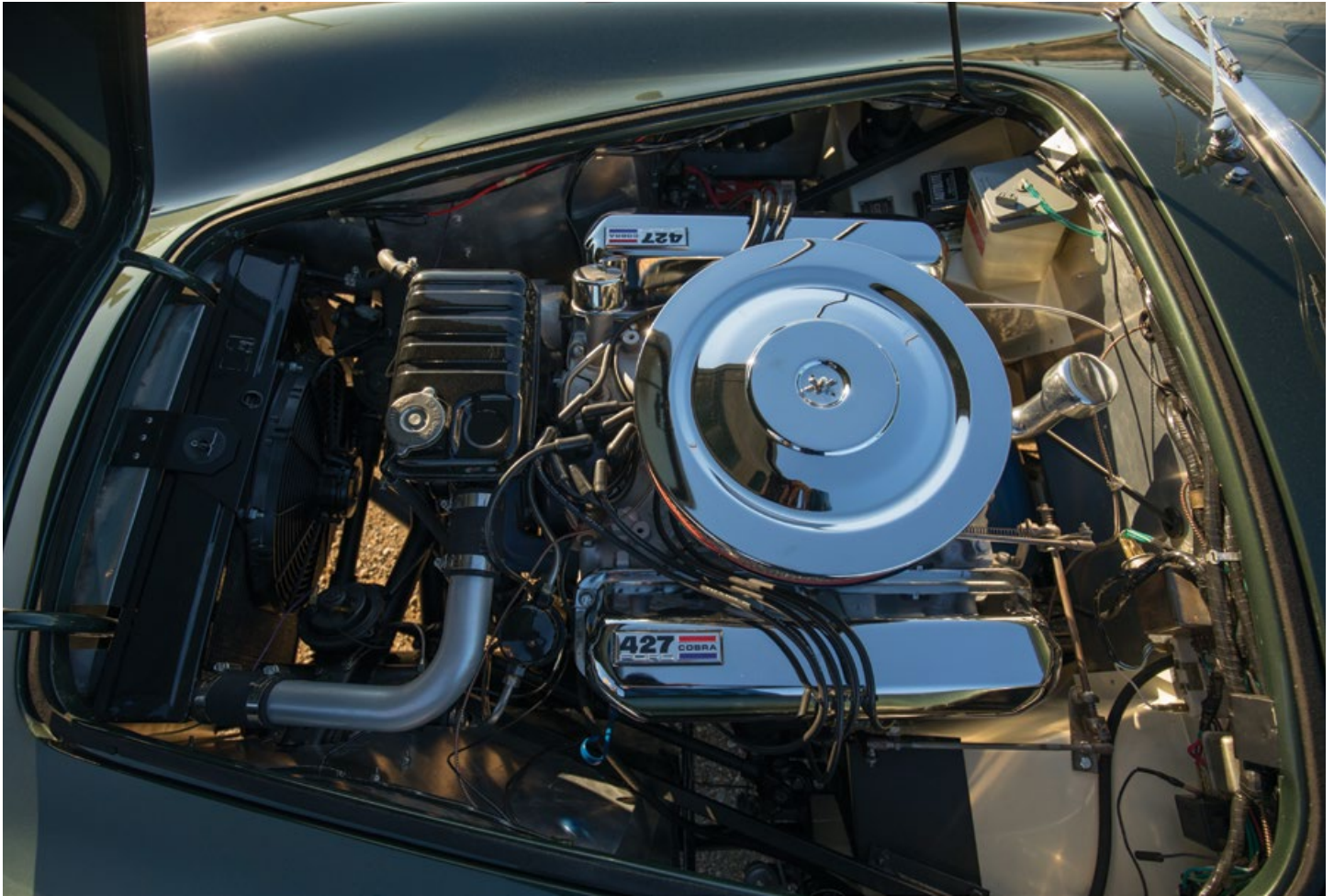
Shelby contracted with AC Cars to ship Cobras (with empty engine bays) from England to be completed at his shop in California. The 260-cu. in. prototype first ran in January 1962, with production commencing later that year. In 1963 the more powerful 289-cu. in. Ford engine was standardized. Rack-and-pinion steering was the major Mk II update; then in 1965 a new, stronger, coil-suspended Mk III chassis was introduced to accommodate Ford's 427 and later 428-cu. in. V-8s, which in race trim could produce well in excess of 400 bhp. Wider bodywork, extended wheel-arch flares, and a bigger radiator intake combined to create the legendarily aggressive and often mimicked Cobra Mk III persona.



The Cobra raised the bar of performance for road cars and was highly effective in competition. Approximately 1,000 Cobras of all types were built between 1962 and 1967. As with all his cars, Shelby intended to see that they were winners on the track. In order to qualify as a production car under FIA rules for the GT class, manufacturers were required to produce a minimum of 100 cars. With Shelby's strong relationship with privateer racers, he was confident he could sell that many, and as a result, a competition-spec version of the new 427 was developed. Competition features included a wider body to accommodate wider wheels and tires, an oil cooler, side exhaust, external fuel filler, front jacking points, rollbar, and a special 42-gallon fuel tank.

Regardless of the model – full competition, S/C semi-competition, or regular street specification – Shelby's big block Cobra was a sports car unlike any that preceded it. Performance was mind-blowing, with the extraordinary power-to-weight ratio allowing for tire-shredding sprints to 60 mph in about four seconds.

The Cobra offered here, CSX 3281, is fully documented in the Shelby American Registry. It left Shelby American painted green with a black interior, powered by a 428-cu. in. V-8. The car was billed to Don Seelye Ford of Kalamazoo, Michigan, in September 1966, with the only added option being a radio. Records show Seelye Ford received a freight credit, and because of this the car was most likely trucked out to the dealership in Michigan. Its first known owner was Timothy H. Parker of Houston, Texas, from whom it was purchased in the early 1970s by Donald Mansker,



also of Houston. Thereafter, the car went to Sacramento in 1976, as it was acquired by Rick Reese. Reese, who worked at Cobra Performance in Sacramento, replaced the car's original 428 engine with a 427-cu. in. big block and modified the car with a full roll cage, rectangular taillights (instead of the original twin round ones), and enlarged rear flares to fit wide Jongbloed wheels. Finished in red, the car also received a hood scoop, S/C dash layout, and side pipes. It was offered for sale in 1977 after an eight-month restoration. It went unsold, however, and was traded back to Mansker in exchange for a 289 Cobra – the same car Reese traded CSX 3281 for in the first place.

In 1979 CSX 3281 was acquired by Don Blenderman and Larry Wheeler of Oklahoma before being advertised for sale with the same S/C upgrades and a 42-gallon fuel tank. Its next owner was another Texan, Sloan Kritser, who sent the car to Bill Murray in Colorado for a full restoration, where the roll cage was removed and replaced with the correct S/C roll bar. Refinished in black, it was fitted with chrome side pipes and quick jacks as well as 7.5/9.5 Halibrands and a competition gas cap. The enlarged rear flares remained in place. Mr. Murray is widely recognized as

one of the foremost Cobra experts and restorers in the country. He also has significant racing experience, having driven Cobras, GT40s, and a Cobra Daytona Coupe in historic racing competition.

With the restoration completed in 1984, Kritser never returned to pick up the car, and it was sold to Courtney J. Catron Jr. of Colorado before it was acquired in the fall of 1987 by renowned collector Otis Chandler of Oxnard, California, for his Vintage





Museum of Transportation. CSX 3281 was photographed for the cover of the 1990 fall/winter *Classic Motorbooks* catalogue and was also photographed with Chandler's other cars in Randy Leffingwell's *American Muscle* as well as the *Cars & Parts '93 Collector Car Annual*.

After nearly 20 years in Mr. Chandler's respected collection, it changed hands several times before being purchased by Motorcars International in Illinois who conducted a comprehensive restoration back to its original green and black livery before

being acquired by its current owner. Every effort was made to correctly restore CSX 3281 to how it looked when it was delivered new in 1967. The entire restoration was carefully documented with photos and receipts detailing every aspect of this beautiful Cobra's return to its original glory.

Restored authentically to concours quality, it has been driven only test miles since restoration and has yet to be exhibited, presenting an exciting opportunity for its next owner to display and enjoy this crisp, like-new iconic Shelby Cobra.









266

2005 FERRARI SUPERAMERICA

CHASSIS NO.
ZFFGT61A450144238

\$350,000 – \$400,000

OFFERED WITHOUT RESERVE

Less than 9,000 original miles

Previously scored 100 points at Ferrari Club of America event

One of only 170 Superamericas built for the U.S. Market

When Ferrari reintroduced the two-place, front-engined grand touring cars into their line-up in 1996 with the Pininfarina-designed 550 Maranello, it was evident that there would also be demand for a convertible version of the car. Though customers were thrilled with the 550 Barchetta Pininfarina, many felt limited by the lack of a conventional convertible top and only used their cars for quick out-and-back jaunts in the summertime. Looking to provide a solution to this for the convertible variant of the 575M Maranello, Ferrari devised the most interesting aspect of the Superamerica: the “Revocromico” rotating hardtop.

This convertible hardtop was constructed using a carbon fiber frame that was integrated with electrochromic glass, the first of its kind ever fitted to a production car. When the top was closed, the opacity of the glass in the roof could be adjusted via a dial in the cabin. The driver and passenger could experience the full brightness of a conventional sunroof at its lightest setting or one percent of available light at its darkest. Furthermore, the Superamerica could be transformed into a convertible at just a press of a button, with the roof rotating back to rest flush with the boot lid in just 10 seconds, leaving the rear window in place to function as a wind deflector.

A stunning example, this Superamerica is presented in classic Rosso Corsa and is set off by the rich tan leather hides with black and carbon fiber interior details. With less than 9,000 miles on the odometer, the Ferrari has many desirable extras, as noted on its original window sticker, including F1 paddle-shift transmission, power-operated Daytona seats with embossed Prancing Horse headrests, Scuderia Ferrari fender shields, red brake calipers, and a six-CD changer with the “high power hi-fi.”

Powered by a 5,748-cc, 540-hp V-12 engine that has the style, sound, and presence Ferrari is renowned for, it is also generously

fitted with the Fiorano Handling Package, which gives the car a sportier edge with a more aggressive steering calibration and suspension with revised springs, upgraded brake pads, and a thicker rear roll bar, adding more performance to an already capable supercar.

The Superamerica certainly carries all the pomp and circumstance embodied in its predecessors. As an early production example, this Superamerica has been remarkably well preserved and would surely be an excellent addition to any collection and a delight to drive with its top either up or down.





267

1928 ROLLS-ROYCE PHANTOM I ÉTOILE TOWN CAR

COACHWORK BY HIBBARD & DARRIN

CHASSIS NO. **S275FP**

ENGINE NO. **22757**

BODY NO. **HD2015**

A striking special town car by Hibbard & Darrin

Exceptional restoration by marque specialists

Classic Car Club of America (CCCA) Full Classic

\$250,000 – \$325,000

Parisian coachbuilders Hibbard & Darrin produced only 35 bodies for the American-built “Springfield” Rolls-Royce Phantom I chassis. Among them was this sumptuous and well-proportioned town car, known as the Éttoile, built to their patented Silentlyte method with aluminum coachwork. It was delivered on 10 November 1928 to Miss Vivian Reilly of New York City.

The car was subsequently owned by Mrs. Selina E. Summerfield, a resident of the Ritz Tower in Manhattan, and remained in the city for many years. Its first enthusiast owner appears to have



been E.H. Stroh, in whose ownership it was featured in the 1956 film, *The Eddy Duchin Story*, with Tyrone Power. It was later acquired by E.M. McCarrell of Pennsylvania.

The previous owner, a well-known Midwestern collector, purchased the well-preserved Phantom I in the early 21st century, and commissioned a thorough restoration to its original majesty by Glen and Randy Hatcher of Cambridge, Ohio, and by marque specialists, including Steve Littin and Brian Joseph. This work included a new leather top and beautifully appointed interior, as original; correctly finished interior trim; and chrome

wire wheels (as original, versus the nickel trim that had largely been discontinued by 1928). Beautifully finished per the original specifications, including a new clutch and radiator from Littin, it was awarded Most Elegant Car at the 2010 Glenmoor Gathering in Canton, Ohio. Under its current ownership, the clutch was replaced and the hydraulic pump for the clutch was rebuilt ensuring that it shifts smoothly for the next owner.

An exceptionally elegant and attractive Phantom I, this beautifully appointed automobile would be a superb addition to any Classic Rolls-Royce collection.





268

1940 FORD MARMON-HERRINGTON STANDARD STATION WAGON

CHASSIS NO. **18-5820441**
MARMON-HERRINGTON NO.
LD4P-4-5820441
BODY NO. **1001**

\$250,000 – \$300,000

Formerly of the Nick Alexander Collection
Rare Marmon-Herrington all-wheel-drive woodie
Multiple award-winner, including 1st
in Class at Pebble Beach, 2003

The Jeep brand boasts its long history of producing all-wheel-drive sport utility vehicles. What most everyone has forgotten is that Ford offered a V-8-powered 4 × 4 wagon more than a decade earlier than the trend-setting 1949 Jeep, produced in conjunction with Marmon-Herrington.

Marmon-Herrington Incorporated was formed in Indianapolis, Indiana, in 1931 by Walter C. Marmon and Colonel Arthur W. Herrington. The two took over the old Indianapolis Duesenberg assembly plant after it shut down and began building 4 × 4 and 6 × 6 trucks for the Army. Their first civilian vehicles were converted Ford 1½-ton chassis, in 1935. The first light-duty vehicles came in 1937, and by 1939 there were some 56 different models of Marmon-

Herrington Ford conversions. They were offered not only as pickups and station wagons, but also in chassis, stake truck, panel truck, coupe sedan, and sedan delivery form, with 85-hp V-8 engines.

