

Sunday June 4, 2017  
Greenwich, Connecticut



**GREENWICH**  
CONCOURS D'ELEGANCE

**AUCTION**



**Bonhams**





LOT 181 - 1993 BUGATTI EB 110

Sunday June 4, 2017  
11:30am Automobilia  
12pm Motorcars  
Roger Sherman Baldwin Park  
Greenwich, Connecticut



#### **BONHAMS**

580 Madison Avenue  
New York, New York 10022

7601 W. Sunset Boulevard  
Los Angeles, California 90046

220 San Bruno Avenue  
San Francisco, California 94103

[bonhams.com/greenwich](http://bonhams.com/greenwich)

#### **PREVIEW & AUCTION LOCATION**

Roger Sherman Baldwin Park  
100 Arch Street  
Greenwich, Connecticut 06830

#### **PREVIEW & AUCTION TIMES**

Saturday June 3, 10am to 5pm  
Sunday June 4, 10am to 12pm  
Sunday June 4,  
11.30am Automobilia Auction  
12pm Motorcar Auction

**AUCTION NUMBER:** 24143  
Lots 1 - 191

**FRONT COVER**  
Lot 178

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#### **BIDS**

+1 (212) 644 9001  
+1 (212) 644 9009 (fax)

From Friday June 2 to Mon June 5,  
to reach us directly in Greenwich CT:  
+1 (415) 391 4000  
+1 (415) 391 4040 (fax)

To bid via the internet please visit  
[www.bonhams.com/greenwich](http://www.bonhams.com/greenwich)

Please see pages 2 to 4 and 182 to 184 for  
bidder information including conditions of sale,  
after-sale collection and shipment.

#### **AUTOMATED RESULTS SERVICE**

+1 (800) 223 2854

#### **ADMISSION TO PREVIEW & AUCTION**

Saturday June 3 entry: Bonhams clients may  
enter the Concours and Bonhams preview  
by showing their catalog at the Concours  
entrance. For clients without a catalog,  
entry to both venues is by purchase of  
a Concours ticket.

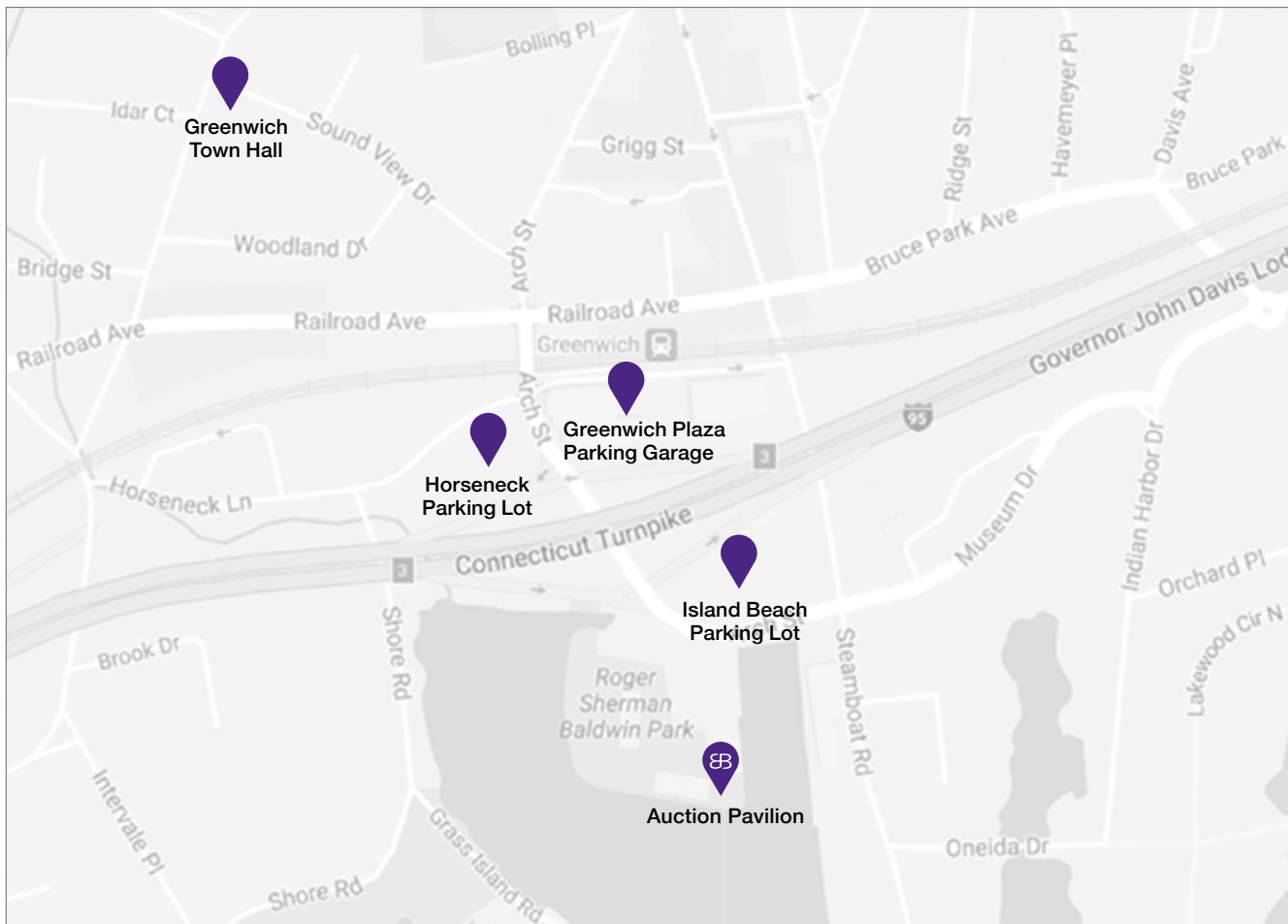
Sunday June 4 entry: Bonhams clients may  
enter the Concours and Bonhams auction  
by showing their catalog at the Concours  
entrance and at the Bonhams tent. For  
clients without a catalog, entry to the  
Concours is by purchase of a ticket and  
entry to the Bonhams auction is by purchase  
of a catalog. One catalog permits two  
people entry.





# BONHAMS AT THE GREENWICH CONCOURS D'ELEGANCE

## DIRECTIONS AND PARKING:



### BY TRAIN:

Metro North train to Greenwich Station, walk two blocks south

### BY CAR:

From I-95 North, take exit 3 Arch Street, bear right onto Arch Street. Roger Sherman Baldwin Park is approximately 300ft on the right.

From I-95 South, take exit 3 Arch Street, turn left onto Arch Street. Roger Sherman Baldwin Park is approximately 800ft on the right.

### PARKING:

#### Horseneck Parking Lot

on Horseneck Lane, immediately off Arch Street

#### Greenwich Plaza Parking Garage

between Arch Street and Steamboat Road, ground level

#### Greenwich Town Hall

101 Field Point Road

#### Island Beach Parking Lot

across from 100 Arch Street – Lots 1, 2 & 3 will have a complimentary shuttle to and from the Concours site provided by TAG of Greenwich



# BUYER INFORMATION

## CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale and Disclaimer of Warranties printed in this catalog, including in particular the AS-IS Disclaimer of Warranties and Limitation of Liability provisions, as they set forth the terms and conditions on which Bonhams will offer and sell the motor vehicles and other property in this auction and govern the rights and obligations of the parties.

## IMPORTANT NOTICE

Some of the motor vehicles offered in this sale are being offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title and the registrability of motor vehicles offered at auction. For all registrable vehicles, Bonhams will be working in conjunction with CT dealer Ted Tine Motorsports LLC, license no. N2562. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

## ADMISSION TO PREVIEW AND AUCTION

All Bonhams auctions are open to the public. The Bonhams viewing and auction, in conjunction with The Greenwich Concours d'Elegance, will be open to the paying Concours visitors free of charge on Saturday during the publicized viewing hours listed on Page 1 of this catalog. A Bonhams' Greenwich auction catalog will admit two (2) people on both Saturday and Sunday to the Greenwich Concours free of charge. A Bonhams' Greenwich auction catalog will be required for admission to the auction on Sunday, June 4. Please note that catalogs will not be sold at the Concours entry. If a client does not have a catalog prior to entry, then entry to the Concours is by purchase of a Concours ticket and Sunday entry to Bonhams tent is by purchase of a catalog only. Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

## AUCTIONEER

Rupert Banner of Bonhams, working in conjunction with Ted Tine Motorsports, LLC., CT dealer N2562.

## BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price. Buyers are required to pay any applicable import duty, sales or use tax, as the case may be.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$150,000 of the bid price, 20% of the amount of the bid price above \$150,001 up to and including \$3,000,000, and 12% on any amount exceeding \$3,000,000.

All Automobiles are subject to a 6.35% Connecticut sales tax. An additional .65% sales tax rate is imposed on the full sales price (hammer and premium combined) of any automobile that costs more than \$50,000.00. The sales tax is imposed unless you fall under one of two categories:

1. You are a licensed Automobile Dealer. You will be required to supply a copy of your dealer's license and complete a Connecticut resale certificate.
2. You are an out of state resident. You will be required to complete Certificate-125 'Sales and Use tax Exemption for Motor Vehicle or Vessel Purchased by a Non-resident of Connecticut'. A copy of your driver's license will also be required.

Buyers who take or accept delivery of lots in Connecticut or who have or will register a motor vehicle lot in Connecticut (including temporary registration) or who are residents of that state are required to pay Connecticut sales tax unless exempted by law. Bonhams, working in conjunction with Ted Tine Motorsports, LLC, will provide applicable forms and documentation to private Connecticut buyers necessary to register the vehicle in the state of Connecticut.

Purchases picked up by an ICC licensed carrier and shipped directly to the following states will be subject to any applicable sales and/or use tax of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York,

Pennsylvania, Texas, Virginia, Washington D.C., and Washington state. Buyers who hold valid resale certificates for applicable states must file a copy with the cashier prior to or at the time of purchase. Any purchases picked up by a non-ICC licensed carrier would be subject to the same rules as apply to purchases picked up in Connecticut.

Please note that Bonhams is registered as an Automobile Dealer in the states of Arizona, California, and Florida. Any automobile sold to a resident in those states is subject to sales tax, license and documentation fees. Exemptions from sales tax, licenses and documentation fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

It is the responsibility of the buyer to carry out inspection of motor vehicle lots as the buyer deems necessary prior to bidding. Motor vehicle lots are sold as collector's items and not for any particular purpose, including as suitable means of transport. Motor vehicle lots are typically of some age and may include refurbishments, repairs and replacement parts, the condition of which may be difficult to establish. Bonhams necessarily relies on information, including information regarding the lot's condition, authenticity and provenance, provided by the seller and cannot undertake a level of inspection of the vehicle to establish whether or not the vehicle corresponds to any description provided in the catalog or otherwise.

This auction is conducted under the authority of the Connecticut Department of Motor Vehicles.

## BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number assigned to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco.

## REFERENCES

Prospective buyers in this sale should be prepared to supply bank references, in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 4pm on Monday June 5.

## ESTIMATES

Bonhams catalogs include low and high value estimates for each lot, exclusive of the buyer's premium and tax. The estimates are provided as an approximate guide to current market value based primarily on previous auction results for comparable items, and should not be interpreted as a representation or prediction of actual selling prices. They are determined well in advance of a sale and are subject to revision. Please contact us should you have any questions about value estimates.

## RESERVES

The seller may place a reserve on its property which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

## AUCTION HOUSE'S INTEREST IN PROPERTY OFFERED AT AUCTION

On occasion, Bonhams may offer property in which it has an ownership interest in whole or in part or otherwise has an economic interest. Such property, if any, is identified in the catalog with a 'Δ' symbol next to the lot number(s).

Bonhams may also offer property for a consignor that has been guaranteed a minimum price for its property by Bonhams or jointly by Bonhams and a third party. Bonhams and any third parties providing a guarantee may benefit financially if the guaranteed property is sold successfully and may incur a financial loss if its sale is not successful. Such property, if any, is identified in the catalog with a 'o' symbol next to the lot number(s).

## BIDDING AT AUCTION

At Bonhams, you can bid in many ways: in person, by absentee bid, over the phone, or via Bonhams' online bidding facility. Absentee bids can be submitted in person, online, by fax or email.

A valid Bonhams client account is required to participate in bidding activity. You can obtain registration information online, at the reception desk or by calling our Client Services Department.

## BUYER INFORMATION (CONTINUED)

By bidding at auction, whether in person or by agent, by absentee bid, telephone, online or by other means, the buyer or bidder agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

Lots are auctioned in consecutive numerical order as they appear in the catalog. The auctioneer will normally open the bidding below the low estimate and usually proceed in increments of around 10% of the bidding price. The auctioneer may vary the bidding increments and may split or reject a bid at his or her discretion. The auctioneer may also execute bids on behalf of the seller up to the amount of the reserve, but never above it.

### ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams Client Services Department well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009.

### TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid, Bonhams is pleased to offer a telephone bidding facility. Should you wish to bid by telephone, please contact our Client Services Department for more information.

### ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at [www.bonhams.com](http://www.bonhams.com). In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see [www.bonhams.com/24143](http://www.bonhams.com/24143) or contact the Client Services Department to obtain information and learn how you can register and bid online.

### DAMAGE

Any viewer who damages a lot will be held liable for all damage caused and shall reimburse Bonhams, the seller or their agents for all costs and expenses relating to rectification of such damage.

### CUSTOMS DUTY

Customs Duty, calculated at 2.5% of the purchase price, and associated import fees are payable on all lots marked with an omega (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

### PAYMENT & COLLECTION OF LOTS

#### PAYMENT

Payment for purchased lots must be made no later than 4pm local time on Monday, June 5. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

For buyers wishing to pay by bank transfer, our bank details are as follows. Please include your client identification number.

City National Bank  
Federal Routing # 1220-16066  
150 California Street  
San Francisco, CA 94111  
Account #432742997  
Swift Code: CINAUS6L

#### PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Sunday, June 4, and then again on Monday June 5 from 8.30am to 4pm. Vehicles can be cleared after the auction. Please notify us of your collection plans upon payment.

#### COLLECTION OF LOTS

All Motor Vehicle lots and Automobilia must be paid for and collected from the sale venue by 4pm on Monday, June 5. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 4pm Monday, June 5. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, parts, title or other documents and keys relating to their lot(s) at time of collection.

**UNCOLLECTED MOTOR VEHICLE LOTS** will be removed to a storage facility for collection. The buyer/seller will be informed of this location and will be solely responsible for any expenses incurred. Sold lots are at the buyer's risk from the fall of the hammer.

**UNCOLLECTED AUTOMOBILIA LOTS** will be removed to Bonhams New York location for shipping and collection by buyer or its authorized agent. Instructions for collection from Bonhams New York location will be given to buyers at the time of payment. Bonhams Shipping Department is available to assist with shipping quotes at 212 644 9001. Uncollected Automobilia lots will not be available for collection after 4pm on Monday June 5 until Thursday June 8 at 9am. Please note uncollected lots that are removed to Bonhams New York location are subject to a \$50 uplift charge and storage fees.

#### REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 4pm Monday, June 5.

If Bonhams does not receive motor vehicle collection details from the buyer by 4pm on Monday, June 5, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

#### DOMESTIC MOTORCAR TRANSPORT

Passport Auto Transport  
Contact: Ed Watts, +1 (417) 588 4921, mobile +1 (314) 496 6228,  
[ed@passporttransport.com](mailto:ed@passporttransport.com)

#### INTERNATIONAL MOTORCAR TRANSPORT

CARS (Classic Automotive Relocation Services)  
Contact Alistair Forbes, +1 (310) 695 6403, [info@carsusa.com](mailto:info@carsusa.com)

#### DOMESTIC AND INTERNATIONAL MOTORCAR AND MOTORCYCLE TRANSPORT

Schumacher Cargo Logistics, contact Warren Barnes, +1 (310) 626 7117, [warren@slusa.com](mailto:warren@slusa.com)



## WELCOME

Bonhams International team welcomes you to the Greenwich Concours d'Elegance Auction here in beautiful Greenwich, Connecticut.

We're excited to be returning for our tenth annual auction here at the Greenwich Concours d'Elegance. Founded in 1996 by Bruce and Genia Wennerstrom, it has been a great pleasure and honor to watch the next generation of Wennerstroms take the Concours into the future since Bruce's passing. We are honored to be a continuing part of this world-class event.

In 2017, we're proud to cap off a decade of auctions at Greenwich with among the most impressive and diverse groupings of vehicles that has ever been offered at Greenwich. Representing motorcars from the birth of the motoring era to the present day, many of the lots offered have long histories and are appearing here on the market for the first time in

decades. Bugatti is richly represented with the fetching Type 49 Roadster by Labourdette and Type 57 Pillarless Sports Coupe by Graber illustrating Ettore's vision and the EB110 demonstrating how the brand would continue to incite passion into the future. From the 1905 Rambler Touring to the 2009 Mercedes-Benz SL65 Black Series and the Fiat 500 to the Ferrari F40, there is something for every enthusiasts' wallet and passion!

We would like to thank the Town of Greenwich and the Wennerstrom family for their assistance in making this auction possible. Our team of international specialists has first-hand knowledge of the automobiles in this auction and will be pleased to answer any questions you may have, either in advance or at the sale itself.

On behalf of the US Motoring Department, we thank you for joining us and wish you successful bidding!



Jakob Greisen



Mark Osborne



Rupert Banner



Evan Ide



Eric Minoff



Nick Smith



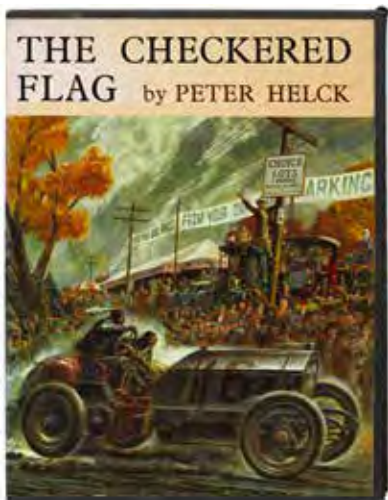
Michael Caimano



Stanley Tam



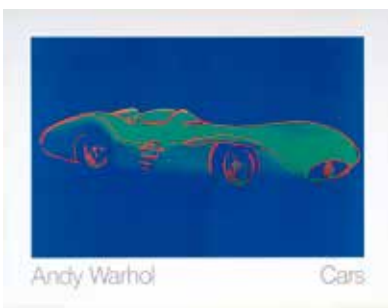
Gregory Coe



1



4



5

**1 A COLLECTION OF MOTORSPORT BOOKS**  
The Mercedes-Benz Racing Cars by Karl Ludvigsen. The Checkered Flag by Peter Helck. The Big Race by Ernst Rosemann.  
**\$100 - 200**  
**WITHOUT RESERVE**

**2 PETER HELCK POOLE RIDES A GALE, A COLLECTION OF 8**  
Edition 2, 3, 4, 5, 6, 7, 8 and 9, of 95 total.  
**\$300 - 500**  
**WITHOUT RESERVE**

**3 A CIRCUIT DE LA PRAIRIE 1954 ORIGINAL POSTER**  
**\$600 - 800**  
**WITHOUT RESERVE**



2



3



6

**4 A SEBRING 1967 ORIGINAL POSTER**  
**\$400 - 600**  
**WITHOUT RESERVE**

**5 A 1988 "MERCEDES-BENZ W-196-R" BY ANDY WARHOL ORIGINAL POSTER**  
**\$300 - 500**  
**WITHOUT RESERVE**

**6 A SHELBY AMERICAN FORD GT40 TEAM JACKET BY MARTIN OF CALIFORNIA, 1965**  
Size: L, padded man-made fiber, white outer with blue stripes on sleeves, CS logo embroidered patch on front right side, "FORD" embroidered patch on left sleeve, zip fronted with two pockets, inner lining dark blue with zip to neck containing pocket-hood in white.  
**\$1,000 - 1,500**  
**WITHOUT RESERVE**

**7 A 'LIBERTY BELL SESQUI 1776-1926' MASCOT, AMERICAN, C.1926,**  
marked Keystone Products Corp., Pottstown, Pa." zinc die-cast, can be wired for illumination in upper yoke and bell can be rung from dash, blue and red jeweled top, in lovely condition for age, mounted on a 'dogbone' radiator cap, approximately 6ins. high.  
**\$1,500 - 2,500**  
**WITHOUT RESERVE**

**8 A STYLIZED 'PEGASUS' MASCOT BY J. MARTEL, C.1920S,**  
bronze silver plated, Martel's depiction of a 1920s Art Deco Pegasus, mounted on period style cap on marble display base, 9 1/4 in. high overall.  
**\$4,000 - 6,000**  
**WITHOUT RESERVE**





7



9



10



8



11



9  
**A BRONZE FIGURE: SPIRIT OF ECSTASY RE-CAST AFTER A MODEL BY CHARLES SYKES**  
 brown patina, inscribed *Charles Sykes*, displayed on a white-veined brown marble circular base with plaque inscribed *SPIRIT OF ECSTASY/ By Charles Sykes*, height 21 1/2in; width 13in.; depth 15 1/2in.  
**\$800 - 1,200**  
**WITHOUT RESERVE**