At \$1,805, ordering a Marmon-Herrington conversion more than doubled the price of a standard station wagon, with wider tires adding another \$175 to \$230 to that figure. This enormous cost difference limited all-wheel-drive production, and helps to explain why the Marmon-Herrington Fords are some of the rarest woodies in existence.

When a customer ordered this premium all-wheel-drive conversion, complete Fords were delivered to Marmon-Herrington's Indianapolis plant where the factory body and powertrain were removed. A four-speed truck transmission was installed with an 11-in. clutch, and a heavy-duty transfer case was mounted behind it. This was a single-ratio unit, but from 1939 allowed on-demand engagement of the front axle.

The original body was mounted on the new chassis, and the finished Marmon-Herrington wagon was delivered by the Ford dealer to the customer.

No production records are known to survive for Marmon-Herrington Fords. Since they were essentially hand-built, assembly rate was necessarily slow and the output small, even when demand surged during World War II. Marmon-Herrington aficionados report that only a dozen or so total examples of all body styles of each year are known to exist.

A 1st in Class winner at Pebble Beach, this Marmon-Herrington Ford still stuns. The body contours show no faults, and the wood finish exhibits only the slightest discoloration at joints and bolts that one would expect to find with original wood. The Cloud Mist Gray paint has a deep gloss and the varnish is fresh and fine. Some of the glass shows minor separation at the edges. The running board rubber is new. Although the 1940 model Standard Fords were designed with limited brightwork, the scant amount found on this example is in excellent condition.

The seats are correctly upholstered in new seamed brown imitation leather. Lap belts for two are installed in front. New black rubber mats line the floor, and the brown dashboard is excellently restored, as are the instruments and Standard steering wheel.

The engine is nicely and correctly detailed in Ford green, without being overdone. A heavy-duty oil-bath air cleaner is fitted to the standard carburetor. The chassis and underbody are painted gloss black, and are clean. Blackwall 8.00-15 tires are fitted all around. The matching tailgate-mounted spare is exposed, since it is too large for Ford's metal covers. The body number dates from October 1939, with the Marmon-Herrington conversion taking place sometime thereafter.

The car was owned by Charles Clark of Framingham, Massachusetts, during the 1950s, purchased in 1954 from Butler Motor Corporation, the local Ford dealer. Renowned woodie collector Nick Alexander acquired it from Francis Carter of Cape Neddick, Maine, in July 2000, and commenced the prize-winning restoration. It was judged at 972 points by the Early Ford V-8 Club in 2001, winning a Dearborn Award at Pismo Beach, California. In 2003 it was entered in the Woodie Class at Pebble Beach, handily winning against substantial competition, some of which included other woodies from the Alexander collection. The current owner acquired the stunning Standard Station wagon at the sale of the collection in 2009, and has meticulously maintained it ever since.

Marmon-Herrington Fords are some of the most desirable woodies due to their engineering, significance, rarity, and impressive visual stance. To find a Dearborn and Pebble Beach class-winning example that presents in show-ready condition is an opportunity not oft repeated.





269

1959 MASERATI 3500 GT

COACHWORK BY TOURING

CHASSIS NO. **AM101.530**

ENGINE NO. **AM101.530**

\$280,000 – \$340,000

Desirable early production example with three twin-coke Weber carburetors

Sympathetic restoration of a very original car

Elegant coachwork by Carrozzeria Touring

Strikingly attractive color scheme

Maserati had built a highly successful reputation in the racing world; however, their success was not without a price. By the mid-1950s, the cost of maintaining a factory race team was straining the small company's bank account. Wanting to refocus their efforts on road cars that would earn a potential profit, the factory racing program was temporarily put on hold in 1958. Though they would continue to support privateers.

Development of Maserati's first purpose-built road car, the 3500 GT, took place starting in 1956.

Introduced at the 1957 Geneva Auto Show, the first few completed cars were delivered at the very end of 1957. Featuring an elegant 2+2 design by Giulio Alfieri, the Superleggera hand-formed aluminum over tubular frame coachwork was created by Carrozzeria Touring. Maserati's 3,500-cc race-bred engine was converted to wet sump and tuned for street use. The 3500 GT was a success, and the handsome grand touring car helped the company turn a profit, staying in production until 1964 after a little under 2,000 coupes were made, paving the way for the great GT models for years to come.

According to Maserati Classiche, this example was produced on 25 July 1959, finished in the attractive grey-green color of Grigio Verde and delivered to Milan. Two California brothers acquired the car in the 1970s, intending to use it as a driver.

However, a problem with transmission resulted in the car being parked, stored in a garage for over three decades. By 2009, the brothers decided it was time for a proper restoration. Driven sparingly and kept in dry storage, the Touring coachwork was in excellent original condition with no significant corrosion or damage. Brian Moore Restoration stripped and painted the car in its current elegant blue color. The gearbox was shipped to ZF in Germany for final assembly and testing before being reunited with the rebuilt engine, and the braking system, suspension, and ancillary systems rebuilt as well.

Upgraded and improved insulation, stainless steel exhaust, a period-correct Autovox radio, and Koni shocks were also installed. The interior was beautifully reupholstered with Wilton carpets. Many original and unrestored features were retained wherever possible, including the distinctive quilted trunk liner.

This attractive and sporting Italian 3500 GT is ideally suited for concours exhibition, rallies, and touring, embodying the style and elegance that only Italian sports cars of this era possess.





270

1989 ASTON MARTIN V8 VANTAGE VOLANTE

CHASSIS NO.
SCFCV81V2KTL15795

\$375,000 – \$450,000

Highly original, showing less than 8,000 miles

One of only 58 produced in this desirable U.S. specification

Purchased new by golf legend Greg Norman

Described by former Aston Martin Chairman Victor Gauntlett as “a stylish thoroughbred, beautifully built, luxurious, fast, and immensely safe,” the Aston Martin V8 was built in several variants, one of the more exclusive being the Volante Convertible. Introduced in response to customer demand for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the new model boasted a lined, power-operated top which, when raised, endowed the walnut-embellished interior with all the solidity and refinement associated with the coupe version. Although its open-car aerodynamics meant that top speed suffered with the top down, the Volante’s 150-mph

maximum nevertheless ranked it among the world’s fastest convertibles. The V8 Volante received periodic upgrades and refinements, adopting the era-defining BBS wheels in 1983, and then switching to Weber-Marelli fuel injection and a flatter hood in 1986.

A copy of original factory records indicates this 1989 V8 Vantage Volante was completed at Aston Martin’s factory on 5 May 1989. One of only 58 produced in U.S. Vantage specification, it is visually distinguished from the standard Volante by its wider fender flares, front air dam, sill plates, and a kick-up trunk lid. Shipped to Palm Beach Motor Cars in West

Palm Beach, Florida, it was delivered to its first owner, motoring enthusiast and golf legend Greg Norman, on 25 July 1989, as documented in a copy of the original purchaser's paperwork.

With less than 8,000 original miles, the condition of this car is remarkable, as you would expect from such a well-cared for example. The original factory Cannock Black paint and black Everflex top are in exceptional condition. Inside, the sumptuous Parchment leather-upholstered interior, with contrasting black piping and carpets, is in superb condition, showing very minimal

wear. Under the hood, the matching-numbers 5.3-litre V-8 resides in a highly detailed compartment, and mechanically the car has received proper service by a marque specialist. In keeping with the excellent overall presentation, the original owner's handbooks, tool kit, leather convertible top boot cover, extra keys, and spare tire accompany the car.

This stunning, beautifully preserved, low-mileage original V8 Vantage Volante with exceptional provenance presents an outstanding opportunity to own one of the finest of the breed.





271

2018 PORSCHE 911 GT2 RS 'WEISSACH'

CHASSIS NO.
WPOAE2A95JS185392

\$450,000 – \$550,000

Only 55 original miles

Features desirable Weissach package

GT Silver Metallic with Satin Black magnesium wheels

Black leather and Alcantara with Platinum Grey stitching

In the Porsche 911 hierarchy, the GT2 nomenclature is reserved for its most ferocious models. Sports car racing once known as GT2 has changed considerably since the automaker first homologated its 993-generation 911 in the early 1990s. Back then, the GT2 used a 424-hp version of the twin-turbocharged 3.6-liter flat-six plucked from the



993 Turbo. Composite bolt-on fender flares wrapped around its wide wheels and a massive, fixed spoiler with integrated air scoops gave it a menacing look.

By the time Porsche moved from air-cooled powertrains to liquid-cooled, the automaker left GT2 racing to concentrate on naturally aspirated GT3 competition. Still, the GT2 name survived as the maximum version of the 996 with a 476-hp twin-turbocharged engine paired to a six-speed manual transmission. That model set the stage for water-cooled 911 GT2s to come. The revived 997 GT2 looked the part once again with its oval headlamps and it benefitted from a big upgrade in its engine compartment. Now, the engine pumped out 523 hp, allowing it to top 200 mph on a closed course.



Porsche had more on its mind than just the GT2, however. The Nissan GT-R bested the GT2 at the Nürburgring Nordschleife, which might as well have been Porsche's home turf. Porsche responded with the GT2 RS, which weighed about 150 lbs. less than the standard model and had 612 hp, to boot.

The GT2 RS was the new standard, Porsche said, when it unveiled the highest-performance version of its 911 yet in 2017. The 991-body GT2 RS made its debut virtually at the Microsoft Xbox E3 briefing in 2017 before showing up in the flesh at the Goodwood Festival of Speed that summer ready for a blistering sprint up Lord March's famous driveway.

The GT2 RS is anything but subtle. Massive intakes carved into its front bumper, a deep chin spoiler, and a functional wing give it gravitas unmatched by any road-going Porsche before. The GT2 RS' twin-turbo, twin-intercooled 3.8-liter six-cylinder makes use of the automaker's VarioCam Plus system that imperceptibly adjusts the intake camshafts and switches the lift of the intake valves to make for effortless acceleration.

For the first time, the GT2 RS did not come with a manual transmission. A human driver's shifting abilities pale in comparison to the rapid, split-second shifts fired off by the advanced Porsche Doppelkupplung seven-speed dual-clutch gearbox. It is that transmission that makes the GT2 RS capable of sprinting to 60 mph in just 2.7 seconds, going on to 124 mph in a mere 8.3 seconds before hitting an otherworldly 210 mph top speed.



The GT2 RS quickly proved to be more than just a solid straight-line performer. Porsche made use of ball joints for its chassis joints for a more direct connection with the road. Adjustable suspension height, wheel camber, track, and stabilizer bars mean that the GT2 RS can be custom-tailored to a road course after just a few minutes of tweaking.

Porsche encouraged buyers eager for more capability to select the \$31,000 Weissach option package. Cribbing its name from a package with a similar light-weighting philosophy that was offered on the 918 Spyder hypercar, the 991 GT2 RS package shed more than 65 lbs. while adding track-ready features.

The Weissach Package included the first carbon fiber stabilizer bars ever fitted to a production automobile. Carbon weave was used for its front hood and for its roof, too. Magnesium wheels shed around 6 lbs. per corner. Porsche even made use of titanium for the GT2 RS Weissach's integrated roll cage on European models, which weighs about 25 lbs. less than the steel unit fitted to models with the Club Sport Package. The roll cage was omitted from American-market models due to compliance issues. In the U.S., the GT2 RS also included an infotainment screen and backup camera as well as air conditioning.

Porsche 911 GT2 RS sports cars with the Weissach package are exceedingly rare. They represent the pinnacle of performance for Porsche's 991, a level of technology not likely to be approached by the new 992 until near the end of the new model's production run.

The 911 GT2 RS offered here features the wanted and expensive Weissach Package. It is finished in Porsche's distinctive, race-inspired GT Silver Metallic over a black leather and Alcantara interior with Platinum Grey stitching. Additional optional equipment includes the front axle lift system, light design package, Bose surround sound system, voice control, chrono package with lap trigger, carbon fiber window triangle trim and illuminated carbon fiber door sills, and a 23.8-gallon extended range fuel tank. The 911 GT2 Weissach Package balances luxury and performance. Its sports seats are covered in leather and Alcantara, with 'Weissach RS' stitched into the fixed headrests. Carbon fiber trim dominates the Porsche's dashboard. A Weissach RS badge is attached to the panel covering its cupholders on the passenger's side of the dashboard. Showing just 55 miles, the GT2 RS is as near to new as anyone is likely to find. It was built in July 2018 and delivered originally to New Mexico through Porsche Plano near Dallas.

Michelin Pilot Sport Cup 2 tires wrap its 20- and 21-in. Satin Black magnesium center-lock wheels. Included is also the spare set of aluminum wheels with tires that the car was delivered with when production shortages called for post-delivery installation of the factory lightweight magnesium wheels. Yellow calipers for its carbon ceramic brakes are easy to see between its narrow wheel spokes. Carbon fiber ducts on its front fenders both give the 911 GT2 RS its unique look and help to cool the brakes during serious driving.

Like other Weissach Package 911 GT2 RSeS, the carbon fiber hood and roof panel are partially unpainted. The rear spoiler displays a distinctive Porsche script.

As the ultimate 991-generation Porsche 911, the GT2 RS with the Weissach Package follows in the tire marks of the automaker's other showcase cars such as the 959, 996 GT1, and the 918. The eager 911 GT2 RS Weissach raised the bar for Porsche's definitive sports car and is bound to remain a sound investment.





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1986 FORD RS200

CHASSIS NO.
SFACXXBJ2CGL00133

\$275,000 – \$325,000

Highly original; just 8,400 miles

One of 200 homologation examples

Long-term ownership from 1989–2017

State-of-the-art automotive technology in its day and with Ford's finest achievement since the GT40, the RS200 is the ultimate acquisition for the serious Ford collector. Extremely far ahead of its time, the RS200's advanced motorsport engineering paved the way to the performance of many modern supercars of today.

Overseen by Ford Motor Sports Chief Engineer John Wheeler, the RS200 project commenced in 1983 with the production of approximately 200 cars planned in order to meet Group B requirements. The design, by Tony Southgate, eventually penned

by Filippo Sapino as a compact mid-engined coupe powered by a turbocharged version of the 1.8-liter 16-valve four-cylinder Cosworth BDA engine (the BDT) and equipped with four-wheel drive. This engine produced 250 bhp in road-going trim and well over 600 bhp in rally tune.

The RS200's first test was the 1986 Swedish Rally where the car, driven by Kalle Grundel, finished 3rd overall, a most promising debut. It went on



to achieve a total of 19 wins and 32 podium finishes at the international level before year's end, securing several national championships along the way. Sadly, that would be the limit of its rallying achievements, as the FIA pulled the plug on the Group B supercars shortly thereafter.

Originally delivered to the U.S. in the late 1980s, previous sale records state that a previous owner purchased this RS200 from a Colorado dealership in 1989. From then, the RS200 was stored in a controlled environment, with the aim of keeping its originality intact. Sold to the current owner in 2017, the Ford has been virtually untouched in its 30 years.

Trimmed by Tickford with standard grey carpeting, red racing bucket seats, and red leather steering wheel, the RS200 also features a tool kit, roll-up windows, standard one-piece magnesium wheels, and full-time four-wheel drive. The Cosworth-designed engine now shows less than 8,400 miles. A recent



recommissioning – including rebuilding and servicing the fuel, clutch, and braking systems – ensured that it is lacking only new tires before hitting the streets.

Sold with service receipts for recent work, along with a factory spare tire, tool kit, and jack, this is the perfect ride for any Group B enthusiast.





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‡ **1957 FERRARI
250 GT COUPE SPECIALE**

COACHWORK BY PININ FARINA

CHASSIS NO. **0751 GT**

ENGINE NO. **0751 GT**

\$11,000,000 – \$13,000,000

One-off custom, built exclusively for Lilian,
Princess of Réthy, the royal lady of Belgium

Retains its matching-numbers engine and gearbox

Displayed at the Ferrari 50th Anniversary meet, Cavallino
Classic, and Pebble Beach Concours d'Elegance

Comprehensive restoration completed in 1997

Current long-term 20-year ownership

Exquisite example of a unique coachbuilt
Ferrari prepared for royalty

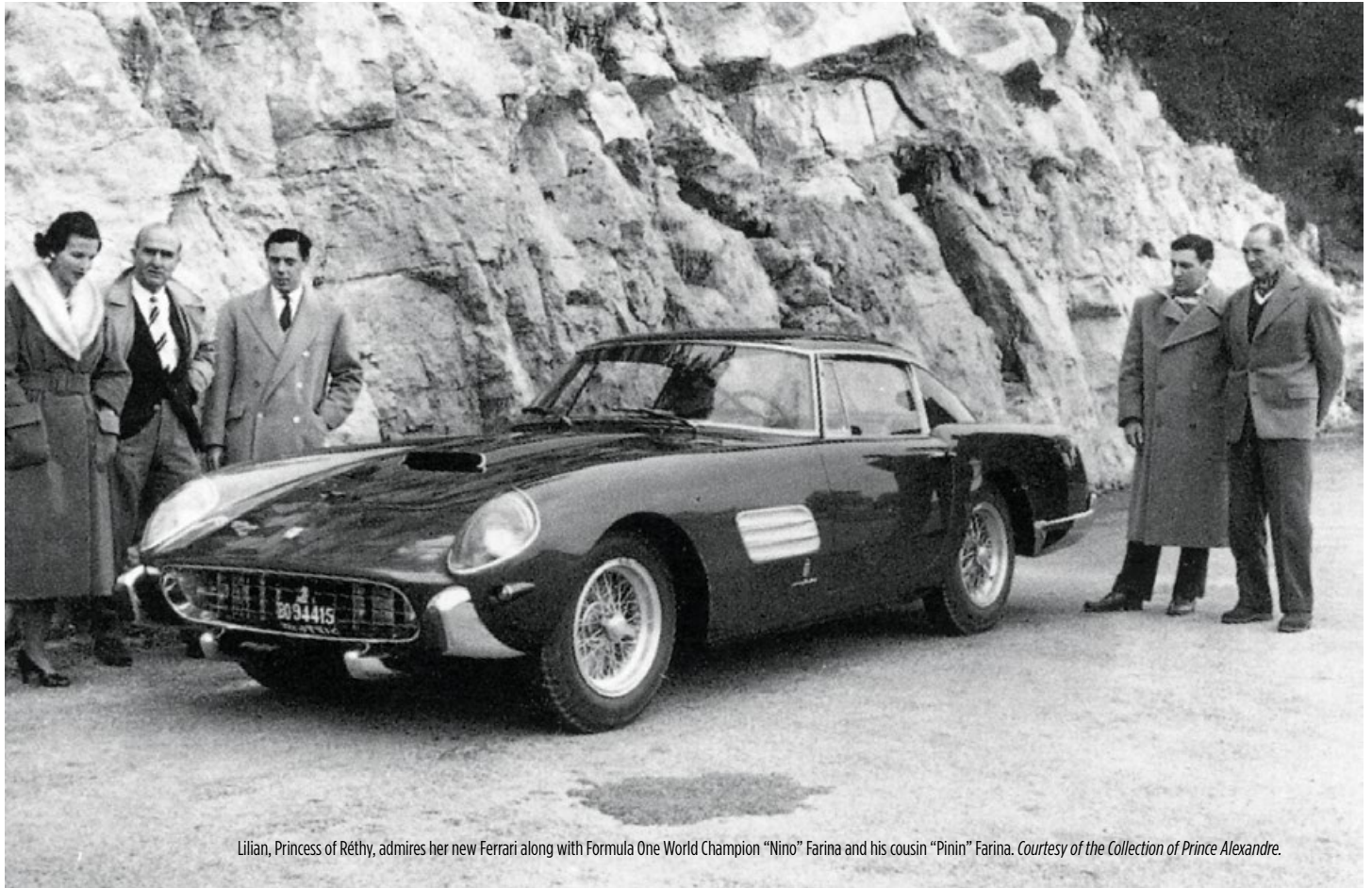


BUILT FOR ROYALTY

Despite the fact that Ferrari utilized numerous *carrozzerias* during its first decade of production, early Maranello bodywork was usually determined by the factory rather than by the pre-war practice of selling rolling chassis to customers who then handpicked their preferred coachbuilder, à la Rolls-Royce and Bugatti. But certain preferred clients still retained input into their Ferrari's final appearance, and accordingly some very special one-offs were built during this period for customers on the par of the Aga Khan and Gianni Agnelli.

One such client was the Princess Lilian de Réthy, a Belgian commoner who became entwined in the house of Saxe-Coburg and Gotha, the country's royal family. Princess Lilian was born as Marie-Lilien Baels, the daughter of a prominent lawyer and industrialist, and in 1939 she was hired as a governess to the three children of King Leopold III, who was a widower following the Queen's untimely death in 1935.

In what must have been a fairy-tale romance shadowed by the clouds of war, Miss Baels became a personal favorite of the King, but the family's life was soon thrown into upheaval by the onset of World War II. Leopold was head of the Belgian armed forces and was forced to capitulate in the face of the German blitzkrieg (holding out long enough, however, to contribute to the now legendary salvation of the British forces stranded at Dunkirk). In 1941, while the royal family remained prisoners in their homeland, the King married Miss Baels in a private religious ceremony, and she was titled the Princess Lilian de Réthy (the title of queen was not permitted under the circumstances of her non-royal lineage).



Lilian, Princess of Réthy, admires her new Ferrari along with Formula One World Champion "Nino" Farina and his cousin "Pinin" Farina. *Courtesy of the Collection of Prince Alexandre.*

Upon the resumption of civilian life after the war, King Leopold once again began to indulge his love for sports and luxury cars, and in 1953 he acquired a Pinin Farina-bodied Ferrari 342 America (chassis no. 0234 AL), which the princess undoubtedly drove, as well. The royal couple's importance as preferred Maranello customers increased over the years, taking a big step with the King's 1955 purchase of chassis no. 0488 AM, the last of eight 375 Plus examples built, and the only one finished as a road car with Pinin Farina cabriolet coachwork.

From the admiration later expressed in his book *My Great Joys*, it was clear that Enzo Ferrari held King Leopold in high esteem: "He seemed to me to be a man who would have made a good engineer, a man gifted in technique and who bitterly regretted not ever having been able to follow his inclination. . . . At the wheel, I found him courageous and able to confront danger with resolution and skill."

The relationship between *Il Commendatore* and Princess de Réthy was truly sealed, however, during the 1955 racing

season, when Pirelli unceremoniously announced that it would no longer provide tires to Ferrari. As Ferrari's racing budget was not funneled from road car sales, but rather depended on materials from sponsoring suppliers, the withdrawal of the tire company in mid-season was nothing short of disastrous. To Enzo Ferrari's great fortune, he happened to mention the scenario to Princess Lilian and she quickly made an inquiry with the Belgian tire company Englebert, which began sending fresh rubber to Maranello that very night. The relationship proved to be quite fruitful, as Englebert tires eventually came to be mounted on a great many of the era's important competition Ferraris.

Given the Princess's facilitation of a fresh tire supplier for the Scuderia, it was only appropriate that upon ordering a Ferrari coupe in early 1957 she was afforded something truly unique. The series coachbuild of Ferrari 250 GT coupes was at that time contracted to Carrozzeria Boano, so it was a singular choice to dispatch her car to Pinin Farina for one-off coupe coachwork, but the royal couple clearly had a predilection for the designer's work.

THE PRINCESS' SPECIALE

Chassis no. 0751 GT was the second of three Ferrari Speciales that the Princess eventually acquired. In early September the type 508 C chassis arrived at Pinin Farina's workshop, and the coachbuilder soon crafted a distinctive body that employed elements of concurrent Ferrari designs while presaging the forthcoming series-built Pinin Farina coupe. The Speciale's long nose featured covered headlamps like the 250 GT Tour de France racing berlinettas of the time, while the front fenders were notable for large chromed and louvered vents, reminiscent of those found on the California Spider. Further, bumperettes, nose, and hood scoop treatments borrowed touches from the recently released Series I cabriolets. The coupe's overall proportions and stance, particularly the rear glass and fender treatment, would soon be integrated on the series-based 250 GT Pinin Farina coupes that went into production by the year's end.

Finished in *Grigio Fumo* Max Meyer and trimmed with *naturale* Connolly Vaumol leather, the one-off coupe was delivered to the Princess de Réthy at her Waterloo home in January 1958, and registered with Belgian diplomatic tags. Nearly 10 years later the Princess ordered a third coachbuilt Ferrari based on a 330 GTC, and in consequence she sought to bequeath the 250 GT Speciale to a worthy successor.

As part of her charitable work around the country Princess de Réthy sponsored a cardio-vascular specialty hospital, and on one particular visit to the establishment she met a visiting American surgeon named Michael De Bakey. Dr. De Bakey's brother Ernest (another doctor who received much more attention a decade later for performing surgery on the Shah of Iran) happened to be visiting as well, and when it became known that all three were Ferrari enthusiasts, the Princess insisted that Dr. Ernest De Bakey accept the 250 GT Coupe Speciale from her as a gift.



Built for royalty, the unique 250 GT Coupe Speciale is proudly featured in Pinin Farina press photos in 1957. *Courtesy of Pininfarina.*

Despite Dr. De Bakey's attempt to politely refuse the gift, he found a bill of lading waiting for him upon return to his home in Mobile, Alabama, and by the end of 1967 the Ferrari was unloaded at port in New Orleans from the freighter *Witmarsum*, as depicted by a period photograph. In 1968, the doctor sold the 250 GT to Dr. John Ochsner, the founder of an eponymous clinic in New Orleans, and he modified the wheels to 15-in. units, and installed disc brakes.

In 1970, the Pinin Farina coupe was acquired by the well-known dealer and collector Kirk White of Philadelphia, and by the end of the year he sold the car to John Delamater of Indianapolis. Briefly passing to Ken Hutchinson of Tower Lake, Illinois, the Speciale was re-acquired by Delamater, who then began a restoration in conjunction with Alan Powell of Mishawaka, Indiana.

In July 1973, the Ferrari was sold to Norman Silver, the owner of Silver Craft Furniture, at which point the body remained unpainted and the engine required some work. Shortly thereafter, Silver sold it to Powell in January 1974, and he in turn sold it three years later to John Wilson Clinard of Farmington Hills, Michigan.

Mr. Clinard's ensuing seven years of ownership marked an upturn in the car's fortunes. An executive for the Ford Motor Company, Clinard initially undertook a cosmetic freshening, repainting the exterior in rosso and re-trimming the interior with beige leather. He also retained the esteemed marque expert John Hajduk to rebuild the engine as needed. The owner was a fixture in the Ferrari's documentation, as well, eventually connecting with owners past and future to help establish a written record of the car's ownership history.





In 1984, Clinard sold the 250 GT to John Carmack of Carmel, California, who retained possession through the end of the decade. Passing to the respected New York-based Ferrari collector Anthony Wang in 1991, the Speciale was purchased five years later by Gregory Noblet, son of the better-known French racing driver Pierre Noblet.

Noblet sold the Ferrari in 1997 to the esteemed Philippe Lancksweert, a former partner of Jacques Swaters at the Garage Francorchamps in Belgium, and he commissioned Bachelli & Villa of Bastiglia to conduct a full cosmetic restoration, including a high-quality refinish in *grigio metallizzato* (metallic grey) paint, and re-appointment of the interior in beige leather. Autofficina SAURO in Bologna was retained to perform much of the mechanical refurbishment. Following completion of this work, the Speciale was presented at the Ferrari 50th Anniversary meet at Rome and Maranello in May 1997.