10  
**A BRONZE REPLICA: SPIRIT OF ECSTASY RE-CAST AFTER A MODEL BY CHARLES SYKES**  
 brown patina, inscribed *Charles Sykes*, displayed on a white-veined grey marble base with plaque inscribed *Sykes*, height 23in; width 13in.; depth 14 1/2in.  
**\$1,000 - 2,000**  
**WITHOUT RESERVE**

11  
**WILLIAM MCMILLAN RA M DF (1887-1977): HON CHARLES ROLLS & SIR HENRY ROYCE**  
 cast bronze busts depicting; Rolls, inscribed with monogram *McM*; height 26 1/2in; width 24in; depth 14in; Royce, inscribed *Wm Mc Millan R.A./Sculpt 1934*, height 26 1/2in; width 27in; depth 18in.  
**\$5,000 - 8,000**  
**WITHOUT RESERVE**



13



14

12



15



16

12  
**A FINELY DETAILED 1:12 SCALE MODEL OF THE 1907 'AX 201' ROLLS-ROYCE SILVER GHOST BY FRANKLIN MINT,** die-cast model from the Connoisseur's Series Premier Edition, depicting the famed Barker-bodied 'Roi de Belges' Tourer, with bonnet opening to reveal engine detailing, opening doors and running boards, rubber tires, leather seats, working steering and detailed interior, fitted with AA badge, other accessories, and with illuminating head, side and rear lamps, powered by batteries in the running board, length 15 3/8in.  
**\$1,000 - 1,500**  
**WITHOUT RESERVE**

13  
**A 1:8 SCALE MODEL OF A BUGATTI TYPE 50T TOURER BY POCHER,** body removed to expose mechanics of the engine and drivetrain. Original box and instructions included.  
**\$300 - 500**  
**WITHOUT RESERVE**

14  
**A PAIR OF SCINTILLA HEADLAMPS,** unmatched for an early Bugatti.  
**\$200 - 300**  
**WITHOUT RESERVE**

15  
**STEERING WHEEL SIGNED BY "E. NARDI",** with horn adaption for a Porsche.  
**\$300 - 500**  
**WITHOUT RESERVE**

16  
**A BUGATTI STYLE STEERING WHEEL,** believe suitable for a Type 49 nickel plated metal frame with a horn button.  
**\$300 - 500**  
**WITHOUT RESERVE**





17



18



19



20



21



22



23



24

*Lots 17-24: From the Estate of John Shuck, founder of Fairfield County Concours*

17  
**A GROUP OF INSTRUMENTS,**  
including speedometers, rev counters and small gauges. All acquired as potential spares for XK120.  
**\$500 - 1,000**  
**WITHOUT RESERVE**

18  
**TWO JAGUAR CYLINDER HEADS AND A DASH PANEL INSTRUMENT BACKING PLATE,**  
with dials. One head, numbered NC 9845-8 for Jaguar Mark IX and rebuilt, the second numbered B 1117-8 for a Jaguar Mark VII.  
**\$800 - 1,200**  
**WITHOUT RESERVE**

19  
**SIX BRAKE DRUMS,**  
believed for Jaguar XK120.  
**\$200 - 500**  
**WITHOUT RESERVE**

20  
**FOUR WHEELS WITH BRAKE DRUMS,**  
4 Wheels with brake drums fitted. Believed to be for 1950s Jaguar, with hub caps.  
**\$200 - 500**  
**WITHOUT RESERVE**

21  
**TWO JAGUAR GEARBOXES,**  
2 Jaguar Gearboxes, numbered JL14720 and JL15202, appearing to date from roughly 1952/3.  
**\$500 - 1,000**  
**WITHOUT RESERVE**

22  
**TWO NEW ALLOY BUCKET SEATS,**  
and a racing torsion bar. Acquired by Mr. Shuck with the possible intention of making a racing car of his XK120. Unused  
**\$500 - 1,000**  
**WITHOUT RESERVE**

23  
**FOUR WIRE WHEELS AND SPINNERS,**  
painted, together with a quantity of hub spinners.  
**\$400 - 800**  
**WITHOUT RESERVE**

24  
**JAGUAR XK120 LUGGAGE,**  
a pair of pigskin suitcases for a Jaguar XK120, designed to fit in the trunk compartment. Reproduction items commissioned by John Shuck, and unused.  
**\$600 - 1,000**  
**WITHOUT RESERVE**

25



25

**C.1970S HOME-BUILT MOTORIZED CHILD'S CAR,**

powered by a single cylinder gas engine. This nicely finished child's car is built to resemble a sporting, 1930s roadster.

**\$2,000 - 4,000**

**WITHOUT RESERVE**

26

*Sold To Benefit The Mary Cariola Children's Center In Rochester, New York*

**A "L'IL ELIMINATOR HOT ROD" CHILD'S CAR**

This one of a kind child's car was built as an homage to the legendary Eliminator, built by the go-cart creator and racing personality Frank "Duffy" Livingston. Named for the Potvin Eliminator camshaft used in the heavily modified Mercury V-8, Duffy built the car for the 1954 racing season from a T-Bucket racer he had acquired from hot rodder Jay Chamberlain. Raced by Duffy from 1954 to 1960, the 1925 Ford Model T-based Eliminator proved to be very successful in the SCCA. Running the Mercury at first and later a 265ci Chevy V8 and under the guise "Tihsepa Mark II", Duffy would embarrassed the field of highly tuned sports cars in the hands of Carroll Shelby, Dan Gurney, Ken Miles and others. After a series of owners, the "Eliminator" would eventually be purchased and restored by Brock Yates, who detailed his purchase and restoration of the car for the 1997 Pebble Beach Concours in the September 22, 2005 issue of Hot Rod magazine.

This scaled down child's car version of the "Eliminator" was Barry Brown's Riter Restorations in Rochester, New York. It is powered by a single cylinder lawn mower engine and has a removable hardtop. It is signed on the inside by the original car's former owner, Brock Yates.

**\$3,000 - 6,000**

**WITHOUT RESERVE**

27 - 99

No lots



26





**PROCEEDS FOR LOTS 100A THROUGH 100E TO GO DIRECTLY TO AMERICARES**

**Americares is the charitable beneficiary of the Greenwich Concours, and Bonhams is proud to be a supporter as well. Americares saves lives and improves health for people affected by poverty or disaster. The Stamford-based organization is the world's leading nonprofit provider of donated medicine and medical supplies. Since its inception, Americares has provided more than \$13 billion in aid to 164 countries, including the USA. For more information please visit: americares.org. Bonhams will not be charging Buyers Premium for lots 100A through 100E.**

100A\*

**TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2017,**

This premier event, often considered the most sought after ticket of the "Monterey Car Week", is held on Friday August 18, 2017 from 10am to 4pm at Quail Lodge & Golf Club, Carmel, California. The Gathering is an exclusive, award winning event held during the car celebration of Monterey Car Week, and is held in conjunction with Bonhams Quail Lodge Auction.

Guests will enjoy a setting shared with other motorsports enthusiasts and collectors. On view are rare collections of fine automobiles and motorcycles, along with culinary pavilions, in a garden-party setting on the rolling greens of Quail Lodge & Golf Club. The Featured Themes for 2017 are Pre-War Sports and Racing, Post-War Sports and Racing, Supercars, The Great Ferraris, Sports and Racing Motorcycles, Originals and Mid-Engine Marvels.

This is a coveted event in its fifteenth year. Regular ticket purchase is by lottery only. Bid now for your chance to enjoy the afternoon of August 18th with Quail Lodge and Bonhams. **\$1,100 - 1,500**

100B\*

**A PASSPORT AUTO TRANSPORT ONE WAY, CROSS COUNTRY MOTOR VEHICLE TRANSPORT**

Passport Auto Transport kindly offers the winning bidder a one way, cross country motor vehicle transport. In operation for 45 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters.

**\$2,000 - 3,000**

100C\*

**TWO ENTRY TICKETS TO THE 2018 AMELIA ISLAND CONCOURS D'ELEGANCE**

The Amelia Island Concours d'Elegance will be celebrating its 23rd year in 2018 as one of the top automotive events in the world. The Concours weekend takes place March 9 through 11 in 2018 with the main Concours day held on Sunday March 11th. The Amelia Island Concours draws over 250 rare vehicles from collections around the world to The Golf Club of Amelia Island and The Ritz-Carlton, Amelia Island. This is a premier, destination point event that draws crowds in the thousands throughout a fun filled weekend. Be sure to visit the Bonhams auction as well!

**\$250 - 350**

100D\*

**A GREENWICH HOSPITALITY WEEKEND SPA ESCAPE**

Your choice of a two night stay at one of Greenwich Hospitality's luxury, boutique hotels and a 60 Minute Couple's Massage in one of our award winning spas. Choose either a weekend waterfront escape at DELAMAR Greenwich Harbor (delamargreenwich.com), a cozy getaway to the quaint village of Southport at DELAMAR Southport (delamarsouthport.com) or a luxuriously rustic retreat at our historic inn Four Columns in Newfane, VT (fourcolumnsvt.com).

**\$1,200 - 1,600**

Please note, while there are no date restrictions, the package is subject to hotel availability and reservations must be made in advance.

100E\*

**THREE-DAY IMMERSIVE OFF-ROAD DRIVING AND LUXURY VACATION IN NORTHERN PORTUGAL**

One-of-a-kind opportunity to bid on a three-day, two-night, high-end, driver-oriented vacation for two, organized by marquee overland restoration experts Legacy Overland, in picturesque Northern Portugal. The itinerary is centered on the historic coastal and vibrant city of Porto, elected European Best Destination in 2017.

Head out of the city and either go for leisurely 4 x 4 drives off the beaten path, or spend time with a qualified off-road instructor to hone your overland skills. Explore "California to Europe" with an itinerary prepared by Legacy Overland's "Live It" experience consultants, delivering unique and inspiring experiences. Please see the full itinerary, inclusions and exclusions in our online catalog [www.bonhams.com/greenwich](http://www.bonhams.com/greenwich). To learn more about your vacation hosts, please visit [www.legacyoverland.us](http://www.legacyoverland.us).

**\$4,500 - 5,500**



100A



100B



100C



100D



100E





# MOTORCARS

Sunday June 4, 2017 at 12pm

Lots 101 - 191

Additional images for each lot can be  
found at [bonhams.com/greenwich/cars](http://bonhams.com/greenwich/cars)





101

## 1958 FORD THUNDERBIRD COUPE

Engine no. H8YH 135648

352ci OHV V8 Engine  
Twin 4-Barrel Carburetors  
300bhp at 4,600rpm  
Ford Cruise-O-Matic Automatic Transmission  
Front Independent Suspension – Live Rear Axle

- Two Owners from new
- Offered with original handbook
- In the present ownership for more than 40 years
- Extensive history file



### THE MOTORCAR OFFERED

A clear departure from the original two seater Thunderbird, Ford's '58 now provided commodious touring for 4 persons, with a distinctly modern guise. Although dramatically different in looks and purpose from its predecessor, it was well praised, and critics were favorable in the commentary, so much so that it was the first time that Motor Trend would specifically nominate an individual car, rather than line up as their 'Car of the Year'.

According to its data plate, this car, built in the Wixom assembly plant on September 8, 1958 was fitted with the 300hp 352 cubic inch motor, coupled to the Cruise-O-Matic 3 speed auto transmission and with a 3.1 rear axle ratio manual. It was delivered in Raven Black with tan/white vinyl trim.

The Shucks acquired this '58 T -Bird in 1976 from Bob Cowart of New Orleans, who was a personal friend of theirs. Mr. Cowart, a director of Avondale Industries, a major local Shipping company is understood to have bought the car new from Ford. As was more the case in the day, he kept all of his records for the work carried out, much of which was done by Dutch O'Neal Motors Inc. of New Orleans, Louisiana and also Metaire Motor Sales, Inc. all of which passed to the Shucks and remains with the car, including its original Handbook.

Over the course of the car's early years it appears to have given Bob Cowart no end of trouble, culminating in his writing to Henry Ford III in 1962 to complain. A swift response from their Customer Relations department assures Mr. Cowart that their local representative will work with him to ensure his satisfaction with the car!

The Thunderbird proved far more usable in its current ownership and for a while was used during their time in Indianapolis and Cincinnati in the 1970s, before latterly being stored.

As viewed today, it appears to be a good solid example of the model, but having not been used for many years now it would require careful recommissioning and cosmetic attention before use.

**\$4,000 - 6,000  
WITHOUT RESERVE**

## 1953 JAGUAR XK120 ROADSTER

Chassis no. 673676  
Engine no. W7667 - 8

3,442cc DOHC Inline 6-Cylinder Engine  
2 SU Carburetors  
160bhp at 5,000rpm  
4-Speed Manual Transmission  
Front Independent Suspension – Live Rear Axle  
4-Wheel Drum Brakes

- *Restoration project*
- *Matching numbers engine and transmission*
- *Extensive collection of parts, fully listed accompany the car*
- *Jaguar Heritage Certificate on file*



### THE MOTORCAR OFFERED

John's first Jaguar, was this somewhat forlorn XK120. Despite its outward appearance, the car is an equally enticing project, in that it retains its original major components and also shares long term ownership that stretches back also to the 1970s.

As confirmed by its Jaguar Heritage Certificate, the XK120 was delivered new in one of the definitive schemes for all U.K. built cars, British Racing Green with a tan interior. It is noted that it came through Max Hoffman's esteemed agency in New York and the original owner was a W. H. Chamblee. How long Mr. Chamblee owned the car, or indeed who the successive owners were for the next 25 years is not known, but by 1978 when John Shuck found it, the car was laying in a field outside a restoration shop close to Cincinnati. Its rebuild had apparently been begun by the restoration shop and then abandoned, John was able to acquire the car from the shop. Selling the concept of its resuscitation was a bit of a tall order

to his wife, but a few photos of what the finished article would look like sealed the deal.

Over the course of the next 37 years, John's travels to swapmeets and latterly across the web produced the numerous parts that he felt were required to return the 120 to the road. In 1994, the original cylinder head was sent to a shop in Norwalk Connecticut and re-machined, and the crankshaft redone, but beyond this, the project was not begun in earnest. Interestingly, the car was part of a feature article on restoring these cars in Hemmings Sports & Exotic Car in July 2006, and was displayed on the cover alongside the late Malcolm Pray's concours XK120.

By 2015, John was able to report to his wife that he was now certain that he had all that was required to restore the Jaguar, yet at the same time having tried out other examples of the model, he was sure that because of his tall stature would not actually fit in the finished car

comfortably and so he had decided that he was unlikely to use the car, challenging his interest in completing the project!

John sadly passed last year, with the 120 remaining on his 'to do' list. Working with his own schedules of acquired parts as well as parts catalogues and books on the model, his wife and friends have carried out the exhaustive task of itemizing the parts that go with the car, discovering the presence of many duplicates to facilitate the rebuild, all of which are carefully packed and ready to pass to its next custodian. This diligent work (a list of which is available by contacting Bonhams) as well as the knowledge that the car retains its original engine, gearbox and bodywork and was originally in the such an appealing color scheme, should assist the restorer/enthusiast in returning the car to the road.

**\$10,000 - 15,000**  
**WITHOUT RESERVE**



**1966 JAGUAR E-TYPE SERIES 1 4.2 LITER ROADSTER**

Chassis no. 1E12351  
 Engine no. 7E 7485-9

4,235cc DOHC Inline 6-Cylinder Engine  
 3 SU Carburetors  
 265bhp at 5,400rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Restoration project*
- *In the present ownership since 1974*
- *Matching numbers*
- *Offered with Jaguar Heritage Certificate*

**THE MOTORCAR OFFERED**

Here from John Shuck's Estate we are proud to offer his Jaguar E-Type, a car which he owned since 1974. When acquired by he and his wife it was a mere 8 years old and as a result of this it still retained all of its original supply paperwork which makes fascinating reading today.

This all confirms that the original owner was Jack Larman of Indianapolis and Miami Beach, Florida, who ordered it through Lee Calan Imports of Chicago in Spring 1966. A letter dated March 2, 1966 states 'A Brand New 1966 Jaguar, 4.2. XKE Roadster. This car will be White with Black interior, Black Top, AM-FM Radio, Chrome Wire Wheels, White Wall Tires, Heater, Grille Guards, front and rear.' According to the original Manufacturer's Warranty, the car arrived with him on March 29, 1966. Alongside this document, are the original plastic folio, Maintenance Schedule, handbook, Bill of Sale, invoice, etc.

Mr. Larman kept the Jag for roughly 8 years, it then passed to Paul Frey in Indianapolis, which led it to the Shucks, as Mr Frey was a colleague of theirs. The car has remained in their family ever since, as their career paths brought them to Cincinnati, then East to Connecticut. In the 1970s, a fire hydrant blew up at street level above John's garage, flooding the garage and the Jaguar with it. By then the car had covered some 60,000 miles, but it would travel no further.

Despite this relatively minor incident, daunting task of refurbishment for someone who invariably did his own work meant that somehow the project was 'put on the backburner', although initially the engine was rebuilt properly, and is certainly 'free'. The flood and long term storage were not kind to the E-Type's bodywork, however, the Shucks passion for cars always meant that the car was

kept with the intention of getting it back on the road, but this never happened. Knowing that some bodywork components would require replacement, original sheet metal was acquired occasionally at swap meets and accompanies the car.

In recent years, John had received a Heritage certificate which confirmed information which he knew anyway, of Larman's purchase, but also that it is a matching numbers car and that its scheme of White/Cream and black was how the factory had built it.

The late Series 1 E-Type is coveted as the most usable as all series, with its known history from new and matched numbers status this is a hugely worthwhile project.

**\$30,000 - 40,000  
 WITHOUT RESERVE**



## Other Properties

104

### 1960/59 LAMBRETTA 125/198CC 'SCOTTISH SIX DAY TRIALS' REP.

Frame no. 125 Li 738592  
Engine no. 125 Li 582159

198cc Single Cylinder 2-Stroke  
4-Speed Transmission  
9hp  
Expansion Type 2-Wheeled Finned Drums  
Hydraulic Shock Absorbers Front and Rear

- Rep. of the famous 'Scottish Trials' 1959 Team Bikes
- US Executed Concours Restoration
- Competition Mods, Including Custom 'Up and Over' Exhaust
- Iconic Italian Scooter from the Golden Age of Production
- Frame & Engine Numbers in Sequence



#### THE SCOOTER OFFERED

The advent of the superb Li series of Scooters produced by Innocenti in the late 1950s immediately spurred British special tuners, looking at competition, and into action - as had been the case with earlier Lambretta models. In 1959 Lambretta Concessionaires prepped three standard Li bikes for the Scottish Six Days Trials. The three machines were ridden by Lewis Moore, Geoff Parker and Alan Kimber with Hornsby, Karlake and Bennett in reserve.

These bikes were prepped by Rex White and Tony Sutton who made a number of significant changes, both mechanically and bodily to the standard Li in preparation for the rigors of Scottish streams, narrow rock-strewn tracks, and 1 in 3 gradients! Basically they created tough, lightweight, stripped-down competition machines. There were no frills...

The standard exhausts were removed in favor of a custom unit that swept up and over the engine - and these had a wonderful 'crack' to them. The engines were breathed on, to 175cc (in this case, to 198cc) dampers were also fitted. Cosmetically they wore D-type front mud guards with Li leg shields cut down to model D proportions.

Although none of the riders won an award, all three finished the arduous course impressing, as they did, the motorcycle works teams. As a result, Lambretta Concessionaires received a flurry of interest for these purpose-built competition machines, despite this they did not make it into production, and the three original machines were eventually broken up and lost...

This is a Rep. of those '59 team bikes, meticulously researched and restored over a two-year period by an American specialist based in the North West.

These Italian built Scooters of the 50s and 60s continue gaining in popularity as fun and charismatic machines of a bygone era - this example would be a great 'conversation piece' pit-bike, or a perfect candidate for Concours judging.

**\$17,000 - 24,000  
WITHOUT RESERVE**

**1972 CHEVROLET CHEYENNE SUPER**

Chassis no. CCE142J1535B5

402ci V8 Engine  
 Single 4-barrel carburetor  
 240bhp at 4,400rpm  
 4-Speed Turbo Hydra-Matic transmission  
 Coil-spring independent front suspension, live rear axle  
 Front disc and rear drum power-hydraulic brakes

- *Top of the line luxury pickup*
- *Stunning color combination*
- *Highly optioned example*
- *Delightfully original*
- *Long term enthusiast ownership*

**THE CHEVROLET CHEYENNE**

Balancing the line between rugged and refined, the 1967-1972 C/K is arguably one of the best looking trucks to date. These trucks, known as the "Action Line," were the most car-like pickups to hit the road, reflecting the insatiable appetite for pickups among the general public. Sure to please all, the trucks were available in a multitude of configurations including half, three-quarter, and one-ton capacities and with short or long pickup boxes, all offered in numerous trim levels. During the 1967 to 1972 period the top engine displacement went from the 283ci to 402ci; suspension and handling were vastly improved, power front disc brakes were incorporated, and interior and exterior trim levels began rivalling those offered in General Motors passenger-cars. The result of this evolutionary period culminated in the top of the line 1972 C10 Cheyenne Super.

**THE MOTORCAR OFFERED**

The 1972 Chevrolet Cheyenne Super offered here represents the pinnacle of the development for the series. The 400 cubic inch V8 was the highest spec engine available, and the super designation represents the highest trim level available when ordering a Cheyenne. In addition to the superb engine and trim choice, the truck was ordered with an additional 16 options, making it one of the best equipped examples we have seen. Some of the more noteworthy options include 4 season air conditioning, power steering, rear window sliding glass, front stabilizer, and heavy rear springs. Today, this highly original example is in wonderful condition. The beautiful and eye catching two tone medium blue and white paint present very nicely, as does the believed to be original blue houndstooth interior. On a recent test drive, the truck was a real joy to drive, the 400 cubic inch V8 made

for a very exciting experience while also providing a glorious soundtrack - it quickly became apparent why the consignor has lovingly cherished the truck for the past 18 years. If you have ever considered owning a classic truck, this highly original and highly optioned example is not to be missed.

**\$15,000 - 20,000  
 WITHOUT RESERVE**



106

## 1973 VOLKSWAGEN TYPE 181 – THE THING

Chassis no. 1832755533E

Engine no. M0035780

1,584cc air-cooled OHV flat 4-cylinder engine

Single Solex 34 PICT 3 carburetor

46bhp at 4,000rpm

4-speed manual transmission

4-wheel independent suspension

4-wheel hydraulic drum brakes

- *Recent cosmetic refresh*
- *Complete with both a folding top with side curtains and a Bimini top*
- *Reliable, Beetle underpinnings*
- *Nary a more perfect summer ride exists*



### THE TYPE 181 – THE THING

Volkswagen's "Thing" had its roots in a military project. Based on the mechanicals of the Type 1 Beetle, it used a Karmann Ghia floorpan and 1,500 and 1,600 cc versions of the familiar air-cooled flat four engine. Transmissions were all VW's four-speed manual. Production began in 1969 in Germany, with early units delivered, ironically, to the German Army, as well as Dutch and Belgian forces. Civilian sales began in 1971, by which time Mexican production had started. Marketing in the U.S. commenced in 1972. In all, more than 90,000 were built through 1983, though civilian sales halted in 1980. Difficulty in meeting safety requirements resulted in withdrawal from the United States market after 1974.

### THE MOTORCAR OFFERED

So square it's cool, this Pumpkin Orange "Thing" is about the most fun you can have with your pants on. Acquired by the vendor in 2013, this Thing is understood to have come out of Florida. Most recently, the car was subject to a cosmetic refresh that included replacing the lower rocker panels with new-old-stock, repainting the entire car, and fitting a new tassel ringed Bimini top—the standard black folding top with side curtains is included. Mechanically understood to be a good runner, the car has been rewired per factory specifications.

On the road 'The Thing' is reported to drive beautifully with a smooth transmission and the ability to cruise at over 60mph with ease. Between this and its tidy aesthetics, it creates a smile for driver, passengers and those that you pass by on the road, all in all a great weekend/vacation car.

**\$12,000 - 16,000**  
**WITHOUT RESERVE**



From the Italian Vintage Cars Collection

## 1998 BENTLEY AZURE CONVERTIBLE

VIN. SCBZK14C4WCX61622

6,750cc OHV Turbocharged V8 Engine  
Electronic Fuel Injection  
385bhp at 4,000rpm  
4-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Example of Bentley's flagship Convertible
- Classic British green over magnolia color scheme
- Opulent luxury inside and out
- Powerful Bentley V8 to match the elegant looks
- Offered with CARFAX report



### THE BENTLEY AZURE

Based on the potent Bentley Continental R, the drop head Azure version was one of the most powerful cars of the era. The famous Italian styling house Pininfarina had been chosen to develop the Azure on the four-seater Continental R platform, and there was no question that the result was most successful.

Body shells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped to the UK for finishing at the Bentley factory at Crewe.

Hailed by its maker as 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in the US where its combination of unmatched luxury, effortless performance and soft-top style was highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

### THE MOTORCAR OFFERED

Offered from the Italian Vintage Cars Collection, the two brothers who assembled this intriguing and popular group of cars shared a soft spot for Italian coachwork on British automobiles. For this reason, the Pininfarina designed Azure was a logical addition to the collection.

A 1998 example, it is finished in the scheme perennially associated with the brand of British Racing Green and a magnolia interior. A CarFax report on file details very early damage to the rear of the car in the first three months of its life, however this was clearly professionally repaired and the car has continued to be used to this day.

It was acquired by the present owners roughly a decade ago, by which time its miles were in the mid 27,000s, and over the course of this time no more than 5,000 have been accumulated.

As it stands today, it has covered less than 2,000 miles a year since new and is ready to use and be enjoyed either on the open road as an individual or shared with friends in its commodious interior.

**\$50,000 - 60,000  
WITHOUT RESERVE**

Lots 108-111: Property from a Jaguar enthusiast's estate

108

## 1951 PONTIAC EIGHT STREAMLINER DELUXE STATION WAGON

Chassis no. L8UH15614

268.4ci Flathead L-Head 8-Cylinder Engine

Single Carter Carburetor

116bhp at 3,600rpm

3-Speed Hydromatic Automatic Transmission

Independent Coil Spring Front and Semi-Elliptical Leaf Spring Rear Suspension

4-Wheel Bendix Hydraulic Drum Brakes

- Long term ownership
- Lovely Palmetto Green over Burgundy color scheme
- Lovingly restored and maintained
- Complete with copious model-specific period literature



### THE PONTIAC CHIEFTAN

Pontiac began life as a lower-priced companion make to General Motors' Oakland in 1926. Its more significant role was to plug a gap in the GM catalog between Chevrolet and Oldsmobile, fulfilling Alfred Sloan's goal of a "car for every purse and purpose." It did this so well that Oakland was phased out after 1931.

1951 was Pontiac's Silver Anniversary—which was celebrated with a wing-shaped grill and a Silver Streak theme. A 120" wheelbase was carried across the lineup, including all six and eight cylinder cars both Chieftain and Streamliner, but eight different bodies were offered including multiple varieties of coupes, sedans, convertibles, and wagons. The Station Wagons transition to all-metal bodywork, but featured oak trim on the inside giving them the nickname the 'Tin Woody'.

### THE MOTORCAR OFFERED

Among the top of the Pontiac lineup for '51 was the Deluxe Streamliner Station Wagon offered here. Fitted with the all the goodies, including the big straight eight, a radio, a heater, and three rows of seats, Pontiac's own literature described it as the solution to all of your "shopping, youngster toting, vacation, camping and plain workhorse problems..." This Palmetto Green with Burgundy accents example has been in the same collection for decades. A family favorite, it was restored by the vendor in 1988 and was a popular method for hauling family and friends to the beach, for ice cream, or even to the airport.

Nicknamed "The Chief" by the owner, countless hours were spent on the project making it a true labor of love. Restored in its original colors, complete with burgundy vinyl trim and oak

interior fittings, the only changes from original were the fitment of a 12 volt electrical system in place of the old 6-volt and the addition of a modern radio and CD player. The car was the recipient of a 2005 respray as well.

A perennial People's Choice Award winner at numerous local shows, it is offered with Pontiac service manuals, dealer display catalogs and brochures, and other model specific paperwork. Providing phenomenal bang for the buck, there are few more enjoyable family machines than a Pontiac "Tin Woody" such as this.

**\$35,000 - 45,000  
WITHOUT RESERVE**



**1961 JAGUAR MK II 3.4-LITER SPORTS SALOON**

Chassis no. 176575DN

Engine no. KG6202-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Beautifully restored, sporting MkII*
- *Numerous Best in Class awards*
- *Elegant color combination*
- *Jaguar's iconic businessman's express*

**THE JAGUAR MKII**

Introduced in 1958, Jaguar's compact "Sports car for four" offered sparkling performance in a compact, well-constructed unit-body package. The Mk II, recognizable by the center bar of its radiator grille and different side lamps, turn signals, and flush-mounted fog lights, appeared in 1959. It offered a wider rear track, larger windows, power-assisted disc brakes at all for corners, and a bit of additional brightwork. There were many changes inside the roomy passenger cabin as well; larger front bucket seats that incorporated folding picnic tables for rear-seat occupants, a newly-redesigned dashboard, the tachometer and speedometer placed directly in front of the driver with ancillary gauges in a center panel, and of course an abundance of polished burl. A total of 28,666 Mk II's were built from 1959 to 1967.

**THE MOTORCAR OFFERED**

This beautiful MkII is finished in the fetching combination of Opalescent Dark Blue over Crème Connolly leather with dark blue piping, deep Wilton wool carpets and rich burl walnut trim. A US market car, it was discovered by the vendor as a project in boxes. A Jaguar enthusiast who had previously built up a Mk II for high speed touring (see lot 111), he wanted to restore another example to "as-new" condition.

With the help of his brother, a concours restoration was begun in 1994. Swiftly earning his position in the Jaguar world as a Mark II Guru, the restoration was meticulously researched and only original or new-old-stock pieces were used. Reams of receipts document the acquisition of the correct parts for the completion of the restoration. Painstakingly working over countless hours, the restoration



was completed over more than one year period. While the majority of the work was completed by the vendor, the major tasks including paint and bodywork were done by Hyannis Restoration while the brightwork was redone by Waltham Chrome Plating.

The finished product would no doubt have wowed the production supervisors on the Mk II line had it rolled off in 1960. Gleaming and gorgeous, it was extensively shown around the Northeast—taking Best in Class trophies at just about every event into which it was entered.

Driven fewer than 100 miles since its restoration just over two decades ago, the car is very presentable today. Documented by numerous magazine and newspaper articles along with photographs, a number of spares for Mk IIs such as a complete set of walnut interior trim

pieces, outer chrome bumper, grill, and interior trim pieces (all NOS), as well as a Jaguar tool kit, this is perfect way to enjoy the Jaguar experience with both friends and family in tow!  
**\$60,000 - 80,000**  
**WITHOUT RESERVE**





**1960 JAGUAR MK II 3.8 SALOON “THE GOLDEN JAGUAR”**

Chassis no. P210581BW

Engine no. 103519

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

3-Speed Automatic Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Exacting recreation of the 1960 New York Show’s star attraction*
- *Multiple award winner*
- *Desirable 3.8-liter example*
- *A one-of-a-kind MkII*

**THE MOTORCAR OFFERED**

To introduce the new 3.8-liter Mk II to the American market, Jaguar wasn't about to just show a shiny new car on a turn table. Oh no, it was going to make a splash, make waves, and shine bright. In a press release dated April 12, 1960, Jaguar announced that it would be showing “the ‘Golden Jaguar,’ a one-of-a-kind show car...a Jaguar 3.8 sedan transformed into an Easter confection in gold-and-white.” Valued at \$25,000, every bit of exposed metal, inside and out, was gold plated—the bumpers, grill, door handles, trim, switches, wheels, tire valve screws, ash trays, mascot, even the exhaust pipe. The body was “hand-finished” in white while the interior was trimmed in white “English glove leather.” Veneers were walnut and two occasional tables were fitted for the rear occupants.

Debuting at the New York Auto Show, the car was accompanied by an armed guard from the Burns Detective Agency and Ms. Dorothy McDonough who was dressed to match the car—“in a specially designed gown of 24-karat gold thread, 24-karat gold hose, gold shoes (gold garters), gold and precious gem jewelry including a tiara given to Empress Josephine in 1804 by Napoleon.” The tiara, which was on loan from Van Kleeef and Arpels, contained over 1,000 diamonds.

The car was a smash hit and while the press release stated that there had been several offers to buy the car, after it was shown it was sent back to the factory, stripped of its gold, retrimmed and sold as a standard road car. And that is where the story of the Golden Jaguar would have ended had the vendor of this car not sought to exactly recreate that famous show car.

The project, begun in 1997/1998, was carefully researched through Tony O’Keeffe, then-curator of the Jaguar Daimler Heritage Trust in the U.K. Further information was gathered from Richard Hassan, the son of Sir Walter Hassan—the designer of the XK’s engine and someone who was directly involved with the construction of the Golden Jaguar. Through them, and careful researching of original new bulletins from Jaguar Cars, the vendor and his brother were able to expertly bring to life the previously lost car.

Starting with a good, sold 3.8 Mk II, the car was restored from the ground up as the Golden Jaguar using all original or new-old-stock parts. Receipts documenting the parts acquisition and labor spent on projects that could not be created on site—such as gold plating anything that shined—is on file along with copies of old press bulletins and photos.



Upon completion, the recreated Golden Jaguar made its concours debut in March of 1999 at the prestigious Amelia Island Concours. It would also be shown at the Jaguar Association of New England Club Concours, the British Invasion in Stowe, Vermont, the Meadowbrook Hall Concours, and right here at the Greenwich Concours. It would win awards where ever it went—including two at Greenwich: Best European Closed Sedan Post War and, appropriately, Best Debutante.

Barely driven anywhere but from the transporter to the show field and back again, only about 100 miles have been accumulated since the completion of the restoration. While this may not be the original Golden Jaguar, it is the closest thing to the car that graced the 1960 New York Auto Show that one can own. As for Ms. McDonough, her gold outfit and

diamond tiara—those will need to be sourced separately...but I am sure the folks at Van Kleeef and Arpels would be happy to assist with recreating that last bit!

**\$60,000 - 80,000  
WITHOUT RESERVE**



## 1962 JAGUAR MK II SALOON

Chassis no. P21822BW

4,235cc DOHC Inline 6-Cylinder Engine  
 3 SU Carburetors  
 280bhp (approx.) at 5,500rpm, 400bhp (approx.) with nitrous  
 6-Speed Richmond Manual Transmission  
 Independent Front Suspension – Live Rear Axle  
 4-Wheel Disc Brakes with 4-Piston Calipers

- Restored for fast touring and rallying
- Outfitted with numerous, desirable upgrades
- The Mk II Jaguar wishes they could have built
- Fast, family transport



### THE MOTORCAR OFFERED

When the MkII came out, it was the ultimate “Gentleman’s Express,” but it was limited by the capabilities of the engineers and materials of the day. After a trip to Silverstone and beholding the hotted-up Jags in the Home Countries, the vendor set out to create a fast touring and road rally version of the MkII for himself at the start of the 1990s. Starting with a good, solid 1962 Mk II, the original 3.8-liter engine was beefed up with a 4.2-liter block, aluminum heads, 11.5:1 Venolia forged pistons, Carrillo rods, Iskenderian Phase 3 road racing cams pushing Iskenderian valve springs into a ported cylinder head. Triple SU carbs feed the beast while a 16-row oil cooler and modified oiling system keep things lubricated. An MSD/Tumention ignition system keeps the whole thing firing while stainless steel headers and exhaust handle the final product of all that combustion. Should the above require an extra boost, a 150bhp direct port nitrous

oxide injection system is also fitted for an extra, temporary bump in oomph.

Power is routed through an alloy flywheel and twin-disc Tilton clutch with hydraulic master and slave cylinders to a Richmond 6-speed transmission. Power was then delivered to massive, 16-inch chrome Momo rally wheels shod in Pirelli P6000 225/60ZR-16 rubber. Serious braking is on hand care of four big disc brakes clamped by four-pot calipers.

Inside, the original black leather seats and burl walnut trim were restored as they would have been from the factory, but Autometer gauges now sit in the dash and four-point Simpson racing belts keep all four passengers safely in the upright and locked position. The exterior is finished in black and the chrome was all redone at the time of restoration. Local New England

shops including Monty’s Machine Shop, Willett’s Coach Works, Lindskog Balancing, and Waltham Chrome Plating all contributed to the work.

Completed in 1991 and nicknamed the “Eight Ball” by its owners, it was featured in a number of magazine and newspaper articles as well as local shows across the Northeast. A perfect entrant into any number of European events as well as American rallies like The Great Race, this hot Jag would no doubt also provide rapid transport to your next local car show as well!

**\$40,000 - 60,000  
 WITHOUT RESERVE**

## Other Properties

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### 1970 MERCEDES-BENZ 280SE COUPE

Coachwork by Karmann

Chassis no. 11102412003888

Engine no. 130980-12-029740

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160 bhp at 5,200 rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Wonderful Mercedes-Benz quality*
- *One of only a few hundred Low-Hood 280SE Coupes*
- *Equipped with factory Behr air conditioning, factory sunroof, factory seatbelts and power windows*
- *Coachbuilt by Karmann...smart and useful Mercedes-Benz in timeless design*



#### THE MOTORCAR OFFERED

This 280SE is understood to have been sold new in Las Vegas, Nevada and perhaps appropriately for those sunny climes, was delivered as new in the archetypal scheme of gold and as specified on its included Mercedes-Benz Certificate, original features included the desirable options of factory sunroof and Behr air-conditioning, as well as factory three-point seat belts.

From Las Vegas, the car would migrate south for nearly 20 years of Southern Californian ownership before arriving in the present private enthusiast collection in 1988, when it was purchased as a wedding anniversary gift. Prior to acquisition its paintwork was transformed to another popular period color for these cars, that of light ivory/white.

Over the last 3 decades, the car has been progressively refurbished where needed. The paintwork refreshed, the rear seat and parcel

shelf reupholstered, while on the technical side, Bilstein shocks were fitted, and radial tires also, those being currently shod on alloy rims, which were of course a period option in the day. In addition to those currently fitted, a set of stock steel wheels also accompany the Coupe.

In the course of its ownership, this Low-Hood 280SE has been well maintained, looked after and generally enjoyed for its eminently covetable driving capabilities and practical characteristics. This has included a feature article in "The Star" Mercedes-Benz publication, participation in numerous 1000 mile tours organized by the noted Vintage Rallies company and has been shown at Amelia Island, Lime Rock, Fairfield County and Greenwich Concours d'Elegances

**\$35,000 - 45,000**



113

## 1972 FERRARI 365 GTC/4

Coachwork by Pininfarina

Chassis no. 15621

Engine no. 403/417

4,390cc DOHC V12 Engine  
6 Weber Side-Draft Carburetors  
340bhp at 7,000rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- Long term owner for 40 years
- Less than 40,000 miles.
- Great car for various driver events.
- Numerous documents and Books.



### THE FERRARI 365 GTC/4

Introduced at the March 1971 Geneva Motor Show, the Ferrari 365 GTC/4 was derived from the chassis of the 365GTB/4 Daytona of 1968. The engine was similar to the 4,390cc DOHC V12 of the Daytona, but new heads and a lower compression ratio of 8.8:1 lowered the brake horsepower to 340, slightly less for emissions-controlled American cars. Six side-draft Weber 38 DCOE carburetors fueled the engine, which used wet sump lubrication.

The wheelbase, at 94.5 inches, remained unchanged. Improvements included standard power steering and a larger luggage compartment, while the side-draft carburetors allowed a lower hood line. In contrast to the Daytona, however, which used a rear-mounted transaxle, the GTC/4 had its gearbox, a five-speed manual unit, mounted to the engine. The suspension was independent all around, with

unequal-length control arms and coil springs, an anti-roll bar and hydraulic self-leveling.

Designed and built by Pininfarina, the coupe bodies were shipped to Maranello for assembly. The low hood permitted by the side-draft carburetors incorporated retractable headlamps, and a handsome Kamm tail featured traditional Ferrari tail lamps. The interior was a completely new design with more comfortable seating, although the occasional "+2" seats in the rear were best used folded as luggage space. The seats had cloth inserts as standard, for comfort in warm weather, although air conditioning was standard. Full leather upholstery was available as an option.

The 365 GTC/4's handling has always been described as "phenomenal," even when taking into consideration the tire technology of the

time. The brakes, combined with the 11-plus-inch ventilated discs all around, were similarly up to the task.

Just 505 GTC/4s were built from 1971 to 1973. *Road & Track* called the GTC/4 "a graceful, clean and understated design"; it is all of that and more.



## MOTORCAR OFFERED

This particular 365GT/4 was an original US delivery, and was built in 1972. The car was originally delivered in its current color scheme of powered metallic blue over its dramatic Pininfarina body, with a rich tan leather interior. The original owner is believed to be a Mr. C Alexander Beniot of Palm Beach Fl, who kept the car until 1977 when it was listed for sale in 1977 by FAF Motorcars in Tucker, GA. At this time, it was stated the car had a single owner and according to mileage documents had covered 21,250 miles.

Later the car was purchased by a Mr. David E. Block, a North Carolina based collector. The car would remain in Mr. Block's ownership for the next 40 years. During this time as part of Mr. Block's sizable collection the car was well maintained. In 2007 it was repainted in its original factory color. The car would remain in

Mr. Block's ownership until early this year, when passed to the consignor.