By the end of 1997 Mr. Lancksweert sold the 250 GT to dealer and enthusiast Todd Morici of Clifton, New Jersey. After displaying the Ferrari at the Cavallino Classic in January 1998, Morici sold the car to the current owner, where it continued to be domiciled in the U.S., even being presented in the Pininfarina class at the 2001 Pebble Beach Concours d'Elegance.

Now offered for the first time in 20 years, this phenomenal 250 GT Coupe Speciale offers extreme rarity and the illustrious provenance of ownership by royalty. As such a unique and significant one-off, the car has been featured in numerous factory journals and enthusiast books, including Angelo Tito Anselmi's *Le Ferrari di Pininfarina*, Stanley Nowak's *Ferrari - Forty Years on the Road*, Antoine Prunet's *Ferrari Legend - the Road Cars*, Gianni Rogliatti's *Ferrari Ecurie Garage Francorchamps*, Keith Bluemel's *Ferrari - The Road Cars*, and individual issues of *Forza* and *Prancing Horse* magazines.

Accompanied by a tool kit and documented with period photos, former owner's correspondence, restoration invoices and photographs, and various articles from the media, this unique Coupe Speciale offers a premium level of coachbuilt elegance on the 250 GT platform. It is eligible for near all events worldwide, and would make a superlative acquisition for any Ferrari enthusiast.

The legend and brand of Ferrari was initially built in the 1950s on both its racing success and the sale of its special road cars to royalty and the business titans of the era. This is a truly unique opportunity to acquire one of the most significant road cars of the 1950s and it is sure to draw attention at marque events and major concours d'elegance for its important one-of-a-kind royal coachwork.







274

1977 LOTUS ESPRIT SERIES 1

CHASSIS NO. **77090403H**
ENGINE NO. **AC7 7709 14090**

\$80,000 – \$100,000
OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1978.

Single ownership for four decades
Showing just over 15,000 miles
Retains its numbers-matching engine and gearbox
Original paint in rare and eye-catching Oxford Blue
One of 36 examples delivered in this color

When the production Esprit arrived at 1975's Paris Motor Show, it stood in marked contrast to the bug-eyed Europa. Finally, here was a Lotus that led the way not only in how the rear mid-engine coupe drove but in how it grabbed the spotlight. Underneath its fiberglass body sat a steel backbone chassis.

The S1 offered here is easily distinguished from a second-series car by its simple, unadorned look – created by the lack of rear-quarter ducting, black front and rear bumpers, and lack of side air ducts behind the passenger compartment. Parked next to the less angular update that carried the Esprit into the 21st century, this Series 1 is a throwback to another era.

Perfectly maintained in its original Oxford Blue – one of 36 such examples – over the original Oatmeal cloth and brown Marcasite interior, this first series Esprit remained with its original owner for 30 years. Purchased

last year by the current owner with only 14,800 original miles, the Lotus has recently undergone a sympathetic mechanical restoration totaling 1,000 hours of work. All mechanical components were tested and rebuilt as necessary, while the body was separated from the wishbone chassis, which was blasted and repainted to ensure no corrosion. The work included a complete engine rebuild, along with attention to the suspension, brakes, and transmission – ensuring that the Lotus looks and runs as it did when it left the factory.

Offered today is a stunning example of the first Esprit with its unassisted power steering and sharp handling, considered the purest of a breed that lasted nearly 30 years. Included is a comprehensive selection of photos and invoices documenting the mechanical restoration, along with the Lotus Certificate of Vehicle Provenance, original Bill of Sale, owner's manual, extremely rare complete tool kit, jack, and car cover. The car has been driven some 500 miles since acquisition, and it is ready for its next owner to enjoy.

A perfect piece for the new investor or those beginning to build their collection of modern sports cars, this highly original and low-mileage S1 Esprit is one of the finest extant.



1941 CADILLAC SERIES 62 CONVERTIBLE COUPE

275

Offered from long-term private ownership

Mechanically fully recommissioned

Ready to drive and enjoy

Cadillac made great strides in styling for 1941. For the first time, headlights were fully integrated into the front fenders, and a horizontal-theme grille stretched from side to side. The hood was made front-opening for the first time, and the gas tank filler was hidden in the left rear taillight, a feature that became a Cadillac hallmark. Hydra-Matic, General Motors' new fully automatic transmission, became available for the first time.

While many manufacturers have offered convertibles only in their most expensive series, Cadillac's sole soft-top was usually in the mid-level 62 Series. Such was the case in 1941, when this handsome model was manufactured. Equipped with a vacuum-powered convertible top, it was

available only as a Deluxe model, which included rear fender skirts, wheel trim, and some other décor items.

This handsome convertible coupe is equipped with pushbutton radio, heater, and electric clock as well as the conventional three-speed manual transmission. Painted in attractive beige, it has pleated red leather upholstery, all in very good condition. The top is black canvas, also without wear or aging. Mileage showing is slightly more than 78,000 and is believed to be correct. The engine compartment is clean and correctly detailed. The current owner has had it for some 20 years and though not often driven, it has been maintained regularly.

Cadillac's 1941 models have a simplicity of design that was somewhat lost in later models. This car is an excellent example that can be enjoyed from the moment of sale.

ENGINE NO. **8353831**

\$75,000 – \$100,000

OFFERED WITHOUT RESERVE



276

2008 FERRARI F430 GTC

CHASSIS NO. **2604**

ENGINE NO. **065**

\$425,000 – \$475,000

Please note that this lot is offered on a Bill of Sale only.

Two owners from new; never raced

Eligible for Ferrari's new Club Competizioni GT

Regularly maintained and ready to be raced

The Ferrari F430 shared its aluminum chassis with the 360 that preceded it, but its Pininfarina-penned styling charted a new course for Maranello. The F430 channeled Ferrari's past designs with taillights from the Enzo, Testarossa-like side mirrors that stretched out from its A-pillars, and ducts integrated into its sides and front fascia akin to 1960s Formula 1 cars. Pininfarina's Frank Stephenson is credited with the F430's striking design.



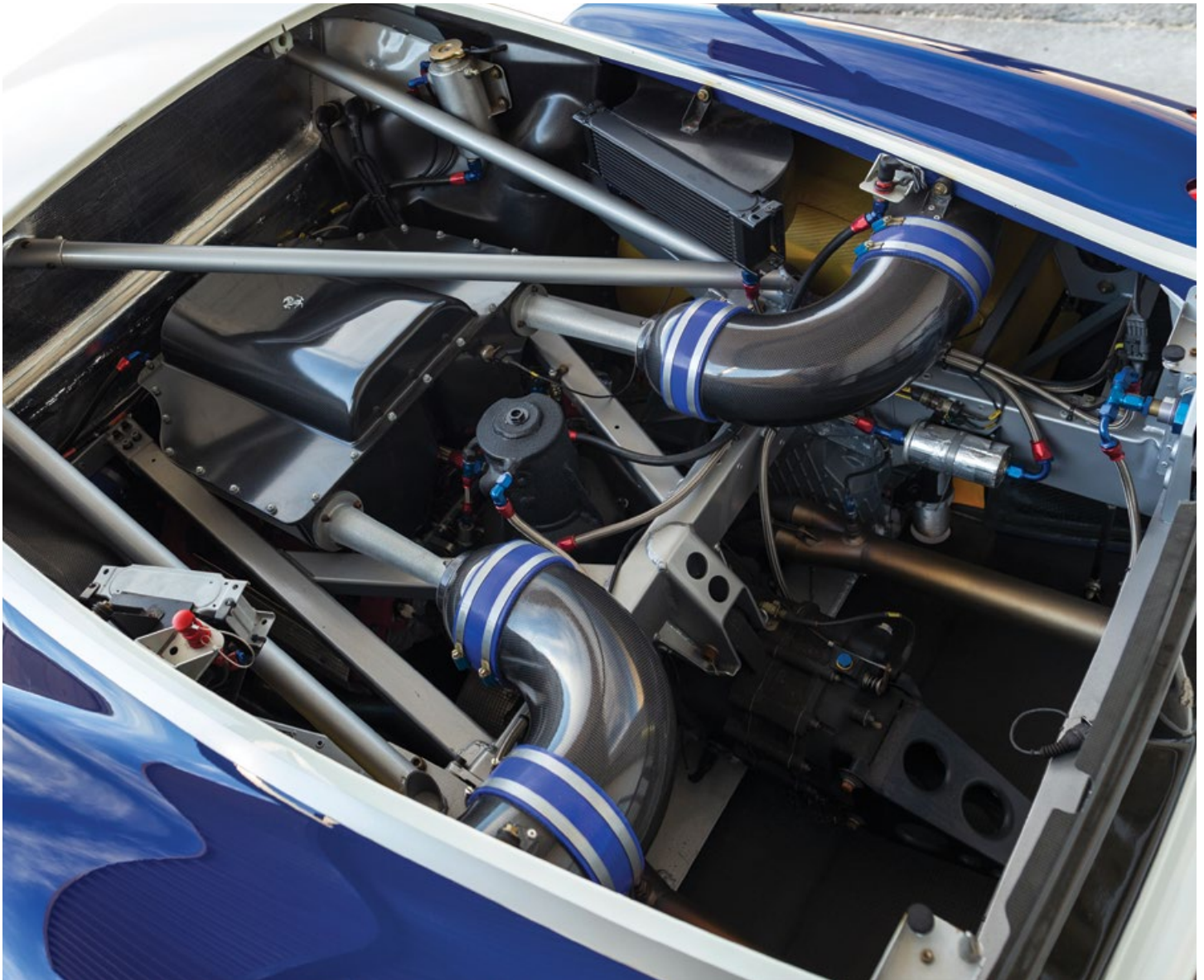
Though its styling was eye-catching, the F430's big newsmaker at its debut at the 2004 Geneva Motor Show was under its glass engine cover. The F430 marked the first use of Ferrari's new dual overhead camshaft, 32-valve V-8 engine, codenamed F136 E. The 90-degree V-8 was co-developed with Maserati, but Maranello's version got its own 180-degree flat-plane crankshaft. Chain-driven camshafts replaced rubber belts in the automaker's previous eight-cylinder. The new, modern V-8 was the first clean-sheet design for Ferrari in about half a century. The new engine sent its approximately 490 hp to the rear wheels via either a six-speed manual transmission or the automaker's six-speed F1 gearbox.



It did not take long for Ferrari's Corse Clienti department to take the wraps off a GT2 racing version of the F430. Developed with longtime racing partner Michelotto Automobili, the F430 GTC was eligible for American Le Mans Series racing, the Le Mans Series, the FIA GT Championship, and even the 24 Hours of Le Mans.

The F430 GTC made use of a downsized 4.0-liter version of the new V-8 in order to comply with FIA rules. The F430 GTC's engine was rated at 470 hp, but its impressive power-to-weight ratio meant it was significantly faster than the 550-hp F430 GT3. A six-speed sequential-shift transmission put power to the wheels in rapid fashion.

The F430 GTC featured a big rear wing with an integrated Gurney flap to enhance the design's already impressive downforce plus carbon fiber body panels to reduce weight. Race cars rode on 18-in. center-lock lightweight wheels wrapped in Michelin racing slicks rather than the 19-in. wheels with Pirelli tires on street cars. While the road-going F430 debuted adjustable dampers could be tweaked via a knob on its steering wheel, the F430 GTC's suspension retained garage-only adjustment. Noting the difference between the street F430 and the F430 GTC during a test at Miller Motorsports Park in Utah in 2012, *Road & Track* wrote that the two Ferraris "are like shades of red: in a similar family, yes, but totally different."



The F430 GT2 got off to a strong start by winning the FIA GT2 Manufacturers' Cup and Drivers' title in 2006 and 2007, the ALMS GT2 Manufacturers' Title in 2007, and it won the GT2 class at Le Mans in 2008. Ultimately, the F430 GT2 made Ferrari a dominant force in GT racing, and this has continued with the 458 GT2 and 488 GTE.

About 53 are said to have been built, including chassis no. 2604 offered here. While most F430 GT2s were used in competition, this car has only ever been tested by Michelotto prior to delivery and never raced. Built on 9 January 2008, this F430 GT2 was among the final examples built; a Ferrari Certificate of Origin signed by then-CEO Amedeo Felisa is included and verifies its chassis and engine numbers. When it was ordered through Corse Clienti, its first owner selected the optional data acquisition system, quick-refuel setup for its water

and engine oil systems, and full lighting for 24-hour competition. A letter from Cristiano Michelotto detailing these additional features accompanies the car, along with photos of every stage of the build.

It may not have been raced, but this F430 GT2 is ready for competition as it has been maintained and routinely started throughout its life, as confirmed by an inspection by GTO Engineering. Unlike many GT cars which have been raced hard for several seasons and occasionally damaged, this example is 'as-new' with no stories and ready to be used by its next owner.

Painted dark blue and white with silver detailing, this F430 GT2 has a clean, elegant look. Its extensive lighting kit is evident up front, with two sets of auxiliary lamps integrated into its front bumper

supplementing its headlights. The F430 GTC is in factory-original condition inside with its integrated roll cage, two OMP racing seats with a matching OMP three-spoke steering wheel, and a full array of competition switchgear.

Ferrari has made the F430 GTC eligible for Club Competizioni GT racing in 2019, which will include five events for GT cars from the 1990s until today. Eligible cars range from the 348 GTC to

the 488 GTC, including the F430 GTC. The races are set to be at the Mugello Circuit, the Indianapolis Motor Speedway, the Fuji Speedway, the Vallelunga Circuit, and an as-of-yet unannounced Finali Mondiali event.