Today the car presents beautifully, having spent most of its life with one owner. The odometer shows less than 39,000 indicated miles, and this is believed to be accurate. Although repainted 10 years ago, the paintwork presents very well. The 2+2 leather interior is believed original, except for the front seats, reupholstered in 2007, which are in good condition. The car is also fitted with its original Becker radio. The engine compartment is as original in its appearance. An MSD ignition system has been fitted for better drivability, and this has aided reliability and suitability for modern fuel.

The 365GT/4 is considered by many to be one of the best-balanced Ferrari GT cars.

The combination of the ample power and the characteristic sound from the legendary V12, plus the comfort of power disc brakes, and steering, makes them a joy to drive. This car, benefiting from long term ownership is offered with extensive records, and books. Welcome at any number of Ferrari Owners Club events, Concours or driving tours, this car will no doubt bring its next owner much enjoyment and satisfaction. The charisma of the name and the well set up nature of this motorcar will always beckon the enthusiastic driver.

**\$250,000 - 300,000**



**1971 FIAT 500 COUPE**

Chassis no. 110 F 2777097

Engine no. 110 F 000 2956837

Single Weber Carburetor  
 Approximately 18bhp at 4,000rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Hydraulic Drum Brakes

- *Directly offered from Italy*
- *Comprehensively restored*
- *Charming Runabout*

**THE FIAT 500**

One of the most important “people’s cars” of the post war era - the car that got Italy back on the road to prosperity. Brilliantly designed to be simple and lightweight they could be propelled at a good clip by their tiny 500cc engine. It did not take long for the little 500 to become the favorites of the boy racers. An industry of tuning parts sprang up to tap as much power as possible from these little cars.

**THE MOTORCAR OFFERED**

This charming Fiat 500 is a European specification model. Finished in the traditional white over black color scheme. This has been recently imported from Italy where it has been from new.

The little 500 looks to have had a cosmetic restoration comprised of a respray and new interior trimming. The engine compartment is tidy and looks to have seen some recent restoration work. The car starts easily and runs quite well. The odometer displays just over 75,000 KM. The car rides on a fresh set of authentic Cinturato tires. At the rear is an accessory luggage rack for a bit more carrying capacity. A pair of Abarth luggage bags as well as a good selection of FIAT books are included in addition to a good history file.

A nice example in good running order. As such this lovely Fiat 500 is ready to be used and will be a welcome addition or indeed the starting point of a great collection at a modest outlay.

**\$14,000 - 18,000  
 WITHOUT RESERVE**

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## 1968 MG C ROADSTER

Chassis no. GCN1U/8139G

Engine no. 29GA/RU/H358

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetor

145bhp at 5,200rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- *Well restored by a marque enthusiast*
- *Well sorted and great driving example*
- *Nice knock off “Mini-Lite” wheels*
- *Smart-looking roadster version of MG’s high-speed ‘C’*



### THE MGC

Conceived as replacement for the aging Austin-Healey 3000, the MGC debuted in 1967 powered by a 2,912cc, six-cylinder, seven main bearing power plant. Persuading the larger engine to fit into the MGB resulted in a number of changes, not the least of which was the adoption of a new front cross member and torsion bar springing for the front suspension, while the bonnet was given its characteristic bulge.

The 'C' excelled as a Grand Tourer, its high axle ratio and lazy engine - 100mph equating to just 3,750rpm in overdrive - making for effortless high-speed cruising. The MGC model lasted for just two years, production ceasing in 1969 after around 9,000 cars had been built.

### THE MOTORCAR OFFERED

This great example of the seldom seen MGC roadster was well restored by a marque enthusiast very familiar with these cars. The nuts and bolts restoration was done to a high standard both cosmetically and mechanically. A surprisingly quick car it is also tight and sold on the road.

Nicely finished in British racing green over black and rolling on a set of English made knock off Mini-Lite wheels. The engine compartment is particularly impressive and well detailed. When admiring the motor one is struck by the amount of re-engineering required to fit the large six-cylinder engine. Equipped with tall gearing and over drive this MG is quite at home at highway speeds.

Fitted with a fresh top the MGC is ready for touring or showing. With less than 9000 built and few in the US the MGC is always a standout at British car events. With its prodigious power, it is perhaps the best MG for use in today's modern traffic. Offered with a full complement of original paperwork this a great example of a rare car.

**\$30,000 - 35,000**



## 1954 CHEVROLET CORVETTE

Chassis no. E54S004625  
 Engine no. 0712692 F54YG

235ci OHV Inline 6-Cylinder Engine  
 3 Carter Carburetors  
 150bhp at 4200rpm  
 2-Speed Powerglide Automatic Transmission  
 Front Independent Suspension - Live Rear Axle  
 4-Wheel Drum Brakes

- Among the final 20 '54 Corvettes built
- Recipient of an engine rebuild about five years ago
- Classic Polo White over Red livery
- Classic, elegant example of America's first post-WWII sportscar



### THE CHEVROLET CORVETTE

Introduced in 1953 at the Autorama display of the New York Auto Show, the Harley Earl-designed Corvette started life as a comfortable, leisurely six-cylinder boulevard cruiser. It was built with a fiberglass body over a Chevrolet sedan powertrain and chassis. However, thanks to its more pedestrian underpinnings, the Corvette was available at an accessible price, and a strong dealer network meant that buyers would not have to endure long waits for parts to come from overseas. For 1954, production was moved to the St. Louis plant in expectation of high demand. The overhead valve 235ci Blue Flame Six, which already had dual exhausts and solid lifters for performance, was upgraded with triple Carter carburetors and a new camshaft for increased power. Unfortunately, sales were still below expectations, and only 3640 were built for that year, nearly resulting in the Corvette's demise.

### THE MOTORCAR OFFERED

Finished in the classic color scheme of Polo White over Red vinyl, this 'Vette was completed in mid-July of 1954 as one of the last six-cylinder examples to roll off the assembly line (serial number 04640 was the final car). The known early history of this example is limited at the time of cataloging, but it was acquired by a pair of brothers in Michigan over two decades ago. Owned and enjoyed by the pair, one of whom was an engineer at Chevrolet, it was regularly maintained and stored in a climate controlled garage. Shown and enjoyed at local, Detroit events including the Woodward Dream Cruise and Meadowbrook Concours d'Elegance, it was the subject of an engine rebuild about five years ago and received a new convertible top a few years after that.

As stylish and attractive now as it was when it left the St. Louis factory in 1954, this is an lovely machine in which to hit the road and go for a cruise.

**\$55,000 - 65,000  
 WITHOUT RESERVE**

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## 1927 BUICK MASTER SIX ROADSTER

Chassis no. 1682253

Engine no. 1758780

274ci OHV Inline 6-Cylinder Engine

Single Carburetor

75bhp

3-Speed Manual Transmission

Solid Front Axle and  $\frac{3}{4}$ -Floating Rear Axle with transverse leaf spring

4-Wheel Mechanical Drum Brakes

- *Believed to have been delivered new to Oyster Bay, New York*
- *Buick's top-of-the-line model*
- *Elegant, original color scheme*
- *A fine tour car*



### THE MASTER SIX

The company introduced its first six-cylinder car in 1914 and for a period in the 1920s the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and four-wheel brakes were new introductions on the six-cylinder line for 1924, the last year of Buick's base-model four. Replacing the latter for 1925, the Standard Six boasted a new, overhead-valve engine displacing 191cu in and producing 50bhp, while the larger Master Six came with a 255cu in, 70bhp unit. The duo were restyled for 1926 and given larger engines of 207 and 274cu in respectively and continued almost unaltered throughout 1927. For this season, the cars were visibly distinguishable by their slightly rounded radiator edges and on Fisher bodies such as this car, a dual swage molding.

### THE MOTORCAR OFFERED

This Master Six Roadster was the top-of-the-line offering for the year and is understood to have been sold new to a fellow from ritzy Oyster Bay—just across the Long Island Sound from Greenwich. No doubt the perfect car for such a nice area, the top down motoring in the summer would only be complemented by the availability of a golf door for easy access to the sticks when heading to the links and a factory rumble seat when additional friends and family needed transport.

The recipient to careful maintenance but believed to never have been fully apart for restoration, it is finished in Signal Yellow and Green accented by Signal Red striping—purported to be its factory original livery. The tan Haartz top was retrimmed a few years ago along with the matching rear mounted spare tire covers. The interior shows well and is trimmed in burgundy leather. The

seats appear to have been retrimmed but the dash and door panels are possibly well kept originals. Finished at the end of the Nickel Era, the polished nickel fixtures, headlights, and radiator surround show well.

A fine example of a quality, sporting roadster from the Roaring Twenties, this Buick is unquestionably a fine addition to just about any collection and a wonderful value given its stylish good looks and hearty six-cylinder power.

**\$40,000 - 50,000**

**WITHOUT RESERVE**



## 1940 FORD LLOYD ROCKEY SPECIAL

239 cid Ford V8 (electric start)  
 Approximately 150hp  
 Twin Stromberg 94 carbretors  
 3-Speed Transmission, late 30's Ford  
 4-Wheel Mechanical Brakes

- *Ready to use vintage race car*
- *Real car with known history from new*
- *Very competitive car*
- *Inexpensive ticket to the vintage racing world*



### THE MOTORCAR OFFERED

Brothers Lloyd and Glen Rockey from Muskegon, Michigan were among those adventurous young men who decided to go racing with a K-8 car. The frame is Essex, used because it has a "kick-up" over the back axle permitting a lower center of gravity, narrowed and rounded at the front. Upon completion the Rockey boys painted the number 13 on the tail and went racing. Glen usually drove and drove well – so well in fact that in 1987, Glenn was inducted into the Michigan Auto Racing Hall of Fame.

Some years later Lloyd's son David began to work on the old car. An upgraded starter was installed and the in-and-out box was replaced with a late 30's Ford three-speed transmission. In the 1990s it was sold on to Fred McKaig. The present owner purchased #13 from Mr McKaig in 2003.

Since that time #13 has had an active career. An easily removable roll bar has been added for driver protection. The radiator has been rebuilt and the cooling system supplemented with an electric fan mounted in front of the radiator. The electrical system has remained very simple and runs on an Optima battery without a generator. After running the car with the original two-wheel brake system for several years, matching Ford brakes have been added to the front with a compensation valve in the brake line. All the work done to conform to Vintage Sports Car Club of America specifications. After 11 seasons of competition the engine was getting tired. A recently rebuilt engine of the same type a 59A Ford Flathead V-8, was put in place. The equipment on the previous engine was put on the replacement block; Mallory distributor,

shaved pre-war style Cast iron heads, truck flywheel for 11" clutch, adjustable lifters, aluminum pistons on 8BA rods, the original hand-built headers are in place. Since 2004 it has run 1933/34 Ford 17" wheels on front and 1932 18" wheels on back with Dunlop racing rubber.

The car is great fun to drive and quite predictable on the track. It tends to hang the tail out in the turns, good power off the corners, #13 is ready for another season of fun.

**\$30,000 - 40,000**

**1972 MERCEDES-BENZ 280SE 4.5 SEDAN**

Chassis no. 108067 12 013924

Engine no. 117984-12-014068

4,520cc SOHC V8  
 Bosch D-Jetronic Fuel Injection  
 225bhp at 5,000rpm  
 3-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Hydraulic Disc Brakes

- *Four owners from new*
- *Nicely optioned and well equipped*
- *Complete with original data card, books, and manual*
- *The quintessential Autobahn cruiser*

**THE W108**

Forerunners to the S-Class, the W108 Mercedes were introduced in 1965. The fins of the predecessor W111 cars were eliminated, and the overall appearance was smoother, more sophisticated. Initially powered with six-cylinder engines a V8 engine was made available in 1970. By 1972, the W108/109 cars were well into advancing years. Development of the successor W116 range was well along, and its introduction came during the year. Engines, however, were carried over, and the series designations updated accordingly.

Although W108 sales worldwide reached nearly 383,000, the 280SE 4.5 achieved fewer than 14,000, making it fairly rare in today's collector market. They were the last team-built cars at Daimler-Benz, aside from the current AMG variants, and they exhibit the build quality expected from a hands-on assembly team. They were also the last with stacked headlamps.

**THE MOTORCAR OFFERED**

This 280 SE 4.5 comes in Pastel White over Dark Blue leather. It provides the typical modern amenities: electronic fuel injection, power disc brakes, power steering, power windows, air conditioning, sunroof and full leather interior. It has the rare Becker 'Europa' Radio.

Per the original data card, which accompanies the car, this 280 SE was delivered new to Frank Osborn of Naples, Florida. Mr. Osborn would keep the car for five years before selling it to James Huyler of Park Ridge, Illinois on June 7, 1977. The car would remain with Mr. Huyler until January of 1984 when it was sold to David Kasten of Schofield, Wisconsin with 63,125 miles on the odometer. The car's longest term keeper, it would remain with Mr. Kasten until October 21, 2015 when it was acquired by the seller showing 69,715 miles. Since acquisition, the car has been sparingly driven and carefully maintained, with receipts on file from New Canaan Foreign Car Service speaking to that

fact. It further retains its original books and manuals in addition to copies of old titework documenting its history.

Showing well today, it still possesses the elegant and understated presence it did when it was new. More than capable of keeping up with today's traffic, then as now it is surely one of the most pleasurable and luxurious ways to move about town and country.

**\$15,000 - 20,000  
 WITHOUT RESERVE**



**1923 RICKENBACKER B6 COUPE**

Chassis no. 10585

Engine no. 10505

218Ci six-cylinder side-valve, twin flywheel engine

58bhp at 2,800rpm

Single updraft Stromberg carburetor

Three-speed transmission

Four-wheel mechanical brakes

- *The car designed by the legendary Eddie Rickenbacker*
- *First four-wheel brake car in its price class*
- *High quality restoration*
- *Excellent history file*

**RICKENBACKER**

The Edward Vernon Rickenbacker story is perhaps one of the most remarkable of the twentieth century. Born in extreme poverty, educated to only the fifth grade when he needed to work to support his family. A brilliant intuitive engineer his skills were discovered when he began sweeping the floor of the Frayer-Miller Automobile Company. By age fifteen he was the leading engineer and the riding mechanic in the companies Vanderbilt Cup entry becoming one of the top racing drivers in the US finishing second in the AAA standings.

Just prior to the outbreak of WWI his skills were recognized by Henri Coatalen of the Sunbeam Motorcar Company in Wolverhampton, England. Coatalen hired him as an engineer and whilst sailing to England, war was declared, ending Sunbeams civilian production.

Rickenbacker returned to the US and volunteered himself and a group of top racing drivers to the Army as potential flyers. Rickenbacker felt the skills of racing drivers would make them perfectly suited for air combat but the Army disagreed and pretentiously dismissed the drivers for their lack of college educations. An appointment as General Pershing's driver got Eddie to Europe and after much finagling eventually in the air. Though only reluctantly given flying instruction Eddie would become the top ace of the Great War and America's most famous and beloved hero, eventually receiving the Medal of Honor. After the War, he would achieve unprecedented success in nearly everything he undertook. In peace time, he devoted his efforts to business not racing and began to lay the ground work for the Automobile that bore his name.

The Rickenbacker car was unfortunately one of Eddie's only business failures. The competition was not happy about a beloved American hero producing cars in a lucrative part of the market. His competitors wanted to restrain Rickenbacker but they could not attack an American hero. When Rickenbacker announced, his car would feature four wheel brakes – a first in this price range – the competition pounced. Ads touting the danger of four wheel brakes spread through auto publications. The Rickenbacker car was labeled as a lethal machine that would go out of control at the press of its brake pedal. This sounds like foolishness today but a public accustomed to rear brakes was easily convinced of this imaginary danger. This dealt a strong blow to Eddie's company that had begun with a strong demand for his product.



Captain Eddie in his S.P.A.D. XIII

### THE MOTORCAR OFFERED

Rickenbacker cars however, were an excellent product. Combining both fine engineering and exceptional build quality the cars were truly one of the finest cars on the market at their price range. The frames were boxed and highly rigid - the engines exceptionally smooth and quiet. It is little wonder the competition was so concerned about this new brand.

The Rickenbacker Company ended with its sale to J.S. Rasmussen in Germany and would the design would live on as two models of the AUDI brand in 1928.

This fine example of the quintessential Rickenbacker car from the peak of the company popularity. This sporty coupe style was both fun for the driver and practical with a roomy back seat with a small folding companion seat next to the driver, appealing to the family man who also wanted to have something a bit more fun than the average four-door sedan.

Of course, featuring the innovative though controversial four-wheel braking system. The engine is a six-cylinder design sporting some Rickenbacker innovations. The radiator proudly features the "Hat in the Ring" logo of his 94th Aero Squadron and is one of the great automobile logos of all time.

Well restored and sporting some great documentation this was once owned by a former President of the Rickenbacker Club. The file features original registration documents going back to the 1930s.

Rickenbackers are rare automobiles and seldom come on the open market. This fine example of the archetype model is an excellent chance to own a piece of one of the greatest stories of the twentieth century. Few cars carry with them such an aura of the man who created them as a Rickenbacker.

**\$60,000 - 80,000**



## 1932 CHRYSLER CL IMPERIAL CUSTOM CONVERTIBLE SEDAN

Coachwork by LeBaron

Chassis no. 7803380

Engine no. CL-1080

385ci Flathead L-Head 8-Cylinder Engine

Stromberg 2V EE-3 Carburetor

125bhp at 3,200rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Hydraulic Power Vacuum-Assisted Drum Brakes

- One of only 49 LeBaron Convertible Sedans built
- The only survivor of the 12 example further equipped with artillery-style wheels
- Well documented history since the 1960s
- A CCCA Full Classic®



Above: The Imperial when discovered in California in the late 1960s/early 1970s

### THE CHRYSLER IMPERIAL

Chrysler joined the multi-cylinder “club” in 1931 with the introduction of two models with straight-eight engines: the CD Eight and the Imperial CG Eight. The latter’s nine-bearing engine produced 125bhp, which was good enough to propel the 5,000-pound car to a top speed of more than 95mph, truly world-class performance for the era. Notable features included hydraulic brakes, adjustable seats and steering column, as well as hydraulic shock absorbers. Chrysler’s “Floating Power” engine mounting and a 4-speed synchromesh manual transmission contributed to the powertrain’s smoothness and flexibility.

Long and dramatically low-slung, the all-new 1931 Chrysler Imperial drew obvious inspiration from the front-wheel-drive Cord L-29 that Errett Lobban Cord had sprung on the market in 1929 to widespread acclaim. Reportedly, L-29 designer Alan H. Leamy actually contributed to the Imperial

design, during a hiatus from his employment as chief designer for Auburn and Cord automobiles. The Imperial’s streamlined, swept-back radiator shell was overtly Cord-like, and as with the L-29, the Imperial windshield was set far back on the chassis, permitting a very long hood/cowl line and gracefully sweeping front fenders. With its 145 inch wheelbase chassis being even longer than the L-29, the Imperial’s proportions were all the more breath-taking.

For 1932 and ‘33 the progression of the model was largely aesthetic with more pronounced separated two-piece windshields, door-type hood ventilators, and the overall proportions grew scaled on a slightly longer 146 inch wheelbase.

The new Imperial was offered in two sub-series, a standard line with production Briggs-built bodies and a more prestigious Custom line featuring

semi-custom bodies, finished to order. LeBaron designed and built all but one of the Imperial “catalog custom” styles.

LeBaron Carrossiers Inc. had been founded in 1920 by the two legendary designers Raymond H. Dietrich and Tom Hibbard, after Brewster had fired them for planning on company time to start up on their own. They got themselves a fancy address at no. 2 Columbus Circle in New York City, but being virtually destitute, had no funds to establish their own coachbuilding facility. So they developed a never-before-seen business model, which was to sell ready-made designs to clients and then contract to have them built by outside coachbuilders.



## THE MOTORCAR OFFERED

This Imperial is among the rarest of the breed. Fitted with lithe and elegant Convertible Sedan coachwork, it is one of only 49 examples built in 1932. Of those 49 cars, only 12 were further fitted with artillery style wheels. It is believed that only about 16 of the '32 Imperial Convertible Sedan still survive and this is the sole survivor with artillery style wheels.

The early history of this car is yet unknown, but it was discovered by the penultimate owner—Fresno, California-based collector and restorer Benjamin Gostanian—about 50 years ago. Likely put away shortly before or after WWII, it was found in California in complete, serviceable condition but with a top largely in tatters. Photos on file show the car shortly after it was discovered. An avid enthusiast and among the most dedicated collectors in the valley, Mr. Gostanian set about restoring the car back to showroom condition shortly after acquiring it.

The initial restoration appears to have been largely sympathetic with the car finished in what appears to have been its original color scheme of burgundy-hued Everglade Red with cream coachlines and red leather topped with a light tan convertible roof. A selection of photos show the car in this configuration. The California blue plates fitted to the car date this initial refurbishment to the 1970s. Understood to have collected numerous trophies in this color scheme, the Imperial would later go in for another restoration in the early 1980s. Documented extensively by photos, the car was torn down, repainted its current paint scheme of creamy white with coffee coachlines and an interior redyed beige.