Whether its next owner chooses to race it in Club Competizioni GT or preserve it for posterity, this F430 GTC represents an unrepeatable opportunity to buy an 'as-new' Ferrari GT car.





277

1934 PIERCE-ARROW EIGHT SILVER ARROW

CHASSIS NO. 2580180

\$225,000 – \$275,000

Production rendition of the famed Silver Arrow show cars

Comprehensive body-off restoration

Rare and remarkable Pierce-Arrow

Pierce-Arrow, with Packard and Peerless a member of the “Three Ps,” the alliterative triumvirate of the luxury car segment, had always used large engines. From 1910 to 1928, though, they had been T-head sixes. For 1929, a straight-eight replaced the sixes. It proved popular, doubling sales from the year before. But as Cadillac, Marmon, Packard, and Lincoln introduced twelves and sixteens, Pierce, too, joined the great cylinder race.

Chief engineer Karl Wise designed the new V-12 engine. Adopting an unusual 80-degree angle between the cylinder banks. The wide vee gave excellent access to the valve train, and also helped minimize vibration.

Introduced late in 1931 for the '32 model year, the twelve was offered alongside the eights, with common bodies but differing wheelbases.

Alas, sales continued to fall from their apex in 1929, and even the new twelve could not keep them above 3,000. A 1928 merger with Studebaker was benefiting neither company, and would soon be unraveled. In a Hail Mary moment, Pierce unveiled a dramatic new design at the January 1933 New York Auto Show. Conceived by Phil Wright, a young designer who had worked at GM Art & Colour, the Silver Arrow had slab sides with side-mounted spares hidden inside, a solid steel roof and stunning fastback in which the rear window resembled an eyebrow dormer. Priced at \$10,000, it is no surprise that just five were built.

The general theme, however, lived on. For 1934, Pierce put a more conventional nose on a coupe version of the Silver Arrow body, albeit without the slab sides, and sold it under the Silver Arrow name at \$3,495 (with eight-cylinders) or \$3,895 (for twelve).

This 1934 Model 840A eight-cylinder Pierce Silver Arrow was the recipient of a comprehensive body-off restoration some 15 years ago. Finished in soft Dove Gray, with darker grey accents, it has contrasting red wheels. The upholstery is grey broadcloth with black piping. Tidy throughout, the car has been very well cared for since restoration.

By 1933, however, Studebaker was in receivership. A group of Buffalo bankers rescued Pierce-Arrow with an infusion of cash, but the company faced competing in the marketplace solely at the high end of the price scale. Sales continued to slide, and the company was sold at auction in 1938. Left behind, however, were some of the most innovative and remarkable cars, among them the amazing Silver Arrows.





278

1957 FACEL VEGA FV2B

CHASSIS NO. **FV2BH19**
BODY NO. **137**

\$125,000 – \$150,000
OFFERED WITHOUT RESERVE

One of 62 FV2B examples built
Presents beautifully in silver over oxblood red leather
Superb craftsmanship and styling
from exclusive French atelier
Features the original Chrysler Hemi Fireflite engine
Recently completed the Colorado Grand

The first Facel Vega cruised onto the world stage in 1954 and immediately won acclaim as the ultimate luxury tourer, accompanied by the ultimate price tag. Building upon the success of the FV1 and FV2 models, the exclusive French automaker launched the FV2B in 1956, switching out the 4.5-liter motor for the more muscular 5.4-liter Chrysler Fireflite 'Hemi' V-8. It produced 285 hp and a top speed of 125 mph – an extraordinary performance for a stately grand tourer weighing almost 3,700 lbs. The stalwart steel body is affixed to a sturdy steel tubular chassis with servo-assisted hydraulic drum brakes and a two-speed PowerFlite automatic transmission, which provided excellent control even at high cruising speeds. Increased power was wrapped in

ravishing luxury. Fine leather and exquisite wood embellish the interior and the brightwork at the rear of the car is stainless steel, not chrome-plate. The second year of production saw the FV2B adopt dual-stacked headlights and twin side grilles.

This magnificent automobile is one of only 62 FV2B coupes produced in 1956 and 1957. Chassis H19 has just emerged from a meticulous cosmetic restoration finished in silver with oxblood leather throughout and retains all its factory accessories and opulent hand-crafted appointments. The Hemi V-8 engine remains in excellent order as is evidenced by the fact that this stunning Facel Vega recently completed the Colorado Grand, a tour of 1,000 miles through challenging landscapes.

The Facel Vega remains an iconic legacy of the golden days of motoring. This glorious FV2B offers an opportunity to acquire a shining example of the exclusive French marque, sure to thrill with its performance and stunning good looks at any and every event it attends.



1974 DE TOMASO PANTERA L

COACHWORK BY GHIA

279

Single ownership from new until 2015

Never restored; offered in highly original condition

Less than 24,200 original miles

Not yet old enough to obtain a car loan, Robert Evans purchased this 1974 De Tomaso Pantera L with the help of his uncle, Ernie Whitaker, in March 1975 from Stillpass Bros Inc in Cincinnati, Ohio. Over the following years, Robert paid Ernie's loan to the bank and in 1978, Ernie officially signed over the title.

Originally ordered in yellow over black, this unrestored and highly original Pantera L retains its eye-catching color scheme to this day. The original window sticker notes that the De Tomaso was originally ordered with air conditioning, magnesium sports wheels, 351-4V engine, five-speed transmission, power disc brakes, electric windows, tinted glass, and full instrumentation. Fully optioned, the car came to a

total cost of \$11,753.26, equivalent to over \$55,000 today, quite an investment for the first owner.

Once the De Tomaso was officially his, Robert lovingly cared for his pride and joy; images accompanying the history file show the shining yellow Pantera in perfect condition. At the time of its sale in 2015, the Pantera L had only 22,686 miles on its odometer – having only been used for the most special of occasions. The second owner, Alton Cherney of South Carolina, kept the De Tomaso just long enough to register it before selling it in November 2015 to a dealer in Surrey, UK, when it was acquired by the current owner.

Under its current ownership, the De Tomaso has been carefully maintained and is beautifully preserved for its age. Ideal for anyone who was not lucky enough to get their hands on one new in the 1970s, it would be hard to find a Pantera as well maintained and original as this exceptional example.

CHASSIS NO. **THPNND06705**

\$80,000 – \$100,000

OFFERED WITHOUT RESERVE



280

1996 FERRARI F355 SPIDER

CHASSIS NO.
ZFFXR48A9T0104887

\$60,000 – \$80,000

OFFERED WITHOUT RESERVE

Less than 18,000 actual miles

Desirable six-speed manual transmission example

Stunning Giallo Modena over Nero leather

Recent engine-out service; less than 300 miles since

Includes books, tools, and service records

The F355 Spider was first introduced to the public in Monaco in 1995. With a stress-bearing, semi-monocoque steel chassis that has variable-section and tubular front and rear sub-frames, the F355 incorporated Ferrari's Formula 1 technology of the day and retained much of the performance of its hardtop sibling. Press reviews of the F355 Spider raved about this mid-engine supercar's blistering performance, luxury, and looks. Dealers could hardly keep new examples on their showroom floor, and the F355 would become Ferrari's best-selling car yet. Three different body styles were available: Berlinetta, the targa-style GTS, and the F355 Spider.

Equipped with the desirable six-speed manual transmission, the F355 Spider on offer is presented in the striking and beautiful color combination of Giallo Modena over black leather. Originally titled in Illinois before being registered at the beginning of 1997 in Connecticut, the Spider had only completed 6,258 miles by 2005. The F355 resided on the East Coast for several years, before being acquired by the current owner in 2012. Today, the car has been driven only 17,500 miles since new.

Boasting a desirable color combination, the car is accompanied by a set of owner's manuals and tools in their respective leather folio and case, the compressed air bottle, and a clean CARFAX report. Following a fresh engine-out service in 2017, the F355 has only been driven an additional 300 miles since. Furthermore, it has recently had all its notorious "sticky buttons" replaced. This is truly a shining example of one of Ferrari's most-loved models which is ready to drive and enjoy.



1971 PORSCHE 911 T TARGA

281

Original matching-numbers engine

Complete with owner's manuals and tool kit

Original interior with recently repainted exterior

Less than 68,000 miles recorded, believed original

The year 1969 marked major changes in Porsche's chassis design and model lineup. The wheelbases of the 911 and 912 were lengthened by 2.4 in., which greatly improved drivability. The front fenders and rear-quarter wheel openings were flared slightly to accommodate wider wheels and tires. The heating and ventilating systems were upgraded from the previous year's model, along with numerous other interior and exterior details. For the 1970 and 1971 C- and D-series, engine displacement was increased to 2.2 liters across the range, which now included the model 911 T, the last 911 to sport carburetors.

This example, one of those last carbureted 911s, was finished in January 1971 with a host of options such as comfort equipment, Blaupunkt radio,

pressure cast Fuchs wheels, all around tinted glass, and Dunlop tires. Delivered to the U.S., this 911 T Targa was one of just a few hundred 911 Ts built to U.S.-specification that year.

In very pleasing condition throughout, this 911 T has been well prepared for its next half century. All heater components were repaired or replaced in 2013, with a new fuel pump and master cylinder following in 2014. The removal of the engine in 2015, in preparation for the replacement of new seals, allowed for a careful detailing of the engine compartment. Cosmetically the Targa was repainted in June 2018, and the removable top was restored the following August. Five new Pirelli tires were fitted to the restored 15-in. wheels to complete the package.

Service records accompany the Porsche, attesting to the originality of the mileage. With low original mileage, a rare specification, and still equipped with its matching-numbers engine, this 'long-hood' 911 ticks all the boxes.

CHASSIS NO. **9111111568**

ENGINE NO. **6116260**

\$100,000 – \$125,000

OFFERED WITHOUT RESERVE



282

1978 INTERNATIONAL SUPER SCOUT II CONVERSION

CHASSIS NO. **HO062HGD17192**

\$70,000 – \$90,000

OFFERED WITHOUT RESERVE

Concours-quality restoration by marque expert

**Restored to Super Sport II specifications
using original and NOS parts**

Ready to show or go, on and off the road

The outstanding 1978 Scout on offer has been impeccably restored. During restoration, a standard Scout II was upgraded to factory-correct SS II specification. It was expertly prepped and painted inside and out in the factory-correct shade of Omaha Orange. Original-style door inserts were then fitted – correctly presented in bare satin black with exposed hardware. Original graphics were reproduced and applied to the quarters and front fenders, and other correct SS II parts such as the flares, ABS plastic grille and tailgate inserts, and complete soft top and door set were sourced from noted IH Scout experts. Bare painted floors, correct for the SS II, are protected by correct IH branded rubber floor mats. The bucket seats, center console, and tilt steering column are

also part of the SS II package. The only deviation from standard is the plain black seat upholstery; a correct material and pattern for standard Scouts, and a more attractive option.

The frame has been fully media blasted and refinished in correct satin black powder coat for a long lasting and durable finish. Under the hood is the International's 345-cu. in. V-8, which is fully detailed; it is backed by a freshly refurbished Torqueflite automatic transmission and integrated transfer case. Power disc brakes and power steering help make it an easy and enjoyable drive while, for safety and usability, a poly fuel tank replaces the original steel tank.

This is an audacious period piece that is a great alternative to more commonplace classic off-roaders, and a fabulous expression of late 1970s style. Few International Harvester Scouts have been restored with such attention to detail, and this outstanding truck is ready for show or enjoyment, on and off the road.



1961 OLDSMOBILE DYNAMIC 88 'BUBBLE TOP' COUPE

283

34,802 original miles, believed actual

Stunning original interior with fresh paint

Colorado car from new; long-term enthusiast ownership

Desirable 'Bubble Top' coupe body style

In a move to modernize its lineup, Oldsmobile introduced a completely new 88 for 1961. The full-size car was now shorter, lower, and narrower than its predecessor, while utilizing the same 123-in. wheelbase. With styling inspired by the burgeoning "Space Race," General Motors' "Rocket" division produced a car that looked ballistically fast even while sitting still. Under the hood, the 371-cu. in. V-8 was replaced by the 98 model's 394-cu. in. unit, with the Dynamic 88 receiving 250 hp. The redesigned 88 'Bubble Top' coupe was fast, spacious, luxurious, and stylish, everything you'd expect from an Oldsmobile.

The truly exceptional example offered here showcases the attributes that only a low-mileage, well-preserved original car can possess. With just 34,802 miles recorded since new, the car remains in near factory original condition. The pristine condition of the tri-colored

original interior and carpet is extraordinary, proving along with all factory date-coded glass that this handsome one-year-only coupe car received remarkable care throughout its life. The original 394-cu. in. V-8 purrs nearly silently, just waiting to be unleashed. It is nicely equipped with desirable options including power steering, power brakes, Hydramatic transmission, AM radio, trunk opener, and the factory tissue dispenser. Having been the recipient of a high-quality paint job, the glass smooth finish in factory code F Azure Mist poly with Provincial White top sparkles from every angle. It truly is one of the finest 1961 Oldsmobiles available.

Sold new by Arapahoe Motors in Englewood to Mrs. John R. McPhee from Denver, this car has remained in the dry Colorado climate to this day. Recently removed from the long-term personal collection of a noted Oldsmobile collector, it has never before been offered for public sale. This is a rare opportunity to own one of the finest luxury coupes of its day in better-than-new condition. It is offered with the factory build sheet, warranty book, Protect-O-Plate warranty card, and a selection of awards earned at Oldsmobile-only events.