As completed, the car would continue to win awards. Photos show the car crossing the podium at a 1987 Concours d'Elegance as well as on the field at The Quail Lodge.

Gostanian would keep the car in his collection until his passing in the spring of 2006, at which point it was acquired by the current owner. Still showing well today, the car's now more than 30-year-old restoration has held up well. Some crazing in the paint speaks to its age, but the interior presents very nicely. Showing 66,653 miles, it is believed that this could be original based on notes from Mr. Gostanian's file. Equipped today with niceties such as an auxiliary Ha Dees heater, overdrive, freewheeling, power vacuum assisted brakes, and a vacuum assisted clutch, it would no doubt be a lovely tour car. Perfectly fine as is, or welcome to a sympathetic restoration to return the car to her former glory, either way, this rarely seen and handsomely **\$220,000 - 260,000**



**1985 ASTON MARTIN LAGONDA S3**

VIN. SCFDL01SXFTL13428

5,340cc DOHC V8 Engine  
 Fuel Injection  
 305bhp at 5,500rpm  
 3-Speed TorqueFlite Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Power-Assisted Disc Brakes

- *Futuristic technology and aesthetics*
- *With recent ownership and service records*
- *Beautiful condition with over \$70,000 recently spent*
- *Accompanied by owner's manual, tool kit and build sheet*

**THE MOTORCAR OFFERED**

This marvelous Series 3 Lagonda is a fine example of the brilliance and entrepreneurial spirit of Aston Martin. It showcases a plethora of avant-grade features, not least of which is the distinctive futuristic flattened snout and rear end, rectangular headlamps with hood pop-ups, shortened central front grille and a fighter-jet configured console, controlling one of the first ever computer management and digital instrument systems.

This fabulous Lagonda is powered by the all alloy DOHC 5.4 liter V8 which produces 305 bhp and 288 lb. ft. of torque at 5,500 rpm. More importantly, it can hit 60 mph in 6.5 seconds despite the car's impressive size and weight, and offers a top speed of 150 mph. One of the first of the Series 3 models to be produced, this car benefits from a fuel injection system, an upgrade on its Series 2 predecessors,

which were carbureted. This car is vested in its original special order color combination of Jaguar Cranberry metallic with a grey leather interior and grey Wilton wool carpeting edged in coordinating dark red and wood burl fascia. In excess of \$70,000 has been spent on this Lagonda since 2013 to ensure that it is one of very best available anywhere. Most recently another \$7,000 was invested specifically in the dash, which was stripped to have all the Cathode Ray Tube screens restored in the UK - resulting in all the electronics working flawlessly. The air conditioning system produces a blast which is positively Arctic, and the odometer shows under 47,000 original miles.

Magnificent throughout, this Lagonda Series 3 comes with many extras, including the original briefcase-style tool kit, owner's manual, and a copy of the build sheet as well as ownership

and service history. New deep-pile dark red overlays are provided by the same company that supplied them in 1985. With only 645 Lagondas built from 1974 through 1990, of which a mere 75 were Series 3, this fine example is quite possibly unique in its condition and rarity.

**\$70,000 - 90,000  
 WITHOUT RESERVE**

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## 1999 ROLLS-ROYCE SILVER SERAPH

VIN. SCALA61E4XCX01891

5,379cc SOHC V12 Engine  
Electronic Fuel Injection  
322bhp at 5,000rpm  
5-speed ZF Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Power Assisted Vented Disc Brakes

- Cost over \$220,000 new
- Elegant, two-tone interior livery
- Under 31,000 original miles
- Luxury motoring at its finest



### THE SILVER SERAPH

After an 18 year production run, Rolls-Royce replaced its Silver Spur with an all-new model, the Silver Seraph. Designed during Vickers' ownership of Rolls-Royce, but with heavy influence from BMW, the Silver Seraph was a massive leap forward for the brand. Powered by BMW's 5.4-liter V12, the first Rolls to be powered by a twelve pot since the Phantom III, the Silver Seraph was also 65% stiffer than its predecessor. Debuting in 1998, along with its badge engineered Bentley twin the Arnage, the Silver Seraph would be the last Rolls built in Crewe and remain in production for only four years as the Rolls brand would eventually fall under the wing of BMW and Bentley under VW.

With a base price of over \$220,000, it was one of the most expensive cars you could buy off the lot. In total, only 1,570 Silver Seraphs were produced before the new Phantom was released.

### THE MOTORCAR OFFERED

The offered Rolls is a particularly nice example. Delivered new to Atlanta Georgia in August of 1998, it is finished in Black with two-tone Black and Oyster hides complimented with a forest worth of burl oak veneer. Covering some 26,000 miles with its first owner, went to its second Florida owner in in 2008.

Coming up to New York more recently, the car has been serviced by the authorized Rolls-Royce dealer and service center at Miller Motorcars. Today just under 31,000 miles have been accumulated in the nearly two decades since the car was sold new. Recently, the Rolls received a fresh set of New Vogue tires and a scheduled service. With a base price of \$220,000, the Silver Seraph was finest and most luxurious vehicle on the road when it came out. The old-world luxury one experienced when ensconced in the buttery soft leather seats is just as enjoyable today as it

was when new. And when you can enjoy a Rolls for the price of a new Chevy, it is hard to reason why one wouldn't jump at the opportunity.

**\$35,000 - 45,000  
WITHOUT RESERVE**



**1960 ASTON MARTIN DB4 SERIES II SPORTS SALOON**

Coachwork by Touring

Chassis no. DB4/395/R

Engine no. 370/390

3,670cc DOHC Inline 6-Cylinder Engine

Triple Weber Carburetors

240bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *One of 351 Series II DB4s produced*
- *Matching numbers car*
- *The recipient of numerous, tasteful performance upgrades*
- *Documented by its Aston Heritage build records*

**THE ASTON MARTIN DB4**

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as "unmistakably Italian and yet... equally unmistakably Aston Martin". When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminum,

Superleggera coachwork looked sensational, establishing a look that would endure for the next dozen years.

The Aston Martin DB4 was the first of the DB models to employ the entirely new twin-overhead-camshaft, six-cylinder, 3.7-liter engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2. A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland, the designer of tanks during WWII, and had arrived at Newport Pagnell from Austin.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested







subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.

#### THE MOTORCAR OFFERED

This right-hand-drive DB4 is one of 351 Series II examples built in the fall of 1960 and slated for the home market in the United Kingdom. Delivered new in Pale Primrose over Black leather to W.E.C. Knott of Dorset, Mr. Knott would keep the car for seven years before selling it to its next owner, Jack Brunwin of Croydon, England. Only kept briefly in the U.K., Brunwin and his family would move to New Zealand in 1967 and take the DB4 with them where it would take on the Kiwi registration number of NZ DX6332. A series of New Zealand enthusiasts would enjoy the car before it came into the ownership of Peter Avery on February 18, 1986.

Avery would be the longest-term keeper of the car, owning it for nearly three decades. Keeping the DB4 in New Zealand, it was the receipt of a 1996 engine rebuild to high-performance specification—including the addition of triple



Weber 45DCOE carbs (the original SUs still accompany the car) after which the DB4 head back to the country of its birth for the FIVA World Rally. Acting as the representative from New Zealand, the rally celebrated a century of British motorcar production and featured more than 300 vehicles from 21 countries.

The current owner acquired the car in the spring of 2014, but prior to that acquisition the car received a thorough service and upgrade by marque specialists in New Zealand. With an eye toward driving pleasure and performance, the car was taken down to its bare chassis and body-in-white.

New, solid bumpers were fitted in the front and rear by former Aston employee Steve Roberts while the already zesty six was spiced up a bit more with Vantage-spec cams, a new oil cooler, and other

tasteful and reversible modifications. To keep things planted, a telescopic rear suspension setup was installed along with a Harvey Bailey handling kit that incorporated beefier torsion bars, new rear shocks, bigger anti-roll bars, and stiffer springs. Stopping was handled by improved, Jaguar brakes. In putting the car back together, the interior was retrimmed in black Connolly hides while the exterior was finished in Almond Green livery.

Since acquiring the car three years ago, new front suspension components have been installed along with rare, replacement cast iron exhaust manifolds. Some mechanical work by Restoration Performance Motorcars in Vergennes, Vermont was also done to ensure proper running. Receipts totaling over \$23,000 attest to the care bestowed upon the car in the last few years.

With 6,000 miles on the engine rebuild and a few hundred miles on the more recent major work, the car is said to be a strong, fast runner with marked improvements noted in the braking and handling departments. This DB4 would be a great candidate for the Colorado Grand, Copperstate 1000 and/or a wide variety of other historic events.

**\$350,000 - 400,000**



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## 1999 FERRARI 456M GT

Design by Pininfarina

VIN. ZFFWP44A0X0116665

5,474cc DOHC 48-Valve V-12 Engine  
Electronic Fuel Injection  
442bhp at 6,250rpm  
6-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Highly optioned and extremely well cared for example*
- *Desirable 6-speed manual 456 GT with less than 22,000 miles from new*
- *Three owners from new*
- *Impressive service and maintenance history with recent major service performed*



### THE FERRARI 456

The 456 GT marked a line in the sand for the great Italian marque. Gone was the excess and flamboyance of the 1980s, in its place a more studied, elegant approach to design.

Acknowledged as one of Pininfarina's finest pieces of work, the aluminum coachwork was chemically bonded to a tubular steel chassis, and a new V12 was brought in. The 65 degree powerplant was developed- unusually- from the Dino's V6 and displaced 5,474cc (the name derives from the fact each cylinder was 456cc). Complete with four valves per cylinder, the 456 developed 436bhp and 406lb ft at 4,500rpm, making it the most powerful Ferrari ever produced – bar the F40. A top speed of 188mph (302km/h) and a 0-60mph sprint time of 5.2 seconds further reinforced the fact the 456 was more than just a pretty face.

If that wasn't enough, the new four-seater, front-engined Ferrari was also quicker around Ferrari's Fiorano test track than either of its existing mid-engined supercars, the 348 and 512TR.

In 1998, the final and most refined example was the model—the 'Modificata' 456M GT—was unveiled at the Geneva Motor Show. Although power was increased to 442bhp courtesy of an upgrade to Bosch Motronic 5.2 and the firing pattern was altered to improve smoothness, the main aims of the 456M were to improve aerodynamics and cooling. A fixed underbody spoiler replaced the motorized one and at the nose a larger grille was used in conjunction with a sharper, more pointed design treatment.

Connolly leather still featured inside, but new seats were fitted and the ergonomics were improved, a new Becker stereo head unit now fitted in front of the six-speed open gate gearlever (a four-speed automatic was also available from 1996), rather than behind.

The manual's the one to have though, *Road & Track* reporting that the GTA auto "gets the job done, but without the tautness and direct mechanical sensitivity of a manual." All 456s are a joy to drive, delivering a rich, textured experience that's in no way dominated by the phenomenal engine. The 3,725 pound grand tourer has beautiful balance helped by the rear transaxle layout and delivers crisp, involving handling.



## THE MOTORCAR OFFERED

Completed in June of 1999, s/n 16665 was delivered new to dot com millionaire Rex Scatena through Ferrari of Washington [D.C.] on October 30, 1999. Costing a staggering \$229,000, including \$5,100 in options (Daytona seats, seat piping in color to sample, color matched dash and steering wheel, silver dedication plate), this 456M GT is trimmed in the exceedingly elegant and unique color scheme of deep, Bordeaux-like Rosso Barchetta (PPG# 320) over Natural Leather hides with Rosso Barchetta piping.

Scatena would keep the car locally in the Greenwich area for nearly a decade before selling it to Todd Rosenthal of Naples, Florida in late July, 2008 with a touch over 10,000 miles on the ticker. Enjoyed a further 3,000 miles during his nearly two-year ownership, the seller acquired the car in March of 2010 with about 14,000 miles.

Lovingly pampered its entire life, the car has received its recommended major services at factory intervals, with receipts on record demonstrating the work carried out by the experts at Ferrari of Washington in 2005 and more recent work at Miller Motorcars. In addition to the service history, which details tens of thousands in regular maintenance work completed from 2000 through 2016, the car is accompanied by its original window sticker, warranty card, books, manuals, tools, jack, clean CARFAX and more. The 2+2 Coupe looks as showroom fresh as they come and is in its original spec save for the addition of a Tubi exhaust system. With only a about 22,200 miles on the odometer, it is a brilliant opportunity to acquire what is fast becoming one of the most sought after Ferraris of the modern era.

If further proof was needed of the 456's success, you'll find it in the fact that the car continued in production, unchanged except for the Modificata amendments, for 11 years before the 612 Scaglietti took over: a mark of how well designed and engineered the fabulous 456 was in the first place.

**\$65,000 - 85,000**



## 1967 AUSTIN-HEALEY 3000 MK III PHASE II

Chassis no. H-BJ8-L/39693

Engine no. 29K-RU-H/14028

2,912cc OHV Inline 6-Cylinder Engine  
 2 HD 8 Semi Downdraught S.U. Carburetors  
 150bhp at 5,250rpm  
 4-Speed Manual Transmission with Electric Overdrive  
 Front Independent Suspension – Live Rear Axle  
 Front Disc – Rear Drum Brakes

- *Highly original and correct example*
- *Concours preservation class winner*
- *\$42,000 in mechanical refurbishment*
- *Numbers matching with known history from new*
- *Offered with history file and Heritage Trust Certificate*



### THE AUSTIN-HEALEY 3000

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the fully developed 3000 Mk III. Fitted with the potent 2,912cc 150bhp twin-carb six-cylinder engine, mated to a four-speed manual transmission with electric overdrive, and equipped with disc brakes in the front, the 3000 Mk III provided performance worthy of its sporting heritage.

Shortly after the Mk III was introduced in 1964, 'Phase II' upgrades were added that would further enhance the ride and handling of all subsequent Mk III BJ8 series chassis through 1967. Top speed was 125mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

### THE MOTORCAR OFFERED

According to its British Motor Industry Heritage Certificate, this BJ8 3000 MK III was completed at the Abingdon factory in December of 1966, and dispatched in January of the following year to the Healey-hungry North American market in San Francisco, California.

The elegant Ivory White over black Healey is recorded as being delivered with overdrive, wire wheels, an adjustable steering column, heater, laminated windscreen, and Roadspeed tires, making it a highly optioned and desirable example. The Healey's first owner, Kent Sorrensen, is believed to have kept the car in Los Gatos, California for 20 plus years before passing it on to its second owner, Clovis Cooper, of San Antonio, Texas. Mr. Cooper would lovingly care for the car for the next 15 years before it eventually made its way east, to a New York City dealer. After a short stint in the big apple, the big Healy found itself in

the care of Beverly Ann Thomas of Brewster, Massachusetts, with an odometer reading of only 52,450 miles. The consignor acquired the car from Miss. Thomas in 2012, and moved the car south where it would live in both Florida and Tennessee.

Upon acquiring the original and unmolested car, the consignor commissioned a lifetime Austin Healey expert and judge to perform an extensive mechanical refurbishing where exhaustive measures were taken to maintain the originality and correctness of this numbers matching vehicle. At the time of the refurbishment, the convertible top's condition did not match that of the rest of the car but luckily the Healey Expert was able to track down a totally perfect, original, and correct BJ8 top that had been stored beneath a bed since 1969 – an extremely rare and unusual find! When all was said and done, over 450 hours



were spent insuring that this is one of the most correct and well sorted BJ8 3000's available – included in the wonderful history file are receipts for all of the parts and work performed to the tune of \$42,000. After the Austin Healey expert had completed the work, the car was road tested with the current wheels and tires at speeds up to and including 110mph, insuring that everything was properly sorted and performing correctly. As a final measure, the entire engine bay and undercarriage were cleaned using mineral oil, leaving the normally not so pretty surfaces looking pristine.

This museum quality example is distinguished among other Mark III, Phase II 'Big Healeys' in that it is correct and near-original which earned it a top award in the preservation class at one of the three major Concours d'Elegance events to which it was invited and participated in,

including the Keeneland Concours d'Elegance, the Concours d'Elegance of America at St. John's, and the Hilton Head Island Motoring Festival & Concours d'Elegance, where it received a Palmetto award in the Post-World War II preservation class.

Whether you plan to continue winning awards on the show field, or hit the road on the rally scene, you would be hard pressed to find a better representation of the the final 'Big Healey than this Concours award winning, mechanically refurbished, highly original and correct, documented example.

**\$70,000 - 90,000  
WITHOUT RESERVE**





**1956 MERCEDES-BENZ 190SL**

Chassis no. 121040.6500901

Engine no. 102.6500939

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Four owners from new*
- *Complete with approximately \$100,000 in restoration receipts*
- *A New York-area car from new*
- *Stunning Strawberry Red over Black color scheme*

**THE MERCEDES-BENZ 190SL**

For those insufficiently wealthy to afford its hyper-expensive, race-bred sports car - the 300SL - Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 saloon, whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four, the first such engine ever to feature in a Mercedes-Benz. Breathing

through twin Solex downdraft carburetors, this M121 power unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

**THE MOTORCAR OFFERED**

This handsome 190SL was, per its buildsheet, assembled on March 29, 1956 in silver over black leather and destined for the US market. It was sold new at Estate Motors in Somers, New York. Retained by its first owner for seven years, it was acquired by Al Christiansen of Stanfordsville, New York in 1963. Mr. Christiansen would drive and enjoy the Benz for about a decade before engine troubles sidelined the car. A rebuild attempt was made, but ultimately it ended up in a barn where it would not see daylight for the next 30 years.

In 2003, Ken "Slim" Wheatley of Berlin, New York purchased the car from storage. A photo in the file from just after the car was removed from its long slumber documents the Mercedes to have been a thoroughly original, straight, and complete cars—albeit clouded by three decades of dust, dirt and grime. Shortly after



acquisition, a complete, bare metal and frame-off restoration was carried out. The engine was rebuilt by Hyde Park Auto Tech in Poughkeepsie, New York; the convertible top and interior—including carpets and seats—were done by Ron's Restorations of Peachtree City, Georgia; extensive chrome plating was completed by D&S Custom Plating of Holyoke, Massachusetts; and brakes were rebuilt by White Post Restorations in Virginia. Finished in its current shade of DB534 Strawberry Red over black leather with a matching black top, Slim would enjoy his 190 for about two years before selling it to the present owner in October of 2006.

Enjoyed and sparingly shown, the Roadster was subjected to a second restoration from November 2012 to April 2014 by Automotive Restorations in Stratford, Connecticut following damages incurred by Hurricane Sandy (the

damage was a result of a tree falling on the garage in which the car was kept, not water damage—photos on file document the car's condition prior to restoration). Returned back to bare metal, the car was extensively rebuilt and brought back to its pre-Sandy condition. Over \$49,000 of receipts plus photos of the restoration speak to the extensive, largely cosmetic work that was completed.

Presented today in lovely condition, it is ready to bring delight and attention to its next, fortunate owner. Replete with roughly \$100,000 in restoration and service receipts from the last 14 years, pictures documenting its history and service over that time, a copy of its buildsheet, plus its requisite owner's manual, tools, and jack, this is an excellent opportunity to acquire a 190SL that has been meticulous kept and carefully restored—twice no less. The summer months

beckon and top-down season is upon us—and there are few better ways to take advantage of the good weather than behind of the wheel of a gorgeous droptop Mercedes like this one. **\$80,000 - 120,000**



**1969 MERCEDES-BENZ 280SL**

Chassis no. 113.044-10-008077

Engine no. 130-983-10-00317

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Fitted with the rare and desirable manual transmission
- Includes both hard 'Pagoda' top and folding soft top
- Delivered new to New York with only three owners
- The most sporting iteration of the W113

**THE MERCEDES-BENZ 280SL**

In the spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL - the 230SL. The 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat convertible that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover were all composed of aluminum. The nickname 'Pagoda' was quickly adopted thanks to the slightly concave roof on the optional removable hardtop that resembled a pagoda roof. Although controversial at its introduction, these SLs are now considered a masterpiece of design.

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL, and it then became apparent that some cars don't change, they just get better. "The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded *Road & Track* after testing a 280SL in 1968. "For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL: "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

The 280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection, a combination producing 160 horsepower in US-market variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

While the 280SL did not offer the performance of the 300SL, it is a very charming model with capable handling and braking thanks to its suspension and all-wheel disc brakes. These roadsters also have one of the most beautiful bodies produced in the 1960s. Thanks to their robust inline-six and their luxurious Mercedes interior, they are wonderful cars to be driven and enjoyed.



## THE MOTORCAR OFFERED

If one is looking for the perfect all-around car for rallies, local shows and Sunday cruising, this might be the car. Beautifully preserved, locally owned its whole life and all nicely equipped, this 280SL is among the most lovely and honest examples we have been entrusted with.