CHASSIS NO. 612K12229

\$40,000 – \$50,000

OFFERED WITHOUT RESERVE

ACKNOWLEDGEMENTS

SPECIAL THANK YOU

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Jürgen Barth	Kevin Marti
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Alexis Callier	Porsche Cars North America
Nicole Englebert-Van Bever	Paula Reisner
Ferrari Classiche	The Revs Institute
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Ford Show Parts	Rolls-Royce Enthusiasts' Club (Hunt House)
GM Heritage Center	Rolls-Royce Foundation
The Henry Ford	Shelby American
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GUIDE TO BUYING AT AUCTION

CONTRACTUAL OBLIGATIONS

Please consult the Bidders' Conditions of Business for details on your contractual obligations of bidding at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") auction.

POST-SALE SETTLEMENT

In the event of a successful bid, our Administration department will e-mail you a copy of your Bill of Sale and wire transfer instructions following the sale. Payment is due in full on or before 5:00 p.m. of the next business day following the auction, and payment is to be made to RMS. All payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.

ADDITIONAL FEES AND TAXES

The final bid price does not include the Buyers' Premium or applicable taxes on each lot purchased. The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RMS certification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the lot to their final destination.

BUYERS' PREMIUM

In addition to the Hammer Price, the winning Bidder is required to pay RMS a percentage of the Hammer Price, which RMS retains as the Buyers' Premium for their purchase of each lot ("**Buyers' Premium**") in accordance with the following clauses:

- In the event of a final Hammer Price of \$250,000.00 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- In the event of a final Hammer Price above \$250,000.00 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000.00 (USD), and receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000.00 (USD).
- Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of that particular lot.

TITLE TRANSFER

In an effort to ensure all titles are free and clear of liens or encumbrances, RMS manages the process of title reassignment on your behalf. Buyers will receive titles via UPS up to fifteen (15) business days following the auction.

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BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lot being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$250,000	\$5,000
\$500,000	\$10,000

REMOVAL OF PURCHASED LOTS

All purchased lots must be removed from the auction site by 3:00 p.m. on the next business day following the auction. If the lot is not removed by the Bidder by 3:00 p.m. on the next business day following the sale, the Bidder will be charged a removal fee and a daily storage fee until the lot is removed. Please note that the Bidder is required to insure their lot while it is being stored on their behalf.

DOMESTIC SHIPPING

Representatives from Reliable Carriers will be onsite to assist clients wishing to transport an automobile purchased at auction. For further information, please contact:



Reliable Carriers, Inc.
800 521 6393
www.reliablecarriers.com

INTERNATIONAL SHIPPING

Please contact Mike Brablec at the number provided for recommendations and assistance.

TRANSPORTATION CONTACT INFORMATION



MIKE
BRABLEC

+1 519 436 8765
mbrablec@rmsothebys.com

INSURANCE

RMS' official insurance partner is Hagerty, the global leader in classic car insurance. Hagerty representatives will be available onsite for assistance. For more information, please contact:

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A REPUTATION FOR PERFECTION

Over the past 30 years, RM Auto Restoration has steadily grown and evolved into a widely recognized world-class restoration facility that has achieved unprecedented honors in the automotive restoration industry.

Whether it's a complete body-off restoration, a partial restoration, or a cosmetic upgrade, our dedicated team of restoration perfectionists provides an unwavering commitment to delivering flawless work no matter the project.



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Coachwork by Dietrich
Chassis no. 906-14
Restored by RM Auto Restoration from an exceptional original car,
this Packard was judged Best in Class and nominated for
Best of Show at the 2017 Pebble Beach Concours d'Elegance



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CONSIGNORS' CONDITIONS OF BUSINESS

1. Introduction.

1.1 Please ensure that you read and understand these Conditions of Business prior to consigning a motor car or any other lot at this or any other RM Auctions, Inc. d.b.a. RM Sotheby's ("RMS") sale.

1.2 RMS' contractual relationship with the Consignors is governed by:

1.2.1 these Consignors' Conditions of Business;

1.2.2 the Consignment Agreement Package; for the avoidance of doubt, this is the fillable package containing the Consignors' personal information and information regarding the motor car or any other lot;

1.2.3 the Conditions of Business displayed in the auction salesroom;

1.2.4 the Conditions of Business displayed on RMS' website; and

1.2.5 in each case as amended by any salesroom notice or auctioneer's announcement at the auction.

(Clauses 1.2 to 1.2.5 together "**Contractual Obligations**".)

1.3 As auctioneer, RMS acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

1.3.1 Occasionally, RMS may own a motor car or any other lot (and in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. RMS Receiving Motor Car or Any Other Lot in Trust.

Any consigned motor car or any other lot is delivered to RMS in trust under the exact terms set forth in this agreement. RMS agrees to receive the motor car or any other lot in trust and not to permit its use for any other purposes, other than those contained in this agreement, without the expressed written consent of the Consignor.

3. Services.

RMS agrees to act as an agent for the Consignor and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RMS will have absolute discretion with regard to the motor car and any other lot or any RMS auction as to (a) consulting any expert either before or after the sale, (b) researching the provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

4. Commissions.

In the event that the motor car or any other lot is sold, the Consignor agrees to pay the Sellers' Commission on the last accepted bid to RMS, as indicated in the Commissions Section of the consignment package. Further, the Consignor acknowledges that RMS will collect a Buyers' Premium from the Buyer of the motor car or any other lot in question based on the last accepted bid on the motor car or any other lot. Please note that the Buyers' Premium may be subject to change at the discretion of RMS if the standard Buyers' Premium for the auction changes. To be clear, the Buyers' Premium on the motor car or any other lot will not be different from the Buyers' Premium for other motor car lots or any other lots in the auction.

5. Proceeds to Consignor.

5.1 As an accommodation to the Consignor, RMS agrees to act as an intermediary between the Consignor and the Buyer by accepting the purchase price from the Buyer, transferring the motor car or any other lot to the Buyer, and delivering the amounts due to the Consignor under this agreement. If the motor car or any other lot is sold by RMS during the term of this agreement, the money due to the Consignor shall be disbursed within twenty (20) business days after the sale provided the purchase price, applicable commissions, and fees have been received by RMS, in accordance with the terms of this agreement.

5.2 As used in this agreement, a "sale" occurs between the Consignor and the Buyer when the hammer or equivalent device or mechanism drops on the last accepted bid or when the auctioneer awards the motor car or any other lot to the highest Bidder.

5.3 The Consignor authorizes RMS to release the motor car or any other lot to the successful Buyer upon RMS receiving full payment from the Buyer or financing terms as agreed to with RMS.

5.4 The Consignor agrees to rely solely upon the Buyer for payment.

5.5 Before payment of any money due to the Consignor is to be made, the Consignor agrees to provide RMS with the documents necessary to transfer the ownership of the motor car or any other lot to the Buyer.

5.6 If RMS has reason to believe or is notified that the Consignor's breach or alleged breach of the Contractual Obligations or Consignor's action could potentially cause RMS liability ("**dispute**"), RMS, at its sole discretion, may withhold payment to the Consignor until the dispute has been resolved; further, RMS may deduct any sums that are due to it from the sum held.

6. Exclusivity.

6.1 The Consignor grants to RMS the exclusive right and authority to advertise and sell the motor car or any other lot for a period beginning with the date of this agreement and ending sixty (60) business days following the auction.

6.1.1 If the motor car or any other lot is sold prior to the auction and RMS has not agreed in writing to this sale, the motor car or any other lot will then be considered "withdrawn" from the auction by the Consignor, and the Consignor agrees to abide by clause 19 *Withdrawn Motor Car or Any Other Lot* of these Conditions.

6.1.2 If the motor car or any other lot does not sell at auction, the Consignor grants RMS the authority to list the motor car or any other lot for sale on RMS' Private Sales website and advertise in other mediums at RMS' discretion the motor car or any other lot for sale up to sixty (60) days after the auction.

6.1.2.1 RMS does not have the authority to unilaterally sell the Consignor's motor car or any other lot after the auction and must submit what RMS believes to be commercially reasonable offers for sale to the Consignor.

6.1.2.2 If the Consignor agrees to the sale of the motor car or any other lot, the Consignor will be required to pay RMS a percentage of the sale price as an administrative fee, based on RMS' standard payment grid.

7. Title, Registration Documents, and/or Appropriate Documents Evidencing Chain of Ownership to Motor Car or Any Other Lot.

7.1 It is the absolute requirement of the Consignor that they provide any and all titles, registration documents, or appropriate documents evidencing ownership and/or government registrations (such as Purchase Agreements and Bills of Sale) ("**Titles**") to the motor car or any other lot to RMS prior to the auction of the motor car or any other lot.

7.2 The Consignor warrants that the Consignor is the sole and only owner of the motor car or any other lot and that the Consignor has full right and authority to sell the motor car or any other lot.

7.3 The Consignor agrees to provide RMS with a good, clear, and transferable Title to the motor car or any other lot in advance of the auction.

7.3.1 If for whatever reason RMS is forced to correct any Title defect, the Consignor agrees to pay for any and all reasonable expenses.

7.4 In order to facilitate and transfer the Title for the motor car or any other lot, the Consignor agrees to sign a Power of Attorney attached in this Consignment Agreement package.

8. Non-Payment by Buyer.

In the event of non-payment by the Buyer, RMS will endeavor to use reasonable efforts to enforce payment from the Buyer; however, RMS shall not be liable to the Consignor for payment. If the Buyer does not pay RMS, then at RMS' sole discretion, RMS may cancel the sale and return the motor car or any other lot to the Consignor, enforce payment by the Buyer, or take other actions permitted by law. Notwithstanding the preceding sentences, if RMS has paid any portion of the purchase price to the Consignor, but the purchase price has not been collected from the Buyer of the motor car or any other lot, the Consignor hereby agrees, simultaneously with such payment, to assign to RMS any and all rights that the Consignor may have against such Buyers to the extent of such payment, whether at law, in equity, or under the Contractual Obligations. The Consignor agrees to execute any documents reasonably necessary to evidence this assignment, including, with respect to the Consignor's representations, warranties and indemnities set forth in this agreement. The Consignor authorizes RMS, at RMS' sole discretion, to impose on any Buyer, and retain for RMS' account, a late charge if payment is not made in accordance with the Contractual Obligations.

9. Motor Car or Any Other Lot Description.

9.1 The Consignor agrees to accept sole responsibility and liability for any representations made by RMS that accurately repeat the information supplied by the Consignor as to the character, features, condition, correctness, authenticity, or history of the motor car or any other lot and to indemnify, defend, and hold RMS harmless from any claims that may be made with respect to any such representations.

9.2 The Consignor is required to review and approve any and all catalogue descriptions within two (2) business days of receiving the catalogue descriptions from RMS' Research department.

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CONSIGNORS' CONDITIONS OF BUSINESS

10. Motor Car or Any Other Lot Operation.

10.1 The Consignor warrants that the motor car or any other lot is in a safe, operable condition to be driven or moved by RMS' employees or representatives. The Consignor acknowledges that should RMS, at RMS' sole discretion, determine that the motor car or any other lot is not safe to operate or move, the motor car or any other lot will not be allowed across the block under its own power.

10.2 The Consignor authorizes RMS to perform minor work on the motor car or any other lot to facilitate the motor car or any other lot to start and drive across the auction block or be presentable for sale. The Consignor will hold RMS harmless and indemnify RMS from any damage or liability caused by the minor work performed by RMS' staff on the motor car or any other lot.

11. Drivers. The Consignor acknowledges and grants permission for RMS and its employees and agents to drive or move the motor car or any other lot from time to time before, during, or after the sale. The Consignor acknowledges that it is the Consignor's responsibility to maintain sufficient insurance coverage to permit such driving or moving, and the Consignor specifically agrees to indemnify, defend, and hold RMS harmless, as provided in this agreement, from any liability that may result from such driving or movement of the motor car or any other lot.

12. No-Sale of Motor Car or Any Other Lot.

12.1 If there is a no-sale, any and all fees owing must be paid to RMS before the motor car or any other lot is released to the Consignor.

12.2 If there is a no-sale, the Consignor is required to remove their non-sold motor cars, including motorcycles, boats, and trailers, from the auction site by the next business day by five PM (5:00 p.m. EST) in the jurisdiction where the auction was held ("**Removal Deadline**").

12.3 Contingent upon clause 12.2 being satisfied, the motor car's Title (as long as the Consignor does not owe RMS any money) will be returned to the Consignor within sixty (60) business days.

12.4 If any motor cars, including motorcycles, boats, and trailers, are not removed by the Removal Deadline (or are not granted authority to be removed due to clause 12.1), RMS will remove the motor cars, including motorcycles, boats, and trailers, and the Consignor is required to pay RMS a removal fee of up to \$600.00 (USD) and a daily storage fee of up to \$40.00 (USD).

12.5 For the removal of a non-motor car lot, including but not limited to memorabilia, jewelry, and clothing, from the auction site, a direct shipping company will contact the Consignor after the sale; please note that a reasonable memorabilia removal and storage fee will apply.

12.6 If the Consignor has not removed their motor car or any other lot from the storage facility within six (6) months of the sale date, RMS has the right to enter the motor car or any other lot into an auction at no reserve or sell via private treaty for fair market value.

12.6.1 Once sold, RMS will retain all reasonable expenses, auction fees if sold via auction, and if sold via private treaty, a twenty percent (20%) commission; if there are any remaining funds, these will be returned to the Consignor within thirty (30) business days of the sale.

12.7 RMS shall have the right to exercise a charge or lien on the non-sold motor car or any other lot, or any other property belonging to the Consignor in the possession of RMS if the Consignor owes RMS money, and to apply any money due or to become due to the Consignor, to the outstanding money the Consignor owes to RMS.

13. Cancellation/Rescission of Auction.

13.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the auction and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

13.1.1 Force Majeure events including but not limited to:

13.1.1.1 any natural disaster, which despite reasonable efforts, restricts RMS from holding the auction;

13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RMS from holding the auction; and

13.1.1.3 a terrorist event, which despite reasonable efforts, restricts RMS from holding the auction.

13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.

14. Cancellation/Rescission of Motor Car or Any Other Lot.

14.1 RMS will use reasonable efforts to avoid cancellation/rescission; however, RMS has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Consignor for any losses or damages resulting from the cancellation/rescission if RMS believes the following events have occurred or have a reasonable probability of occurring:

14.1.1 RMS opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;

14.1.2 RMS opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;

14.1.3 RMS is served with a lawsuit from a third party in relation to the motor car or any other lot;

14.1.4 RMS faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;

14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;

14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or

14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RMS has the right to retain the Buyer's funds on account and be the arbitrator as to the

merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RMS deems the Buyer's claims to be valid.

15. Estimates and Catalogue Descriptions. Any pre-sale estimates are intended as guides for prospective Bidders. RMS makes no representation or warranty of the anticipated selling price of a motor car or any other lot, and no estimate anywhere by RMS of the selling price of a motor car or any other lot may be relied upon as a prediction of the actual selling price. Estimates included in catalogues, online, in pre-mailers, in any advertisements, or elsewhere are preliminary only, and they are subject to revision by RMS from time to time at its sole discretion. The Consignor acknowledges that RMS will not be liable for any errors or omissions in the catalogue or other descriptions of a motor car or any other lot, and these descriptions make no guarantees, representations, or warranties whatsoever to the Consignor with respect to a motor car or any other lot, its attribution, legal title, condition, value, or other characteristics.

16. Odometer Statement. The Consignor will provide a duly executed odometer statement on or before the first day of the auction and to accept sole responsibility for the accuracy or inaccuracy of such statement.

17. Reserve.

17.1 A reserve price noted in the fillable section of the Auction Consignment Agreement is the lowest bid acceptable to the Consignor. Reserve prices may be lowered at any time by the Consignor, either verbally or in writing, but may not be raised. The reserve does not include commissions to RMS. RMS has the right to sell the motor car or any other lot at a price below the agreed verbal or written reserve provided that the Consignor receives the same net proceeds as the Consignor would have received had the reserve been met. If no reserve, indicate clearly by writing "NONE" in the space provided in the fillable section of the Auction Consignment Agreement.

17.2 If RMS contributes to the hammer price to meet a reserve, the reserve for the respective motor car or any other lot becomes the hammer price plus RMS' contribution for purposes of commissions.

18. Insurance. The Consignor will be responsible for maintaining adequate property insurance on the motor car or any other lot at all times, and this insurance must be at least equal to the aggregate low pre-sale auction estimate for the motor car or any other lot, which in each case shall include insurance for damages to the motor car or any other lot and shall not be cancellable by the insurance company until after ownership and Title have passed to the Buyer and the Buyer has taken possession of the motor car or any other lot from RMS. RMS does not maintain insurance with respect to the Consignor's motor car or any other lot, but RMS does carry Garage Keeper's Insurance to cover RMS employees' acts of gross negligence while the motor car or any other lot is in the care, custody, and control of RMS. With the exception of RMS' employees' acts of gross negligence, the Consignor agrees that RMS and its respective affiliates and agents will not be responsible for, and the Consignor releases RMS and its respective affiliates, agents, and warehouses from, any and all liability for loss of, theft of, or damage to the motor car or any other lot.



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1966 Ferrari 275 GTB/6C Alloy Berlinetta
Chassis no. 08311

6 FEBRUARY 2019

PARIS

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CONSIGNORS' CONDITIONS OF BUSINESS

19. **Withdrawn Motor Car or Any Other Lot.**

19.1 The Consignor acknowledges that RMS has incurred and will incur significant costs preparing, advertising, marketing, and promoting the motor car or any other lot for the auction.

19.2 If the Consignor withdraws one or more of the motor cars or any other lots from the auction after the signing of this agreement, the Consignor will pay RMS the Buyers' Premium and Sellers' Commission that would have been due under this agreement had the motor car or any other lot met (i) their reserve, (ii) if offered without reserve, then the motor car's or any other lot's published low estimate, or (iii) if no published low estimate, then the motor car's or any other lot's fair market value as determined by RMS, by five PM (5:00 p.m.) of the next business day following the auction.

20. Legal Action. In the event that either party brings action against the other arising from or relating to the provisions of this agreement, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. The law of the jurisdiction in which the auction is held shall govern the provisions of this agreement.

21. Marketing Fee. The marketing fee is non-refundable and is not credited toward the sales commission.

22. Bidding Restrictions. The Consignor hereby agrees not to bid on his/her/their motor car or any other lot. Although the auctioneer shall be entitled to bid on the Consignor's behalf up to the amount of the reserve (if applicable), the Consignor shall neither instruct nor permit any other person to bid on behalf of the Consignor for his/her/their motor car or any other lot. If, however, in violation of the foregoing, the Consignor (or his or her agent) bids on his/her/their motor car or any other lot and becomes the successful Bidder, the expenses, marketing fee, repair expenses, Buyers' Premium, and Sellers' Commission on the hammer price shall be payable by the Consignor. If the Consignor does not pay in accordance with this clause, his/her/their motor car or any other lot may be sold without reserve.

23. Motor Car's or Any Other Lot's Batteries. If a motor car or any other lot arrives at the auction with a dead battery, or shows signs of a draining battery, an automatic \$200.00 (USD) (or the local currency equivalent) replacement fee will be charged to the Consignor.

24. **Anti-Freeze Is the Responsibility of the Consignor.**

24.1 As the Consignor's motor car or any other lot could be shipped to a location where below freezing temperatures are a possibility, it is the Consignor's responsibility to ensure that within the last six (6) months they have winterized their motor car or any other lot for shipping in freezing temperatures. Winterizing one or more of the motor cars or any other lots means that the Consignor has completely filled and properly mixed, at a minimum, negative twenty degrees Fahrenheit rated (-20°F) anti-freeze into their motor car's or any other lot's radiator.

24.2 If any damage occurs because the Consignor did not properly winterize their motor car or any other lot, it will be the Consignor's responsibility to cover the damages, and RMS may recap these damages from the Consignor's settlement. If it is found that the Consignor did not properly winterize their motor car or any other lot, the associated costs with checking, filling, and disposing the anti-freeze will be recapped from the Consignor's settlement; if the motor car or any other lot is not sold, the Consignor must pay RMS before the Consignor can re-take possession of their motor car or any other lot. If already settled, the Consignor must pay RMS directly.

25. Entire Agreement. This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, this agreement shall not be modified, except in writing. Whenever used in this agreement, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.

26. No Legal or Tax Advice. This agreement is an important legal document. The Consignor acknowledges that the Consignor has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RMS has not provided legal or tax advice or tax planning services to the Consignor or for the Consignor's benefit in connection with the transactions contemplated by this agreement, and no one at RMS has acted as the Consignor's attorney or tax advisor.

27. Data Use. The Consignor agrees to allow RMS to use their personal information in accordance with RMS' privacy policy. RMS uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchases of items at RMS auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RMS website homepage under the Privacy and Terms tab. If you wish to ask any questions regarding the use of your personal information; request a full accounting of what personal information is on file with RMS; unsubscribe to any services or purge your personal information from RMS' systems, please email privacy@rmsothebys.com.

28. Anti-Money Laundering. The Consignor agrees to provide all information and assistance reasonably requested by RMS to comply with RMS' internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

29. Photography, Videography, and Illustrations. All photographs, videography, and illustrations commissioned by RMS for the motor car or any other lot are the absolute property of RMS, and RMS shall have the absolute right to use the photographs, videography, and illustrations as RMS deems fit.



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CONSIGNMENTS AND
BIDDERS INVITED



1930 Duesenberg Model J 'Sweep Panel' Dual-Cowl Phaeton
Coachwork by LeBaron
Engine no. J-487

9 MARCH 2019

AMELIA ISLAND

CONSIGNMENTS INVITED THROUGH 23 JANUARY

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BIDDERS' CONDITIONS OF BUSINESS

1. Introduction.

1.1 Please ensure that you read and understand these Conditions of Business prior to bidding on a motor car or any other lot at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together "RM"). Even though the RM Bidders' Conditions of Business are standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each Bidder's responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Bidders' Conditions of Business are subject to change, and it is each Bidder's responsibility to apprise themselves of any changes to the Bidders' Conditions of Business. Bidders are encouraged to contact RM's Client Service department at clientservices@rmothebys.com with any questions or concerns regarding these Bidders' Conditions of Business.

1.2 RM's contractual relationship with the Bidders is governed by:

- 1.2.1 these Bidders' Conditions of Business;
- 1.2.2 the Bidders' Conditions of Business displayed in the auction salesroom;
- 1.2.3 the Bidders' Conditions of Business displayed on RM's website; and
- 1.2.4 in each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.4 together "**Contractual Obligations**".)

1.3 As auctioneer, RM acts as the agent for the Consignor, and a sale contract is made directly between the Consignor and the Buyer.

- 1.3.1 Occasionally, RM may own a motor car or any other lot (and, in such circumstances, acts in a principal capacity as the Seller) and/or may have a legal, beneficial, or financial interest in a motor car or any other lot as a secured creditor or otherwise.

2. **Services.** RM agrees to act as an agent for the Bidders and provide auction services including, but not limited to, a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the motor car and any other lot or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

3. Registration Fee.

3.1 In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

- 3.1.1 up to a \$300 (USD) bidder registration fee for RMS North American auctions;
- 3.1.2 up to a \$200 (USD) bidder registration fee for RMA North American auctions;
- 3.1.3 a €200 (EUR) bidder registration fee for RMS Paris auctions;

3.1.4 a €150 (EUR) bidder registration fee for RMS Monaco and Villa Erba auctions; and

3.1.5 a £150 (GBP) bidder registration fee for RMS London, United Kingdom, auctions.

4. Bidding.

4.1 To bid at an RM auction, a Bidder must be at least 21 years of age.

4.2 At auction, there is no "cooling-off period." If you are awarded the final bid, ownership changes hands at the drop of the gavel. You own the motor car or any other lot and are responsible for payment in full. No Bidder may retract a bid made during the sale for any reason.

4.3 The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the motor car or any other lot.

4.4 RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding and, whether during or after the sale, to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the motor car or any other lot in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute order or absentee bids and accept telephone bids and online bids via rmothebys.com as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection therewith. Prospective Bidders should also consult rmothebys.com for the most up-to-date cataloging of the motor cars or any other lots.

4.5 By participating in the sale, the Bidder represents and warrants that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with federal and state antitrust law. RM may require such necessary financial references, guarantees, deposits, and/or such other security, at their absolute discretion, as security for any bid. Please bear in mind that RM is unable to obtain financial references over weekends or public holidays.

5. Purchase Price.

5.1 The Purchase Price shall consist of the following:

- 5.1.1 the Hammer Price of the motor car or any other lot, and
- 5.1.2 the applicable Buyers' Premium.

(Clauses 5.1 to 5.1.2 together "**Purchase Price**".)

6. Buyers' Premium.

6.1 In addition to the Hammer Price, the winning Bidder is required to pay RM a percentage of the Hammer Price, which RM retains as the Buyers' Premium for the purchase of each motor car or any other lot ("**Buyers' Premium**").

6.2 RMS North American auctions will have the following Buyers' Premiums:

- 6.2.1 In the event of a final Hammer Price of \$250,000 (USD) and below on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%).
- 6.2.2 In the event of a final Hammer Price above \$250,000 (USD) on all motor car lots, RMS will receive a Buyers' Premium of twelve percent (12%) on the first \$250,000 (USD) and will receive a Buyers' Premium of ten percent (10%) on the Hammer Price above \$250,000 (USD).

6.2.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) on the Hammer Price of those particular lots.

6.3 RMA North American auctions will have the following Buyers' Premiums:

- 6.3.1 RMA will receive a Buyers' Premium of ten percent (10%) on all motor car lots.
- 6.3.2 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of fifteen percent (15%) on the Hammer Price of those particular lots.

6.4 RM European auctions will have the following Buyers' Premiums:

- 6.4.1 In the event of a final Hammer Price of €200,000 (EUR) and below on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).
- 6.4.2 In the event of a final Hammer Price above €200,000 (EUR) on all motor car lots, RM will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first €200,000 (EUR) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000 (EUR).
- 6.4.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

6.5 RMS London, United Kingdom, auctions will have the following Buyers' Premiums:

- 6.5.1 In the event of a final Hammer Price of £200,000 (GBP) and below on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium).
- 6.5.2 In the event of a final Hammer Price above £200,000 (GBP) on all motor car lots, RMS will receive a Buyers' Premium of fifteen percent (15%) (plus VAT on the Buyers' Premium) on the first £200,000 (GBP) and will receive a Buyers' Premium of twelve and a half percent (12.5%) (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000 (GBP).
- 6.5.3 Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of twenty percent (20%) (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.

6.6 For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional two percent (2%) of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional three percent (3%) of the Hammer Price will be charged to the Buyer of a non-motor car lot, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.



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CONSIGNMENTS AND
BIDDERS INVITED



11-12 APRIL 2019

ESSEN

CONSIGNMENTS INVITED THROUGH 20 FEBRUARY

1937 Mercedes-Benz 540 K Cabriolet A
Chassis no. 154078

29-30 MARCH 2019

FORT LAUDERDALE

CONSIGNMENTS INVITED THROUGH 13 FEBRUARY FOR CATALOGUE INCLUSION

25 MAY 2019

VILLA ERBA

CONSIGNMENTS INVITED THROUGH 10 APRIL

31 MAY-1 JUNE 2019

AUBURN SPRING

CONSIGNMENTS INVITED THROUGH 15 APRIL FOR CATALOGUE INCLUSION

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BIDDERS' CONDITIONS OF BUSINESS

7. Tax.

7.1 The Buyer is responsible to pay all city, state, federal, provincial, territorial, and any and all other taxes due for which the Buyer does not qualify as exempt, subject to RM verification; proof of exemption is the Buyer's responsibility. The Buyer is responsible for any applicable duty, import tariffs, charges, or any and all other required payments that are due upon the import of the motor car or any other lot to its final destination.