The W113 on offer is finished in the beautiful Horizon Blue (304G) exterior color, over a period correct navy blue MB-Tex interior, neatly matched with navy blue German square-weave carpeting and auxiliary Coco mats. The navy blue convertible top compliments light blue exterior paint, and the Pagoda roof hardtop is finished in the same Horizon Blue paint as the rest of the car.

This beautifully 280SL was sold new, according to the original invoice that accompanies the car, to Donald Desimone of Schenectady, New York

on April 29, 1969. Desimone kept the car for two score of years, summering in New York and wintering at his home in California—with the 280 being stored for those cold weather months. From its original owner, the droptop when to a New York City-based lawyer before coming into the collection of present owner on Christmas Day, 2012.

Equipped with the desirable 4-speed manual transmission from the factory, the lucky soul behind the wheel will enjoy a sportier driving experience compared to the more common automatic transmission fitted in most of these cars.

The subject of a \$4,000 service shortly after acquisition, more recently the car has received a new top and its oil and fluids have just been changed. Largely original, the car is an honest

and well kept example. Accompanied by its books, original tools roll, owner's ID plate, copy of its factory data card, jack, spare with cover, as well as its original invoice and arrival notice from the Port of Newark, this lovely Benz is reported to be a fine driving machine and one that will no doubt provide many happy miles of top down motoring into the future.

**\$50,000 - 70,000  
WITHOUT RESERVE**



## 2005 CHRYSLER CROSSFIRE SRT-6 ROADSTER

VIN. 1C3AN75N85X047797

195ci SOHC V-6  
 Fuel Injection  
 330bhp at 6,100rpm  
 5-Speed Automatic Transmission  
 4-Wheel Coil Spring Independent Suspension  
 4-Wheel Power Disc Brakes

- 1 of only 1500 SRT-6 Roadsters
- Hand built AMG powertrain
- Futuristic concept-car-derived styling
- Less than 26,000 miles
- Rarely seen and seldom available



### THE CHRYSLER CROSSFIRE

From Daimler-Benz's point of view there was little gained from owning Chrysler. For Chrysler, on the other hand, access to Mercedes-Benz engineering and even its parts bins, improved many of Chrysler's automobiles which had suffered from a lack of development capital and lagged badly behind even its struggling competitors in the U.S.

One of these bright spots was the Chrysler Crossfire, a sporting coupe and convertible based on the chassis and drivetrain of the first generation M-B SLK. The SLK and Crossfire were positioned to compete with Porsche's Boxster and BMW M Roadster. While the chassis and driveline of the Crossfire were pure SLK, the body and interior design were wholly American projects. Assembly was farmed out to Karmann in Osnabrück, Germany and with interiors and some accessories added in the U.S.

### THE MOTORCAR OFFERED

Chrysler decided to take full advantage of their access to the Daimler-Benz parts bin and create a performance based model, referred to as the SRT-6. At the heart of the SRT-6 was a 3.2-liter helical-supercharged, intercooled, aluminum SOHC V-6 which was used in the Mercedes C32 and SLK32 AMG models. The AMG powertrain was only available with an automatic transmission which included the responsive AutoStick shifter. In addition to the upgraded powertrain, Chrysler upgraded the braking performance, handling prowess, exterior design, aerodynamics, and interior sportiness/comfort to create the ultimate sports tourer.

This superb 2005 Chrysler Crossfire STR-6 Roadster is finished in Sapphire Blue Metallic with a black convertible top. Inside, the car is clad with Dark Slate Gray Nappa leather, trimmed with Alcantara suede inserts, which

fully complement of the upgraded SRT-6 Crossfire equipment. The clean Carfax shows only 2 previous owners which helps to explain why this 26,000 mile example is in such great shape.

After testing the newly released model in August of 2004, Car and Driver stated – "Cult-car alert! Twenty years from now, the SRT-6 will be one of those scarce machines that will command a prominent location at concours across the country. Just consider its exotic concept-car-derived styling, its Mercedes-based mechanical bones, and its outstanding acceleration, handling, and braking." With both the summer driving season and this soon to be classics appreciation curve just around the corner, this very rare SRT-6 Crossfire is a very smart buy.

**\$25,000 - 35,000  
 WITHOUT RESERVE**

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## 1931 FORD MODEL A DELUXE RUMBLE SEAT ROADSTER

Engine no. A4828413

200.5ci flathead inline 4-cylinder engine

Zenith carburetor

40bhp at 2,200rpm

3-speed manual transmission

Solid front axle with transverse semi-elliptic leaf spring and ¾-floating rear axle with transverse leaf spring

4-wheel mechanical drum brakes

- *Top-of-the-line Model A*
- *Restored to a high level*
- *Elegant color scheme*
- *A must-have for any collector*



### THE FORD MODEL A

The Model A had big shoes to fill in succeeding the legendary Model T.

When it was finally introduced in December of 1927, the Model A was substantially different from the Model T, but at the same time it was still a 4-cylinder and it still had transverse leaf spring suspension. There were many improvements, important evolutionary elements like pumped water-cooling, coil ignition, sliding gear 3-speed transmission. The 103 ½ inch wheelbase was longer, making room for bigger, more luxurious, bodies. The 200 cubic inch 40 horsepower four-cylinder engine had the legs to carry the heavier coachwork of Ford's new Fordor sedans.

Many of the visual changes incorporated in the Model A had been foreshadowed in the styling evolution of the Model T in the late Twenties. The Model A was different, but it still looked like a Ford, a wise move on the company's part.

### THE MOTORCAR OFFERED

This handsome, top-of-the-line Model A Deluxe Roadster is among the finest examples around. Subject to a thorough, nut-and-bolt, body-off restoration done to a high level, it is finished in the lovely combination of Brewster Green with Apple Green pinstripes and wheels, and black fenders. The chrome has been redone and shines brightly and an auxiliary luggage rack is finished to a similar standard. Dual side-mounted spares grace the fenders with all four wire wheels ensconced in white-wall tires. The brown leatherette interior matches the green exterior while the fresh tan top finishes things off—and matching side curtains are included should the weather turn ugly on the road. The underside was as carefully detailed as the top of the car too.

Understood to have been mechanically finished to a level equivalent to its cosmetics, the owner reports that it is fine running machine that drives smoothly and shifts easily. Multiple awards speak to its quality.

No old car collection is complete without an 'A', and an example as nice as this is surely the one to have. Whether for an AACA tour or a quick drive into town for dinner, these are lovely machines and guaranteed to bring a smile to anyone who lays eyes on it.

**\$20,000 - 30,000  
WITHOUT RESERVE**



## 1929 BUICK SERIES 121 MASTER SIX CLOSE COUPED COUPE

Chassis no. 152377

Engine no. 2231474

310ci OHV Inline 6-Cylinder Engine

Single Carburetor

91bhp at 2,800rpm

3-Speed Manual Transmission

Semi-Elliptical Leaf Spring Front and Cantilever Rear Suspension

4-Wheel Mechanical Drum Brakes

- *Subject of an older restoration*
- *Elegant two-door coachwork*
- *A fine tour car*



### THE MASTER SIX

Under the stewardship of General Motors' President William C. Durant, Buick production rose dramatically. The company introduced its first 6-cylinder car in 1914 and for a period in the 1920s the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and 4-wheel brakes were new introductions on the 6-cylinder line for 1924, the last year of Buick's base-model four. Replacing the latter for 1925, the Standard Six boasted a new, overhead-valve engine displacing 191cu in and producing 50bhp, while the larger Master Six came with a 255cu in, 70bhp unit. The duo was restyled for 1926 and given larger engines of 207 and 274cu in respectively and continued almost unaltered throughout 1927. For this season, the cars were visibly distinguishable by their slightly rounded radiator edges and on Fisher bodies such as this car, a dual swage molding.

It was at this point that the Buick received the attention of rising star Harley Earl. Earl's mammoth contributions to General Motors' looks had begun with the LaSalle then the glorious post-1928 Cadillacs. He was on a roll when he began work on the new Buick line up, under the command of one of its most dynamic leaders, Harlow "Red" Curtice. Curtice saw that Buick's slide was induced by complacency and their styling was looking old-fashioned, also he was keen to revamp the cars in an effort to purge unnecessary weight and to improve their performance.

### THE MOTORCAR OFFERED

Finished in the Arrete Red with Black fenders and roof with a taupe fabric interior was the vehicle of choice for someone seeking the practicality of a sedan with the sporting affect of a coupe. The subject of an older restoration, it was finished to a high level when completed and the coupe has mellowed nicely into a fine, tour worthy driver. Fitted with nicely stained wooden artillery wheels, coachlights, and a trunk with rear mounted spares, this Buick is a fine option to use on local tours, AACA events, or casual drives through town.

**\$20,000 - 25,000  
WITHOUT RESERVE**

**1982 TOYOTA LAND CRUISER BJ40 CONVERTIBLE**

Chassis no. BJ40-056551

2,977cc Inline 4-Cylinder Engine  
 Indirect Injection  
 80bhp at 3,600rpm  
 4-Speed Manual Transmission  
 Front and Rear Leaf Spring Suspension  
 4-Wheel Drum Brakes

- Professionally restored by marque experts
- Stunning color combination
- Seldom seen convertible diesel variant
- Subtly enhanced with high-end upgrades
- Iconic off-road 4x4 champion

**THE MOTORCAR OFFERED**

The iconic BJ40 offered here is a desirable convertible diesel variant that is seldom seen in the United States. The truck has just received a comprehensive, fully documented, body-off restoration by marque specialists. Every aspect of this truck has been thoroughly inspected and either upgraded or restored. The countless hours of detailed and meticulous craftsmanship seamlessly blend the iconic, vintage design with modern technology, creating a one-of-a-kind vehicle.

During the restoration, the body was stripped to bare metal and media blasted prior to paint. The exterior is finished in a stunning and unique shade of olive with a period correct beige soft top. Inside, the Italian leather stitched buckets and rear benches provide a comfortable

experience for up to six passengers who are all protected by the custom built, extra-strength roll-bar. Under its beautiful skin lies the fully rebuilt, indestructible 3-liter B-type engine and a four-speed manual transmission. Whether cruising on the highway or navigating the roughest of terrain, the Old Man Emu suspension components and new BF Goodrich Mud-Terrain T/A tires ensure that this 4x4 is prepared for anything that you throw at it.

The overarching theme of the build was to keep true to the look and feel of the original icon, but sprinkled throughout are improvements for a more enjoyable experience including items, such as LED lighting and a Bluetooth-enabled retro-classic radio. Accompanying the vehicle is extensive photo documentation of the world-

class restoration. With room for plenty of friends to hit the road or trail, this convertible BJ40 is a top example of the vintage Toyota Land Cruiser that would make the ideal vehicle for an event such as the Copperstate Overland, or simply provide an excuse to head to the beach.

**\$65,000 - 85,000  
 WITHOUT RESERVE**



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## 1936 MORGAN 4/4 SERIES 1 ROADSTER

Chassis no. 096

Engine no. M68

1,115cc Coventry Climax Inlet-Over-Exhaust Valve Inline-4 Cylinder Engine  
Single Solex Carburetor  
35bhp at 4,500rpm  
4-Speed Meadows Manual Transmission  
Coil Spring with Sliding Pillar Front and Sallisbury Live Axle with Leaf Spring Rear Suspension  
4-Wheel Drum Brakes

- From the first year of 4-wheel Morgan production
- One of only 142 1936 4/4s built
- Exquisitely documented history since the 1950s
- Lovely, usable condition



### THE MORGAN 4/4

An island of constancy in an automotive sea of change, the Morgan Motor Company looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, the Morgan 4/4 is the world's longest running production vehicle, today's version being recognizably the same car as its 1936 forebear and none the worse for that as the ever-lengthy waiting list would seem to confirm. After formative years spent in the drawing office of the Great Western Railway, engineer H.F.S. Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910. The first four-wheeled Morgan appeared in 1936 powered by Coventry Climax's four-cylinder, inlet-over-exhaust engine. Two years later a special Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-

cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950. Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-liter Ford Sigma unit.



## THE MOTORCAR OFFERED

One of only 900-or-so of its type built pre-war—and 142 built in 1936, this historic early 4/4 was supplied new to Caernarvon County with registration mark JC 3864 on December 1, 1936, its subsequent history being unknown April 1959 when its first listing appears in its Buff Logbook as being owned by on John Roden in the UK. A series of five owners would follow until the last stamp on the Logbook showed the car to be Clive Michael Perry of Malvern, Worcester at the end of May in 1969. Clive had purchased the car in that year from one George Anthony Peter Kireley for the princely sum of £50 – but photos contained in the copious records on the car show it to be in a rather sorry state by that point. Appearing to have been stored outside for much of the 1960s, it was mostly devoid of its original interior and is shown with its radiator leaning against the right front fender. It would be another decade before a restoration was begun

in earnest, with photos showing the car coming together beginning in September of 1980. By the spring of 1982 the car was once again showing like new and an active participant at English tours and shows. Photos show the car getting judge on the field of the Walton Hall Concours in July of '82 and only two years later careening on the grass around haybales at the 75 Years of Morgans Production Car Trial at Dobshill Farm. In the years that followed, s/n 096 would find its way to the track in a number of vintage races and hill climbs. An engine and carburetor rebuild would come in July of 1986.

Clive Perry would retain the 4/4 for decades. In 2006 it was the poster car for Morgans at Mallory celebrating 70 years of four-wheel Morgans and it would further grace Morgan's own advertising when the company debuted the exclusive 70th Anniversary Edition of the 4/4.

The current owner acquired the car early last year and upon receipt of it here in the Northeast sent it to Brooklands Engineering Works in Stratford, Connecticut for a thorough mechanical service at a cost of over \$9000 in July of 2016. The car is reported to be a strong runner and a very enjoyable driver.

Four wheel pre-WWII are rarely ever seen—and to find a first year example is all that much rarer. Complete with a thick file of history including photo records going back to the 1960s, old UK Logbooks, tax discs, and MOTs, as well as recent service records, this lovely machine is no doubt a special opportunity that is not to be missed!

**\$50,000 - 70,000**



**1967 JAGUAR E-TYPE SERIES 1 ROADSTER**

Chassis no. 1E13881

Engine no. 7E-11125-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes with Power Assist.

- *Meticulously maintained*
- *Great High Speed Touring and Sports car*
- *Recent new interior.*
- *Offered with Jaguar Heritage Trust Certificate*

**THE JAGUAR E-TYPE**

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type.

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, and designed by the same legendary Malcolm Sayer, the E-Type was a technical marvel. The light and rigid monocoque chassis used a structural spaceframe up front which cradled the engine itself (delete as a structural part of the car/delete), with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered

with contoured Perspex for a free-flowing design and improved aerodynamics. The car featured 4-wheel independent suspension, disc brakes all-around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join and many driving and concours events to attend, the E-Type is an excellent, widely admired collector car.

**THE MOTORCAR OFFERED**

This particular E Type Jaguar was built on the 2nd of November in 1966. It was finished in cream with black leather interior and first owned by a Donald C. Murray, Fredericksburg, VA. It is not known how long Mr. Murray owned the car, but in 1983 the car was in the ownership of William Kellenberger of Manassas, VA who embarked on a 1500-hour total restoration.

The next known owner of the Jaguar is a Mr. Walter Harley Davidson in SC. Mr. Davidson kept the car until 2006 and as indicated by invoices, kept the car well serviced. In 2009 the car passed through a North Carolina based dealer to the ownership of Mr. Robert Grainger of Alliston, Ontario, Canada. It was then passed to the consignor in 2013.



The car has spent most of its life in sunnier climates, and has rarely if ever, been driven in inclement weather.

In its current ownership the car has been through extensive service and refreshment of much of the cosmetics, with no detail left unattended. Recent major mechanical items have been the rebuilding of the cylinder head, rebuilt carburetors, stainless steel exhaust, and a new starter motor. In the cosmetic department, the interior has been recently redone, and a new soft top installed by the award-winning team of Diamond Trim in Aurora, Ontario, and new headlight covers seals and lamps installed

The car was inspected last year by a Bonhams representative. The car presents extremely well, painted in an attractive damson red, with black leather. The car did lose its original engine early in its history and thus replaced with a genuine numbers documented E-Type engine manufactured later in 1967, with the correct 9 to 1 compression ratio.

Any classic car enthusiast will tell you that E-Type Jaguars are great driver's car. When introduced, its styling and performance rivalled cars much higher in price, and even in today's classic car market the same is true. The 1967 Series 1 benefits from many refinements not featured in early cars. The later 4.2 engine

provides tons of low end torque. This wonderful power plant is of course paired with an all synchronized gearbox, and the later style power assisted brakes. Road tests of the day extolled the superb ride and handling, and this well set up E-Type will be a joy on any mountain road.

This is overall a very well presented, documented E-Type roadster, a great car for high speed driver events, shows, or relaxing Sunday cruises and is sure to bring its next owner years of enjoyment.

**\$95,000 - 130,000**



**1979 MERCEDES-BENZ 450 SLC**

Chassis no. 107024-12-027545

4,520cc SOHC V8 Engine  
 Bosch Fuel Injection  
 225bhp at 5,000rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Extraordinarily well-preserved inside and out*
- *Understated and elegant color combination*
- *High quality, solid Mercedes-Benz SL*
- *Less than 32,000 miles from new*

**THE MERCEDES-BENZ R107**

First introduced in 1971/72, the luxurious 450 SL Roadster and 450 SLC Coupe were outwardly identical to their '350' (3.5-liter) sister models, though endowed with superior performance courtesy of a more-powerful 4.5-liter V8 engine. Built on a longer wheelbase, the Coupe accommodated two rear seat passengers and provided greater boot space than the roadster. Mercedes-Benz's increasing preoccupation with safety was evident in the design of the interior, which boasted a padded dash top, recessed or flexibly mounted switch gear, and padded steering wheel on a 'collapsible' column. Bosch K-Jetronic fuel injection was standardized for 1975, electronic ignition and self-adjusting hydraulic tappets being introduced at the same time. Maximum speed of this superbly equipped top-of-the-range coupé was around 215km/h.

These high-quality automobiles were built to perfection by the legendary Stuttgart-based manufacturer. The doors closed like a vault door, while the mechanicals were extremely reliable. Hardly much of a sports car, but more a sporting GT, these 107-series Mercedes-Benz became the car to have throughout the 1970s and 1980s, and was featured on many TV shows of the era. Today, a true *Youngtimer* classic, these high-quality motorcars are gaining popularity, and are admired for their iconic lines, strong mechanicals and superior finish.

**THE MOTORCAR OFFERED**

Such is the quality of these cars that if looked after well, they do preserve exceptionally as evidenced by this very fine example. Finished in Grey-Blue Metallic over a blue interior, the car remains in highly original and beautifully preserved condition, showing less than 32,000 miles on the odometer. The car's long list of original equipment includes a sunroof, power locks and windows, climate and cruise control, and a factory correct radio. The car is offered with owner's manuals, service booklet with production data card, service and maintenance records.

Featuring timeless colors and dependable mechanical underpinnings, this low-mile and exquisitely original example must be among the best-preserved examples of the model.

**\$30,000 - 40,000  
 WITHOUT RESERVE**

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## 1988 JEEP GRAND WAGONEER

VIN. 1JCNJ15U7JT045245

360ci OHV V8 Engine  
Single 2-Barrel Motorcraft Carburetor  
144bhp at 3,200rpm  
3-Speed Automatic Transmission  
4-Wheel Semi-Elliptic Leaf Springs with Front and Rear Solid Axles  
Front Vented Disc and Rear Drum Hydraulic Brakes with Vacuum Power Assist

- *Original California car*
- *3-owner car, single lady ownership since 2005*
- *The original luxury SUV*



### THE MOTORCAR OFFERED

Luxury SUVs are nothing new, but when the Jeep Wagoneer came out in 1963, it was something genuinely different. Combining the rugged attributes of a truck with the luxury of a sedan made for a unique, segment breaking vehicle. So successful was the model that it survived until 1991. Sporting a body-on-frame design with solid axles and leaf springs all around, it was a classic example of "if it ain't broke, don't fix it!" Power was delivered to all four wheels via a viscous coupling center differentials allowing rear-wheel drive only operation for a bit of added fuel economy. These characterful cars have become increasingly popular with collectors.

This Grand Wagoneer has been in its present lady ownership for a dozen years and was acquired during secondment in California. After an exhaustive search it was sourced in Santa Monica where it had been the property of a George "Larry" Garvin since 1996. It was reported by him to have been acquired from the original owner and to always have lived in California. According to a CarFax report run at that time by 1996 its odometer read 109,000 and when sold by him it had climbed to just over 133,000. Affectionately known as "Larry" after its former owner, it has been used infrequently since a move to the East Coast in 2006 and has always been garaged. A very modest accrual of 4,000 miles have been covered from 2005 to date.

Offered in tidy order, and fitted with a modern Pioneer CD stereo as well as an aftermarket burglar alarm system, the car comes with expired registrations, aforementioned CarFax which records no incidents, and handbook.

Sure to become part of the family, these nostalgic 1980s SUVs always raise a smile and a fun alternative weekend transport.

**\$15,000 - 20,000  
WITHOUT RESERVE**



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## 1924 PIERCE-ARROW MODEL 33 SEVEN-PASSENGER TOURING

Chassis no. 339177

Engine no. 339169

415ci T-Head Inline 6-Cylinder Engine

Single Carburetor

38.4hp (rated)

3-Speed Manual Transmission

4-Wheel Semi-Elliptical Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- Formerly in the collection of Barney Pollard
- Elegant open coachwork with dual windscreens
- CCCA Full Classi®
- An excellent choice for tours and parades



### THE PIERCE-ARROW MODEL 33

The series 33 introduced in 1921 marks Pierce Arrows first model with left hand drive. Their line had consolidated as the need for the massive displacement Series 51 (48) was no longer necessary for sufficient power. Pierce-Arrows advanced engine design with its four-valves per cylinders, dual plug ignition, monobloc six producing plenty of power for even the most elaborate and heavy bodies. The 33s are noted for their great flexibility, power and excellent road manners. Pierce Arrows are always noted for their excellent steering ease and crisp transmissions and this model is no different.

### THE MOTORCAR OFFERED

This Model 33 chassis is adorned with particularly handsome and usable 7-Passenger Touring coachwork. Pierce quality is evident everywhere you look on this fine machine. Gaze out on the dash board and you realize this is not your average car from the '20s

Many decades ago, one Randall Shaffer of New Castle, Pennsylvania sold this Pierce to Barney Pollard of Detroit, Michigan. Pollard, referred to in period articles as the "World's Champion Old-Car Collector" began amassing a collection of



'old cars' in the 1930s—back when the car's he was buying from the teens and twenties were merely used and obsolete obscurities. He amassed so many cars that he began hanging them from their front bumpers to save on space. By the mid-1970s, when he began auctioning off his collect, he had amassed a collection of more than 1000 vehicles and can be credited with preserving any number of rare vehicles that would no doubt been lost to the scrap heap had it not been for his voracious collecting appetite.

This Pierce was restored some time ago and is finished in a lovely crimson and black color scheme with black leather. Featuring twin jump seats in the rear and dual windscreens, it would be an ideal family tour car – both when it was new and today. As a CCCA Full Classic™, there are numerous events at which it would be a welcome addition.

One would be hard pressed to find another Pierce Arrow 33 restored to such a fine state. With their great performance and wonderful manners these Pierce Arrows are highly recommended examples of one of America's highest quality cars.

**\$70,000 - 80,000  
WITHOUT RESERVE**





**1967 MORGAN 4/4 ROADSTER**

Chassis no. B1448

Engine no. 7F19-B202

1500cc 4-Cylinder Engine

Twin Weber Carburetors

85hp at 4,900rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Extensive 10-year, fully documented restoration*
- *Striking presentation*
- *Long term enthusiast ownership*
- *Desirable two-seat configuration*
- *One of the finest examples to be found*

**THE MORGAN 4/4**

An island of constancy in an automotive sea of change, the Morgan Motor Company looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, the Morgan 4/4 is the world's longest running production vehicle, today's version being recognizably the same car as its 1936 forebear and none the worse for that as the ever-lengthy waiting list would seem to confirm. After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910.

The first four-wheeled, four-seater Morgan appeared in 1936 powered by Coventry Climax's 1,122cc, four-cylinder, inlet-over-exhaust engine. Two years later a special Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950. Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-litre Ford Sigma unit.

**THE MOTORCAR OFFERED**

This stunning Morgan 4/4 two seater was dispatched on November 11th, 1967, destined for the United States where it was sold new by Joe Cam's Autorama of Pennsylvania. The Morgan Motor Company certifies that the car was outfitted from new with a leather interior, wire wheels, a heater, and the extremely rare and highly desirable louvered bonnet. In 1985 the Morgan was discovered by Norris Haynes of Archdale, North Carolina. Norris found the car in Florida under the ownership of the believed-to-be second owner, Ronald K. Ray. At the time of discovery, it was apparent that the car had been off the road for quite some time and was in need of some attention. Being a Morgan expert



and retired engineer turned Morgan restorer, Norris couldn't help but purchase the car in hopes of one day bringing it back to its former glory. The car sat with Norris until 1997 when Jeffrey March made an agreement to purchase the vehicle along with a brand new frame, with the understanding that Norris would complete a full nut-and-bolt, no expense spared, concours level restoration. Norris was so thorough and meticulous with each stage of the restoration process that from start to finish - the project took 10 years to complete! Every stage of the extensive restoration is incredibly documented and neatly organized in the car's extensive history file.

After the 10-year restoration was complete, Mr. March was left with an absolute jaw dropping Morgan 4/4 that could arguably be called the finest in extant. The exterior is finished in a deep Twilight Blue over a tan Connelley leather interior which is contrasted by deep blue Wilton wool carpets piped with tan leather. The cockpit is protected by an excellent fitting deep blue Stay Fast Canvas top and tonneau cover which are also piped with a matching tan leather accent. Under the hood, starting with freshly .020 bored cylinders, the engine was upgraded with a mild cam, hardened racing valves and springs, and stronger pistons and rings. The crank, bearings, and rods are all of a higher spec racing caliper as well. Twin Webbers

have been mounted on a free flow aluminum intake manifold with high volume air cleaners insuring an adequate supply of fresh air to the engine. The wrapped aluminum headers help to maintain a cool running temperature while also adding to the race inspired look.

In 2009, shortly after the restoration was completed, the car was acquired by the consignor - a prominent British car collector - who has had an absolute blast owning and enjoying this gem over the years. Used sparingly since its rebirth, this well-sorted Morgan abounds with potential to be shown or driven spiritedly by its next owner.

**\$40,000 - 60,000  
WITHOUT RESERVE**



**1957 JAGUAR XK140 SE 3.4-LITER ROADSTER**

Chassis no. S813038

Engine no. G9654-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

5-Speed Borg-Warner T-5 Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Special Equipment model*
- *Fitted with a 5-speed transmission and disc brakes for improved roadability*
- *Accompanied by Heritage Certificate*
- *Definitive XK*

**JAGUAR XK140**

The XK140 offered many new features and improvements over the stunning XK120, which stood the automotive world on its ear at its Earl's Court introduction in 1948. Introduced in late 1954, the XK140 was again offered in Fixed-head coupe (FHC), Drop-head coupe (DHC) and Roadster versions, all with a subtly restyled body. The new XK boasted a redesigned box-section frame with a more supple suspension that included larger torsion bars and anti-roll bars, improved brakes, and rack-and-pinion steering to replace the earlier recirculating-ball system. Perhaps most importantly for customers in the vital North American market, there was a larger and more comfortable cockpit with increased legroom, thanks to the engine and transmission assembly being moved forward by three inches, along with the firewall and instrument panel. The cowl and steering wheel were both raised. The XK140 boasted better parking protection

via larger, full-width bumpers with over-riders, again with the American buyer in mind.

Beneath its shapely bonnet and redesigned grille rested a more powerful 190bhp 3.4-liter twin-cam six with higher-lift camshafts and an improved ignition system. A four-speed manual transmission with electric overdrive allowed the fortunate driver to enjoy relaxed motoring. Although the XK140 was a few hundred pounds heavier than the XK120, it was also faster, with a top speed of about 130 mph in standard form. A very desirable option was the C-Type's higher-performance, larger-valved cylinder head, which gave an additional 20 horsepower, pushing output to about 210. That choice gave correspondingly quicker acceleration and a greater maximum speed. Almost 8900 units were shipped from Coventry between 1954 and 1957, when the XK140 was superseded by the more muscular and luxurious XK150.



## THE MOTORCAR OFFERED

This Jaguar XK140 SE was born on November 29th of 1956. The left-hand-drive model was delivered to Jaguar Cars of New York, where it was first sold. According to its Jaguar Daimler Heritage Trust Certificate, the car was delivered in a very attractive combination of Black over a Red interior with a Black top. This is example was also ordered new with the desirable Special Equipment package that included a C-Type head and other performance improvements.

It is understood that this Jaguar spent the majority of its life in the Northeast with the prior two owners residing in Maine and Connecticut. It was subject an extensive restoration at some time which has now mellowed nicely with age. Finished in its original color scheme, which is quite fetching indeed, this Roadster has also received some recent restoration work, including reupholstered leather seats and a

completely redyed interior, as well as few tasteful, understated, and reversible performance upgrades to improve the driving experience. Four-wheel disc brakes are hung from new shocks and leaf springs and stop similarly new wire wheels and splined hubs shod in fresh Vredestein radial tires. Power is delivered through a Borg-Warner T-5 manual transmission with 5 speeds for better shifting and more comfortable high speed characteristics than the old Moss 4-speed. The rear axles splined hubs have also recently been replaced, along with the bearings, and a new exhaust system has been installed. Reliability is improved with the fitment of solid state ignition, a backup fuel pump, and an electric fan for additional cooling. Tripod headlights and some cosmetic upgrades to the interior round out the package.

In the collection of the present owner for over seven years, it is said to be a lovely driving machine that starts swiftly, runs well and without smoking, and performs nicely on the road. The addition of an extra cog in the gearbox no doubt improves tractability and would make this an excellent tour car. Given a high quality sand and detailing in the last year, it is presented here for the next lucky owner to drive and enjoy in style!  
**\$90,000 - 110,000**



**1939 BMW 327/328 CABRIOLET**

Chassis no. 74582

Engine no. 1111864

1,971cc OHV Inline 6-Cylinder Engine

3 Solex Downdraft Carburetors

80bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Rare pre-war BMW convertible*
- *Fresh from long term restoration*
- *Eminently usable tour car*
- *Powered by the renowned 328 motor*
- *A CCCA Full Classic*

**THE PRE-WAR BMW**

The acquisition of the Dixi works at Eisenach in 1928 provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in motor manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favor of a conventional live axle, while up front there was a superior transverse-leaf independent suspension and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow. Introduced in 1938, the 327 sports-tourer used the shortened, boxed, ladder-type chassis of the 326 saloon, shared by the 320, but with semi-

elliptic rear springing in place of torsion bars. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gear changes at low speeds, while there were hydraulic brakes all round.

BMW's pushrod six had by now been enlarged to 1,971cc and developed around 55bhp in the 327, which as on this car could also be ordered with the 328 sports car's 80bhp unit at extra cost. Autocar magazine got its hands on a 328-engined Type 327 Sports Cabriolet in 1939, achieving the highly creditable maximum speed, for a 2-litre car, of 96.77mph (156km/h) while testing the BMW at Brooklands.

**THE MOTORCAR OFFERED**

This 327/328 Cabriolet arrives on the market following the culmination of a restoration over the course of the last two decades, having been discovered on Long Island in the 1980s.

For many years Long Island, aside from Henry Austin Clark's pioneering automobile museum, was a well noted great feeding ground for such projects, numerous cars arriving in the famed scrapyards being towed in from north shore Mansions among other sources. With this it was a very different tale, the car being thought to have been one of a series of cars that migrated to the U.S. at the hands of a G.I. stationed in Germany at the end of the war.

There they were discovered with the G.I. in the 1980s by a local car enthusiast. At the time it was said that other interesting finds had included a Duesenberg and Mercedes-Benz



540K, but by the 1980s a trifecta of BMWs, two 327/328s and a 327 were all that remained, all being cabriolets. At the time of the find they were in a sorry state, having been left open to the elements for many years, albeit under tarpaulins. Fortunately however, their engines and radiators had been safely stored.

The current owner negotiated to acquire all of the BMWs, delicately removing them. He quickly realized that only the 327/328s were worth pursuing as projects, one migrated to Italy, while the other remained, with him and its restoration commenced. Inquiries made with Hagen Nyncke of the BMW Group Archive, enabled the owner to confirm that it was originally delivered to local German Agency "Michel" on May 4, 1939. As new it was sold in dark blue and black with a blue leather interior.

In the current custody the car has been totally rebuilt, in terms of its bodywork and structure and also its mechanical aspect. The 327 was ultimately sacrificed for necessary parts to assist this project. While, instead of its original scheme a lighter two tone blue was chosen which complements the lines of the car well.

To those unfamiliar with this era of the brand, this particular model represents a wonderful balance of the legendary lightweight high performance twin cam engine in a light nimble chassis and then in this case with a full convertible body that one can use on tours whatever the weather. Fresh from its rebuild the car is ready to be used in the coming summer motoring season.

**\$200,000 - 250,000**





## 1928 PACKARD CUSTOM EIGHT MODEL 4-43 CONVERTIBLE SEDAN

Coachwork by Walter M. Murphy Company

Chassis no. 227594

Engine no. 227591A

385ci Side-Valve Inline 8-Cylinder Engine

Single Carburetor

109bhp at 3,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Rare, Murphy coachwork*
- *In the same ownership for decades*
- *Recently completed restoration*
- *CCCA and AACA event eligible*



### THE FOURTH SERIES PACKARD

Introduced mid-summer 1927, the Fourth Series Packard Custom Eight was built on a 143-inch wheelbase chassis -- hence the 4-43 series designation. The 4-43 was powered by Packard's magnificent 385cid (6.3-liter) L-head straight eight. Introduced in mid-1923, the big 109bhp, nine-main-bearing engine had been substantially upgraded in 1926. Standard chassis equipment included mechanical four-wheel brakes and a Bijur chassis lubrication system.

Fourth Series Packard Eight production bridged over into 1928 and would total 7,798 units in both Custom and Standard model lines. Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. "Original Creations by Master Designers" according to Packard, the custom offerings were bodied by Derham,

Dietrich, Fleetwood, Murphy, Holbrook and Judkins, among others. The secret of Packard's success was tight quality control and the use of only the best materials, and the company made great play of the fact that almost everything was manufactured in house.

### THE MOTORCAR OFFERED

Buying a Packard in 1928 was a no-questions-asked statement that you had 'arrived'. But if it wasn't enough to own one of the finest cars on the road, one could opt for custom coachwork to be fitted. Relatively few Packards were fitted with such princely attire, and it is a very rare find to come across one clothed by the legendary Walter M. Murphy Company of Pasadena, California. No doubt taking a break from bodying the recently introduced Duesenberg Model J—of which Murphy would provide the coachwork for about a quarter of the production—the original owner specified achingly beautiful Convertible Sedan coachwork—a specialty of Murphy's. With design work by W. Everett Miller, it offered the attractive lines and delicately thin cast brass pillars of Murphy's recently introduced 'Clear Vision' Sedan bodywork, the Convertible Sedan offered the convenience of open motoring with the full weather protection of a sedan.



The earliest history of this car is yet unknown, but it was acquired by the vendor as a basket case nearly four decades ago. Coming from another long term owner who had stored the car in somewhat suboptimal conditions in the Northeast, the current owner had dreams of resurrecting the car but got sidetracked by his growing business. It was only in the last decade that focus has been brought to this car, which has since received a stunning, frame-off restoration to return it to its former glory.

Vintage Motorcars of Westbrook, Connecticut completed the no-expense spared restoration, finishing the car in its lovely deep red with maroon coachlines and burgundy top over rich brown leather. Minimally shown, it bears remarkable resemblance to Phil Hill's Pebble Beach Best of Show winning 1927 Packard 343 Convertible Sedan that carried near identical

coachwork—most notably this car features sidemounted spares whereas the ex-Hill car's were rear mounted.

An exceedingly rare opportunity to acquire what is one of the few remaining Murphy-bodied Packards. Ripe for shows or tour—and eligible for countless CCCA and AACA events—this is an excellent addition to any collection.

**\$125,000 - 175,000**





## 1969 JAGUAR E-TYPE SERIES 2 4.2-LITER COUPE

Chassis no. 1R25351  
Engine no. 7R2113-9

4,235cc DOHC Inline 6-Cylinder Engine  
2 Carburetors  
265bhp at 5,400rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Believed to have just over 33,000 original miles*
- *Outstanding original condition*
- *Irreplaceable patina*
- *Numbers matching with well documented history*



### THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a 150mph top speed. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The E-Type's design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular space frame extended forwards to support the engine. The latter was the 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist

Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motorcar.

The first significant up-grade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. From September 1968, Series II E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger, and sat behind a full-width bumper. Power steering and air conditioning were now available as options.

### THE MOTORCAR OFFERED

This elegantly handsome, numbers matching, Series II coupe is a wonderfully original example that is believed to have covered fewer than 34,000 miles since being purchased by John T Johnson, on May 1st, 1969. In accordance with its original bill of sale, the car left the foreign car specialists at Sports Car Sales, Inc. of Idaho Falls, Idaho, wearing Jaguar's classic shade of Primrose yellow with a black leather interior.

Today, the car is believed to still flaunt the very same paint and leather that it was born with back in 1969, both of which are in remarkable unmolested condition. The car possesses a charming layer of patina throughout that can only be found in an original car that has been maintained to the highest of standards. In addition to the original jack, factory warranty book and data plate, the car will come with a log book documenting the the love that Mr.



Johnson gave to this coupe. Furthermore, this wonderfully preserved E-type has been certified as an authentic matching numbers example by the Jaguar Daimler Heritage Trust. Their official Certificate of Authenticity accompanies the car. Since acquiring the car in 2008, the consignor - a prominent British car collector - has dutifully maintained the car to the same high standards that it has become accustomed to over the years. The powerful 4.2 liter is noted as being one of the strongest and healthiest examples that the owner has come across. This car is said to be a most scintillating driving experience beckoning its new owner to get behind the wheel. The thrust from the series II power-plant ensures that a rush of adrenaline is never more than a drive away.

When considering this numbers matching Series II coupe's outstanding original condition, irreplaceable patina, chain of long term enthusiast ownership, and its documented history, the car is sure to offer its next caretaker the pride and satisfaction of owning a Series II Jaguar.

**\$60,000 - 80,000  
WITHOUT RESERVE**





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## 1966 MERCEDES-BENZ 600 SWB

Chassis no. 100.012-12-000790

Engine no. 100980-12-000785

6,329cc 8-Cylinder Engine

Bosch Fuel Injection

250bhp at 4,100rpm

4-Speed Automatic Transmission

4-Wheel Dual-Circuit Hydraulic Disc Brakes

Double-Wishbone Air Front Suspension

Swing-Axle, Self-Leveling Air Rear Suspension

- *One of only 323 produced in 1966*
- *The ultimate of motoring luxury in its day*
- *Extensive reconditioning performed by 600 Specialist Karl Middelhaue*
- *Well sorted air and hydraulic systems*



### THE MERCEDES 600

'In an age when flaunting your wealth wasn't a crime, the 600 was the automotive equivalent of Monaco. It's a masterpiece of engineering, a quantum leap over its opposition, and redefines the word opulence.' - Classic & Sportscar magazine.

By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600. Representing state-of-the-art automotive

engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-litre V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking, and separate air conditioning systems for front and rear compartments. Its cosseted occupants also enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid.

The most popular version was the 3,200mm (10' 6") wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20' in length and beloved of Heads of State, not to mention a succession of Popes - could accommodate up to eight. Despite its not inconsiderable weight, the 600 was endowed with highly respectable performance, reaching 60mph (97km/h) in a little under 10 seconds and exceeding 125mph (201km/h) flat out. Only 2,677 examples had been made when production ceased in 1981, of which 2,190 were four-door saloons, 428 were Pullman limousines, and 59 were landaulettes.



## THE MOTORCAR OFFERED

This amazing Grosser Mercedes 600 was originally delivered to the US. It is one of 323 examples produced in the 1966 model year. It is an early example with the full Makassar Ebony wood binnacle trim and the early wheel covers. Full ownership history is not known, but it has been in the hands of the current owner for 5 years. Previously it was owned by Luis Pacheco in Portland, OR. One repaint is known before current ownership. At that time it was repainted in its original color of Dark Red (code 542). The black leather seats are original, as is the headliner.

Upon purchasing the car the current owner sent it to Mercedes 600 Specialist Karl Middelhaue in Wausau, Wisconsin. In Karl's shop systems were serviced and repaired as needed, including new air suspension components, hydraulic system was serviced and properly working, rebuilt the brake system, replaced radiator, serviced the engine and driveline components, installed 4 new tires, and rechromed both the front and rear bumper. He also refinished all the interior wood trim to original spec, including the steering wheel, replaced the carpet, replaced the door sills

with new rechromed sills, installed a new set of window curtains, and serviced all the instruments. All this work was completed in March of 2014 and as evidence from a detailed bill on file was \$44,000 of work. The car includes an original Fulda Diadem spare, a full hydraulic kit, tool roll, and the Styrofoam spare transport kit. Owner manuals and the datasheet are with the car as well. A new stainless steel exhaust system was also recently installed by seller. This Mercedes 600 is ready to be driven and enjoyed.

**\$80,000 - 110,000**



## 1986 PORSCHE 911 CARRERA

VIN. WP0AB091565121261

Engine no. 64603210

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

200bhp at 5,900rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Paint-to-sample color with matching interior*
- *Matching numbers example*
- *Long-time California car*
- *Classic, air-cooled 911 driving experience*



### THE 911 CARRERA

Porsche revived the Carrera name - previously used for the competition orientated versions of the preceding 356 - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 models, coincidentally with the introduction of the 3.2-liter engine, from 1984. Not merely enlarged, the new engine was also extensively revised and produced 231bhp, 27 horsepower up on its predecessor. The 911 Carrera's top speed was now 152mph, with 100mph reachable in a breathtaking 13.6 seconds.