7.2 Although by no means an exhaustive list, please be aware of the tax scenarios below.

7.2.1 For auctions held in the United States, if the Buyer of a motor car or any other lot resides in an American state in which RM is registered to collect/remit sales tax, RM is required to collect/remit sales tax on the purchase of that motor car or any other lot. RM is registered to collect/remit sales tax in the following states: California, Florida, Indiana, Pennsylvania, Arizona, New York, and Michigan. RM reserves the right to collect/remit sales tax from residents from other jurisdictions if RM deems the collection/remittance of tax necessary.

7.2.2 For auctions in the EU, according to the EU VAT Directive, motor cars that have been in use for no more than six (6) months or that have been driven for no more than 6,000 kilometers are considered new means of transport and will be subject to VAT. Payment of VAT is the responsibility of the Buyer. Where applicable, RM may take a deposit from the Buyer equal to the amount of VAT due, which will be refunded upon receiving satisfactory evidence that the motor car has been transported to and registered in another EU country.

8. No Legal or Tax Advice. This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before signing this agreement and has signed this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the Parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. It is the Bidder's responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of a motor car or any other lot at an RM auction.

9. Payment.

9.1 Subject to fulfillment of the Contractual Obligations, on the fall of the auctioneer's hammer or equivalent device or mechanism ("**Hammer Price**"), the contract between the Consignor and the Bidder is concluded; payment is due in full on or before 5:00 p.m. of the next business day ("**Payment Deadline**"), and payment is to be made to RM.

9.2 For RM North American auctions, all payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.

9.3 For RM United Kingdom and European auctions, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.

9.4 RM is not obligated to release the motor car or any other lot to the winning Bidder until the winning Bidder has met all of the Contractual Obligations and paid the Purchase Price plus applicable taxes.

9.5 In the event that the winning Bidder does not pay any portion of the Purchase Price plus applicable taxes by the Payment Deadline, the Bidder agrees to and acknowledges the following: If RM elects to pay the Consignor any portion of the Purchase Price plus applicable taxes, RM shall have all of the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business. The Bidder hereby authorizes RM to deduct the Purchase Price plus applicable taxes from the Bidder's cash deposit or to charge this amount to the credit card that the Bidder has provided. If the Bidder's cash deposit and/or credit card payment does not cover the Purchase Price plus applicable taxes, in addition to other remedies available by law, RM reserves the right to impose, from the Payment Deadline until the full Purchase Price plus applicable taxes has been made by the Buyer, a late charge of ten percent (10%) interest per annum on the (1) Purchase Price plus applicable taxes, (2) maximum published Sellers' Commission, (3) Buyers' Premium, (4) applicable expenses, (5) any collection costs, attorneys' fees, and court costs incurred to enforce payment, and (6) other damages.

10. All Sales Are "As Is" and "Where Is." The Bidder is responsible for inspections and verification of the condition, authenticity, and completeness of any motor car or any other lot purchased. No warranties or representations of any type whatsoever are made by RM. Statements printed in catalogues, online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by auctioneers or auction staff, are representations made by the Consignor, and RM has no obligation to verify or authenticate any such claims or representations. Except as herein provided, all motor cars or any other lots are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY MOTOR CAR OR ANY OTHER LOT OR COMPONENT OF ANY MOTOR CAR OR ANY OTHER LOT, AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

11. Reserves. Motor cars or any other lots not marked as "no reserve" (or similar) are subject to a reserve bid set by the Consignor. When a motor car or any other lot is sold subject to such a reserve bid, the auctioneer may bid on the Consignor's behalf in an amount not to exceed the amount of the reserve bid.

12. Absentee and Telephone Bidding. Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting one or more bids, the Bidder has entered into a binding contract to purchase each motor car or any other lot if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable taxes, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.

13. Cancellation/Rescission of Auction.

13.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

13.1.1 Force Majeure events including but not limited to:

13.1.1.1 any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;

13.1.1.2 structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and

13.1.1.3 any terrorist event, which despite reasonable efforts, restricts RM from holding the auction.

13.1.2 Government/Court action, order, injunction, regulation, or law that necessitates a cancellation.

14. Cancellation/Rescission of Motor Car or Any Other Lot.

14.1 RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a motor car or any other lot and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission if RM believes the following events have occurred or have a reasonable probability of occurring:

14.1.1 RM opines that the motor car or any other lot has been intentionally and materially misrepresented by the Consignor;

14.1.2 RM opines that physical damage to the motor car or any other lot, which cannot be sufficiently repaired prior to the auction, occurred after this agreement was signed;

14.1.3 RM is served with a lawsuit from a third party in relation to the motor car or any other lot;

14.1.4 RM faces significant reputational damages that would cause monetary damages for selling the motor car or any other lot;

14.1.5 material issues regarding Title, registration, or transfer of ownership that cannot be reasonably cured;

14.1.6 material issues regarding the provenance, merchantability, or authenticity of the motor car or any other lot that cannot be reasonably cured; or

THE EXPERTS IN FINANCING THE WORLD'S FINEST MOTOR CARS

We offer tailored financing options using motor cars as collateral.

Primarily focused on providing secured loans above US \$500,000, our financing solutions include:

- Consignor Advance – to provide immediate liquidity to clients who are consigning their motor cars at one of our auctions or offering them through our Private Sales division.
- Equity Release – to provide liquidity to clients who have significant equity “tied up” in a motor car, thereby providing financial flexibility while retaining ownership of the vehicle.
- Acquisition Financing/Bridge Loans – to provide financing to clients who are acquiring a significant motor car through a private sale or auction.
- Portfolio Loans – to provide financing to clients or estates who have a collection of motor cars and require near-term liquidity while maintaining ownership of the collection.

1956 Aston Martin DBR1

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BIDDERS' CONDITIONS OF BUSINESS

14.1.7 if there are legitimate claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a motor car or any other lot not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel the sale of the motor car or any other lot and reimburse the payment to the Buyer if RM deems the Buyer's claims to be valid.

15. Online Services Are "As Is" and "As Available."

15.1 Bidders may be able to bid via websites, telephone services, applications, and tools (collectively "Services").

15.2 RM tries to keep the Services safe, secure, and functioning properly, but RM cannot guarantee the continuous operation of or access to the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.

15.3 Bidders agree that they are making use of the Services at their own risk and that they are being provided to Bidders on an "AS IS" and "AS AVAILABLE" basis. Accordingly, to the extent permitted by applicable law, RM excludes all expressed or implied warranties, terms, and conditions, including but not limited to implied warranties of merchantability, fitness for a particular purpose, and non-infringement.

16. **Currency Display.** RM may use a currency display in the salesroom for informational purposes only. The currencies listed on the currency converter are not real-time conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the currency converter. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.

17. **Bank Letter.** Please note that in order to register to bid at an RM sale, RM requires that all Bidders provide a Bank Letter. All Bank Letters must be written on bank letterhead. Please note that RM may waive this requirement at its sole discretion.

18. Credit Card Hold and Pre-authorization.

18.1 Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 18.2 ("CC Hold"). If the Bidder fails to pay for a motor car or any other lot purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; please note that the Bidder is still bound to pay their remaining balance. The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder does not purchase a motor car or any other lot, their credit card will not be charged. If their credit card is not to be charged, the CC Hold should fall off their credit card within ten (10) business days, depending on their credit card company. Please note that RM may waive this requirement at its sole discretion.

18.2 A CC Hold as outlined below will be placed on the Bidder's credit card:

18.2.1 a \$5,000 (USD) CC Hold for RMS North American auctions;

18.2.2 a \$2,000 (USD) CC Hold for RMA North American auctions;

18.2.3 a €5,000 (EUR) CC Hold for RM European auctions; and

18.2.4 a £5,000 (GBP) CC Hold for RMS London, United Kingdom, auctions.

19. Title Transfer.

19.1 For RM North American auctions, in an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail up to twenty (20) business days following the auction. A \$75 (USD) administration fee or its equivalent in local currency of the auction location (\$65 [USD] in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.

19.2 For RM European and London, United Kingdom auctions, RMS will use its best efforts to ensure that all titles are free and clear of liens and encumbrances. Where possible, RMS will also assist with the process of title reassignment on behalf of the Buyer. RMS cannot however be held responsible for the successful completion of this procedure due to the various regional rules and guidelines.

20. Removal of Purchased Motor Car or Any Other Lot.

20.1 For RM North American and European auctions, all purchased motor cars, including motorcycles, boats, and trailers, must be removed from the auction site by the next business day by five PM (5:00 p.m.) in the applicable time zone where the auction is held ("RM Removal Deadline").

20.1.1 Specifically, for RM North American auctions:

20.1.1.1 If a motor car (including motorcycles, boats, and trailers) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to \$600 (USD) and a daily storage fee of up to \$40 (USD) until the motor car (including motorcycles, boats, and trailers) is removed.

20.1.1.1.1 Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.

20.1.2 Specifically, for RM European auctions:

20.1.2.1 The Buyer will be charged a removal fee of up to €600 (EUR) plus VAT per motor car, and a daily storage fee of up to €40 (EUR) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

20.1.2.2 Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Consignor is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.

20.2 For RMS London, United Kingdom, auctions:

20.2.1 All purchased motor cars, including motorcycles, boats, and trailers, will be removed and taken to the CARS Europe storage facility located in either Chedburgh, Suffolk, United Kingdom, or Fairoaks Chobham, United Kingdom, by the next business day by twelve PM (12:00 p.m.) in the applicable time zone where the auction is held.

20.2.2 The Buyer will be charged a removal fee of up to £600 (GBP) plus VAT per motor car and a daily storage fee of up to £40 (GBP) plus VAT per motor car until the motor car (including motorcycles, boats, and trailers) is removed.

20.3 Regarding the collection of any non-motor car lots, including but not limited to memorabilia, jewelry, and clothing, from the auction site: Once the Buyer has made payment by the Payment Deadline, a direct shipping company will contact the Buyer. Please note that a reasonable memorabilia removal and storage fee will apply.

20.4 Please note that the Buyer is required to insure their motor car or any other lot while the motor car or any other lot is being stored on their behalf.

21. Legal Action.

21.1 For RM North American auctions, in the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the court, shall be entitled to recover its reasonable attorneys' fees and costs. Jurisdiction for any action brought shall lie exclusively in a court of competent jurisdiction in the judicial district in which the auction is located.

21.2 For RM European auctions:

21.2.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with English law.

21.2.2 The courts of England and Wales shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that it will not institute proceedings in the courts of any country other than England and Wales.

21.3 For RMS' Paris auctions:

21.3.1 These Bidders' Conditions of Business (and any dispute or claim relating to them, their subject matter, their enforceability, or their termination [including non-contractual claims]) are to be governed by and construed in accordance with French law.

21.3.2 The courts of France shall have jurisdiction to settle any claim, dispute, or issue, whether arising out of or in connection with these Bidders' Conditions of Business or otherwise (including non-contractual claims). In the case of a dispute that is the subject of a claim by RM, such jurisdiction shall be non-exclusive. In any other case, such jurisdiction shall be exclusive, and the Buyer and Consignor agree that they will not institute proceedings in the courts of any country other than France.

22. **Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased motor car or any other lot or of other carriers or packers of purchased motor car or any other lot, whether or not recommended by RM. Packing and handling of purchased motor car or any other lot are at the entire risk of the Buyer.

BIDDERS' CONDITIONS OF BUSINESS

23. Data Use. The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email privacy@rmsothebys.com.

24. Anti-Money Laundering. The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all Anti-Money Laundering Laws and Regulations in force in the jurisdiction in which the auction is held.

FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:

25. Notice to Buyers as Required by the California Department of Motor Vehicles Code Section 11729. Failure of RM to comply with the terms of this agreement may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel RM has not complied with the terms of this agreement, please contact an investigator of the Department of Motor Vehicles.

26. Contract Cancellation Agreement. In the event of a successful bid, if a motor car or any other lot has a combined hammer price and Buyers' Premium equaling less than \$40,000 (USD), under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a two (2) day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RM is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RM is under no obligation to pay the Consignor for the motor car or any other lot, and the motor car or any other lot will be deemed to have not sold.

FOR RM EUROPEAN AUCTIONS SPECIFICALLY:

27. Motor Car or Any Other Lot Under Temporary Import.

27.1 A temporary import bond is used in all EU sales. If a motor car or any other lot is brought into the EU from a country outside of the EU, the motor car or any other lot must be placed on either RM's bond in the United Kingdom or one of RM's nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the motor car or any other lot.

27.2 Motor cars or any other lots subject to temporary importation restrictions cannot be discharged from RM's custody without the completion of customs procedures and until full payment has been received. Customs charges will be levied appropriately depending on each individual scenario and will be payable directly to the relevant authorities, which RM will provide the details of as and when necessary.

27.3 Should the Buyer decide for the motor car or any other lots to remain in the EU when purchased, the Buyer is responsible to pay any and all import fees for the motor car or any other lots.

28. Translated Bidders' Conditions of Business. If there is a contradiction due to translation in our Bidders' Conditions of Business, please note that the English version of RM's Bidders' Conditions of Business will supersede.

FOR RMS' PARIS AUCTIONS SPECIFICALLY:

29. Guarantee. Please note that RMS has placed a guarantee with Catlin Insurance Company UK Limited, via Aquila Underwriters LLP trading as Vectura Underwriting, with registered offices at 1st floor, 80 Leadenhall Street, London, EC3A 3DH. Contact Stephen Fletcher to secure availability of sale proceeds as required by law.

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