### THE MOTORCAR OFFERED

As with all collector cars, it is finding good examples that makes the difference, be it in terms of specification, colors, provenance/history or all three. This great looking '86 Carrera ticks all of those boxes.

Finished in a paint-to-sample shade of *Weissgoldmetalllic* (White Gold Metallic) over Champagne leather seats and a Chocolate Brown leather dash with Linen-hued headliner, this 911 was delivered new to California. Passing through three California owners before coming out East, just over 2500 miles a year have been accumulated with a total of under 79,000 original miles showing on the clock. According to the clean CARFAX, only about 2000 miles have been added to the total in the last four years.

The recipient of a recent \$3,300 service, the car is accompanied by its books, tools, jack, and spare. A Porsche Certificate of Authenticity has been ordered and will join the car shortly.

All in all this makes for a great package, especially in Coupe form, an eminently usable version of the model in the increasingly popular Porsche market.

**\$40,000 - 50,000  
WITHOUT RESERVE**

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## 1988 BMW M6 COUPE

VIN. WBAEE1411J2560905

3,453cc DOHC Water-cooled 24-valve I6 Engine  
Bosch Motronic Electronic Port Fuel Injection  
256 SAE bhp at 6,500 rpm  
5-Speed Manual Transmission  
Independent Front and Rear Suspension  
4-Wheel Hydraulic Ventilated Disc Brakes

- *Matching numbers*
- *One of approximately 1550 E24 M6 coupes from 1987-89*
- *Three owners from new*
- *75,000 miles*
- *Recently serviced*



### THE MOTORCAR OFFERED

Derived from the classically-elegant 2800/3.0/635CS/CSi series, the BMW M6 coupe is a rare and brilliantly fast grand tourer. The M6 and M635CSi were nearly identical in specification, but labeled differently for marketing reasons. The M6 was the second fastest BMW ever built at 158 mph – only the equally rare high-performance M1 coupe boasted a higher maximum speed. Although the factory did not release official production numbers, it is believed that 1,632 examples of the E24 series M6 were shipped to the US market from 1987 to 1989.

This lovely black over silver-gray leather example has been enjoyed by just three enthusiast owners from new and has accumulated barely 75,000 miles since delivery. The consignor states that this car has never suffered any accident damage and runs and drives like new. Lifting the broad hood reveals a magnificent DOHC, fuel-injected inline six taken from the M1 proudly topped with the words "M Power" cast into its finned camshaft cover. The underside of the trunk lid contains a surprisingly-comprehensive set of small hand tools. The interior with its deeply-bolstered sports seats is lavishly trimmed in Nappa leather, and there is factory air conditioning and a stereo entertainment system. It has BBS 3 piece alloy wheels.

A recent service included a full inspection and brake and coolant flush, new belts, a new brake booster, new rear transmission seal, new brakes, valve cover gaskets, and more. It is supplied with a clean Carfax and AutoCheck, two sets of original keys, a complete tool kit, and all manuals.

**\$40,000 - 50,000  
WITHOUT RESERVE**



## 1955 FORD THUNDERBIRD CONVERTIBLE

Chassis no. P5FH169216

292 cu. in. OHV Water-cooled V8 Engine  
 Single Holley Carburetor  
 195 bhp at 4,400 rpm  
 3-Speed Fordomatic Transmission  
 Independent Front Wishbone Suspension, Live Rear Axle with Leaf Springs  
 4-Wheel Hydraulic Drum Brakes

- *Matching numbers*
- *One of 15,155 from the 1955 model year*
- *Comprehensively restored in 2014*
- *Tuxedo Black over black and white leather*
- *Desirable Kelsey-Hayes wire wheels*



### THE MOTORCAR OFFERED

Ford's two-seat Thunderbirds came to market in the mid-1950s to challenge the Chevrolet Corvette, and indeed they did, both from a performance and comfort standard. While the Corvette went on to glory after adding a V8 engine, Ford was there first. Some early "Birds" also made their mark in competition; for example, one entered and successfully finished the 1957 and final classic Mille Miglia in the hands of Francois Smadsa and Anna Raselli, garnering 12th in the over 2-liter GT class, no mean feat. Today, two-seat 'Birds are enjoyed by collectors world-wide.

The beautiful example offered here was completed March 3, 1955, and according to the consignor has lived in the southern United States from new. It was fully restored three years ago and wears glossy Tuxedo Black paint over a new black and white leather interior. This elegant color scheme is offset by chrome-plated Kelsey-Hayes spoked wire wheels mounted with white-wall tires, which have fewer than 400 miles. This fine 'Bird is fitted with a folding convertible top and an AM radio. Both the 292-cubic inch "Y-block" V8 engine and floor-shift transmission are original to the car, and it retains its correct 6-volt electrical system.

The odometer currently reads just over 50,000 miles, which is believed to be the original and correct total. There is a correct spare wheel and jack. Immortalized by the Beach Boys, two-seat Thunderbirds make "Fun, fun, fun" fair-weather and weekend cruisers, and this one will be a welcome addition to any collection of notable mid-century American automobiles.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**

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## 1960 WILLY'S STATION WAGON

Chassis no. 5416847068

226ci "Super Hurricane" inline-six side valve engine  
Single downdraft carburetor  
115bhp at 3,600rpm  
Three speed transmission with over drive  
Four-wheel drive with solid axles

- *Iconic Brooks Stevens designed wagon*
- *The ancestor of today's SUVs*
- *Super rugged and reliable machine*
- *Nicely restored*



### THE JEEP WAGON

The Jeep Wagon was designed in the mid-1940s by industrial design Brooks Stevens. Willys did not make their own bodies, car bodies were in high demand, and Willys was known to have limited finances. Brooks therefore designed bodies that could be built by sheet metal fabricators who normally made parts for household appliances.

The steel body was efficient to mass-produce, easier to maintain and safer than the real wood-bodied station wagon versions at the time, than the Jeep Wagon.

Today an icon as four-wheel drive vehicles continue to gain popularity in the collector community. Fun to drive and practical these continue to be in high demand.

### THE MOTOR CAR OFFERED

This nice example is powered by the Continental built 6-226 "Super Hurricane" in line six. Equipped with a manual transmission with over drive it gives good performance in modern traffic. Fully restored about ten years ago by a marque specialist it has held up well and benefits from a fresh set of military tires that enhance its all-terrain prowess.

Set up to be a good reliable driver it has a few upgrades for practicality like an electric wiper motor in favor of the lazy vacuum unit. The drive train is stock and runs and drives well.

Recent mechanical work has been performed to keep it in top driving condition. Since restoration it has been kept in heated garage storage. This Willys is being offered from a very good home where it has seen regular though light use over the last five years. It is reported to be ready to use and enjoy.

**\$25,000 - 35,000  
WITHOUT RESERVE**



## 1954 KAISER DARRIN SPORT CONVERTIBLE

Chassis no. 161-001188

161ci OHV Inline 6-Cylinder Engine  
 Single Downdraft Carburetor  
 90bhp at 4,200rpm  
 3-Speed Manual Transmission with Overdrive  
 Independent Front Suspension – Live Rear Axle  
 4-Wheel Drum Brakes

- *188 out of 435 produced*
- *Subject of an older restoration*
- *Innovative and epic automotive styling*
- *A legend of 1950s motoring*



### THE KAISER-DARRIN SERIES 161

In the bustling years after World War II, American roads were peppered with ever growing numbers of European and British sports cars. American servicemen returning from overseas duty were bringing with them nimble little cars with gutsy engines and sleek styling. American manufacturers wanted in on the action, but nobody had a suitable car ready to compete with the European invaders. Ford and GM started work on their own interpretations of a sports car, while the independent Kaiser Motors also decided to toss their hat in the ring. To compete with the imports, swift action was needed, so Kaiser enlisted the famed industrial designer Howard “Dutch” Darrin to produce a fiberglass-bodied sports car based on the compact Henry J. economy car.

The first prototype appeared at the New York Auto Show in 1953, just besting Chevrolet’s Corvette to become America’s first fiberglass production sports car. Beyond the sweeping profile and heart-shaped grille, the Darrin was most famous for its pocket doors that disappeared into the front fenders on sliding tracks. Construction of the fiberglass bodies was outsourced to Glaspar of California. Power is courtesy of the 161 cubic inch Hurricane F-head inline six. Just 435 of these stunning cars were built, making them both rare and desirable. All sold as 1954 models and came equipped with a three-position Landau top, which was considered quite novel at the time.



#### THE MOTORCAR OFFERED

Being number 188 out of the 435 produced, this Kaiser-Darrin represents one of the few examples of the unique roadster from its limited production run. As rare as it is innovative, this Kaiser-Darrin was finished new in the popular color scheme of Champagne Lacquer (white) over Scarlet Pincrush vinyl with a matching red three-position top.

With its fiberglass coachwork and numerous difficult to find parts, Kaiser-Darrins are sadly neglected due to the cost and challenges involved in restoring them. It is a rare find to come upon an example as nicely presented as this one. The subject of a restoration several decades ago by Classic Car in White Lake, New York, the sliding door droptop was repainted in Yellow Satin with tan vinyl interior. Showing some paint imperfections and patina commensurate with its age and attesting to some spirited use, it has been regularly serviced and carefully garaged. Easily a more enjoyable driver than a Corvette of the same year, it carries enough eyeball and curb appeal to turn the heads of even the most jaded enthusiasts.

Few cars possess the style and elegance of the Kaiser-Darrin. With so few examples left in existence, this great car is sure to command attention. To own Kaiser-Darrin 188 is an opportunity to enjoy a rare, iconic American sports car.

**\$70,000 - 90,000**



**1956 JAGUAR XK140MC FIXED HEAD COUPE**

Chassis no. S815727BW

Engine no. G8295-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

3-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Matching numbers example*
- *Rare automatic transmission car*
- *Eligible for the majority of vintage rally events*
- *One of the most capable sports cars of its day*

**THE JAGUAR XK140**

"For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety" - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional

rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tryed, 3.4-liter, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville



#### THE MOTORCAR OFFERED

overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road tests regularly recording top speed figures in excess of 120mph. Tested by Road & Track magazine, a USA-specification XK140 MC (as the 'C'-type head-equipped SE version was known here) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

As new, this Coupe was supplied new through noted West Coast distributors Charles Hornburg of Los Angeles in July 1956 and wore a sunny California hue of cream with a black interior. Unusually, this was one of the rare derivatives that were supplied with Borg Warner automatic, a specification which accounted for a whisker under 400 cars of the 2797 production run, almost certainly fewer being of SE/MC up-rated performance level.

Over the course of its life the original scheme has been reversed with a good quality repaint of the exterior in black and upholstery in a light tan hide, arguably an altogether more appealing guise for the car. This work being carried out as part of a refurbishment in the last decade by an Ontario, Canada based restorer.

With its handsome aesthetics, this car has the potential to show or tour.

**\$80,000 - 100,000**



150

## 1968 FERRARI 365 GT 2+2

Coachwork by Pininfarina

Chassis no. 11611

Engine no. 11611GT

4,390cc SOHC V12 Engine  
3 Weber Carburetors  
320bhp at 6,600rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Matching numbers example of the classic Touring Ferrari*
- *Elegant Pininfarina-built coachwork*
- *Great Ferrari for high-speed rallies such as the Copperstate 1000*
- *Offered with Marcel Massini's report and service receipts*



### THE FERRARI 365GT 2+2

By the mid-1960s, fifty percent of all Ferraris produced were being built with four seats. Following on from the success of its first such model, the 250GTE of 1960, Ferrari introduced the 330GT 2+2 in January 1964. Its replacement, the 365GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and in addition to featuring independent suspension all round (for the first time on a Ferrari 2+2) the car boasted Koni's hydro-pneumatic self-leveling system at the rear. Further refinements included mounting the engine and drive-train in rubber bushes to insulate the car's occupants from noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.

Girling ventilated discs all around. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by Car magazine as 'the most civilized Ferrari yet.'



Developing 320bhp in its 365GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox. The car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by



## THE MOTORCAR OFFERED

Completed in the February of 1968, the example offered here, chassis number 116111; was the 136th example built in the series. The new Ferrari was finished in Argento over a Nero Franzi interior, and was delivered to Franco-Britannic Autos Ltd, the official dealer for Ferrari in Levallois-Perret, France near Paris. The car had been equipped for the European market, with instruments in kilometers-per-hour.

The car's first owner after delivery is believed to have been a Mr. Prot in France. From there the Ferrari would head to Montreaux, Switzerland on the banks of Lake Geneva. The lush, mountainous region was no doubt the perfect place to own, drive and enjoy a car like this. In the late 1980s, 11611 was sent to Modena, Italy for restoration. By 2003 the Ferrari was stateside and showing 63,448km on the ticker.

Advertised for sale in Long Island in 2005, it was indicated that the car's 65,200km were understood to be original.

In 2010/11, a full engine rebuild, exhaust system replacement, and suspension overhaul—including conversion of the rear shocks from the original self-leveling units to standard coil-over shocks—was performed at Classic Coach Repair in Elizabeth, New Jersey with receipts totaling over \$120,000. Since the vendor bought the Ferrari in 2014, Boston Sportscar of Weston, Massachusetts has further rebuilt the transmission and installed a Becker Europa AM/FM radio at a cost of nearly \$16,000. A new set of Avon radial tires and a new battery in an old-style case were fitted to the car in the summer of 2015.

The original Argento (silver) paint scheme is what the car still carries today and complemented with the black leather it all looks quite regal. The restoration has mellowed with age and some evidence of light corrosion is apparent on parts of the underside. The car still retains its original matching numbers engine, and is offered with a jack and a history file that includes copies of the nearly \$150,000 in service receipts and Marcel Massini's history report.

**\$160,000 - 200,000**



**1976 PORSCHE 930 TURBO CARRERA**

Chassis no. 9306800292

Engine no. 6860321

2,994cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

245bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Restored by marque experts
- Desirable early 3.0-Liter, US-Delivery 930 Turbo
- Matching numbers example
- Offered with history file and Porsche Certificate of Authenticity

**THE PORSCHE 930**

Much of the Porsche 911's development had resulted from the factory's racing program, and it was the then FIA Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911/930 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter Carrera RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph in 14 seconds.

What set the 930 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as

the Holman & Moody-tuned Cobra 427 and the Ford GT40, *Motor's* Roger Bell reckoned what made the Porsche so different was that it "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

Due to strong emission regulation in the US, the Turbo was not imported for the US market between 1979 and 1984, but returned in 1985, now equipped with upgraded Motronic engine management systems. Targa and Cabriolet versions were also introduced. More refined than hitherto yet retaining its high performance edge, the Porsche 930 Turbo sold in the thousands, arguably becoming the definitive sports car of its age.

**THE MOTORCAR OFFERED**

Offered here is a beautifully restored example of the desirable, original 3.0-Litre 930 Turbo. The 292nd example built of the limited 590 car model-run of the 1976 production year, this exceptional 930 was completed at the Zuffenhausen Porsche factory in January 1976, and finished in the classic color of silver metallic. A US market example, it was equipped much as it appears today, with its looks neatly set off by black-center Fuchs alloy wheels shod on Pirelli tires, and equipped with an electric sunroof. Inside, the 930 Coupe was fully equipped with top-of-the-line features, and trimmed in black leather with matching premium carpets.

The new 930 Turbo is believed to have remained in the US following its delivery; the car's history picks up in the early 2000s when it was confirmed have been in the hands of Mr.



Jay Payton of Colorado Springs, CO. Still in the striking silver exterior color at this time, the Porsche would migrate to Denmark in the late 2000s before being purchased in 2014, by a Vancouver, BC collector of some of the best and most special Porsches we have ever seen. Having acquired the car in aged condition, the perfectionist consignor entrusted the car to Jakob's Auto Repair Ltd. of North Vancouver, BC to receive a comprehensive mechanical and cosmetic restoration.

One needs to only glance at the car to see just how thorough a job was performed on the Turbo, work which totaled over 125,000 Canadian dollars. The extensive receipts can be found in the car's history file. The interior was re-trimmed, and all gauges, knobs and switches were restored or replaced.

The brightwork and gaskets were also either replaced or refurbished, as were the car's mechanical systems.

Today, this era-evoking 930 3.0 Turbo presents extremely well throughout, and is accompanied by the Porsche-issued Certificate of Authenticity and owner's manual. Also worth noting, it is equipped with a rare, period Blaupunkt radio system with a remote faceplate. Thoroughly restored like very few cars of this era, the Porsche could be shown at concours events and retains its original, matching numbers engine. Combining the unmistakable looks of a classic Porsche, the powerful Turbo motor, and the collectability that goes hand in hand with its low production figures, this extraordinary 1976 930 3.0 Turbo Coupe will not disappoint

**\$140,000 - 170,000**



**1971 MERCEDES-BENZ 280SL**

Chassis no. 113044-12-019017

Engine no. 130983-12-012474

2,778cc SOHC Inline 6-Cylinder  
 Bosch Mechanical Fuel Injection  
 170bhp at 5,700rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Classic Grey-Beige and Bamboo color combination*
- *Restoration by acclaimed craftsmen workshops*
- *An iconic Mercedes-Benz Classic*
- *Loaded with options including factory hard-top*

**THE MERCEDES-BENZ 280SL**

In the Spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL- The 230SL. The 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat convertible that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover are all composed of aluminum. The nickname 'Pagoda' was quickly adopted thanks to the slightly concave roof on the optional removable hardtop that resembled a pagoda roof. Although controversial at its introduction, these SLs are now considered a masterpiece of design.

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL. The 280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection - a combination producing 160 horsepower in US-market variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

While the 280SL did not offer the performance of the 300SL, it is a very charming model with capable handling and braking thanks to its suspension and all-wheel disc brakes. These roadsters also have one of the most beautiful bodies produced in the 1960s and thanks to their robust inline-6 and luxurious Mercedes interior are wonderful cars to be driven and enjoyed.



### THE MOTORCAR OFFERED

Vested in DB726 Grey Beige, with a matching hard top, and a Bamboo MB Tex interior, this US edition 280SL was completed at the Stuttgart factory in late 1970, with the left hand-drive steering system and automatic transmission. It was fitted with many desirable options, including air conditioning, AM/FM Becker radio, bumper guards, headrests, headlamp washers, cruise control, a factory hard top, Beige soft top and white walls.

Although its early ownership is undocumented, we know it was restored in the late 2000's in the northeast of the USA. According to records, the exterior was re-finished in the correct paint by Grosso Restorations, mechanical work was completed by Performance Imports and Koren's Autobody, and the correct interior was fitted by Ryan Custom Interiors, all of Danbury, Connecticut.

As can be seen today, extreme care was taken to ensure good panel fit, emphasizing the crisp lines and sophisticated profile of the majestic Pagoda-top marque. Since its restoration the car has been lovingly maintained by collector owners, used only for limited seasonal pleasure driving. Accompanying the motorcar is a plethora of documentation, including copies of the factory build sheets and restoration receipts, a series of books, some ownership history, service records and a set of period correct tools. It is complete and prepared for its next phase of ownership in every way - a testament to the symbiotic union of technical reliability and the sophistication of an iconic design, this charming 280SL is the culmination of decades of Mercedes-Benz excellence.

**\$80,000 - 100,000  
WITHOUT RESERVE**



153 Ω

## 1980 PORSCHE 911 SC

Chassis no. 91A0140667

Engine no. 6400707

2,994cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

188bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Fine example of an A Program 911*
- *Matching numbers*
- *Originally finished in Petrol Blue*
- *Offered with Certificate of Authenticity*



### THE PORSCHE 911

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than three liters and, in turbo-charged form, would put out well over 300 horsepower.

### THE MOTORCAR OFFERED

This SC Coupe was completed at Porsche on October 25, 1979. According to the Certificate of Authenticity issued, the car was finished from new in Petrol Blue Metallic over Cork leather interior, and was equipped with a sunroof, rectangular fog lights and the F64 option group that included sport seats, a four speaker stereo, an alarm system and 16" wheels and tires—among other things. Likely delivered new to California, the car from Fremont, California to Joan Folkes of Ontario, Canada in the summer of 1989. Stored for about two decades in Ontario, the Porsche received a repaint in Talbot Yellow when it was put back on road but has otherwise been kept largely stock. Thanks to it having been unused for half of its life, it is reported that the fewer than 100,000 miles currently showing on the odometer are in fact the miles from new.

Ever popular for their enjoyable driving experience, ease of maintenance, and near bulletproof reliability when well prepared and maintained, these A Program 911SC still offer a phenomenal driving experience at a very approachable value.

**\$35,000 - 45,000  
WITHOUT RESERVE**

154

## 1957 CHEVROLET BEL AIR 'FUEL INJECTED' CONVERTIBLE

Chassis no. 57S302368

Engine no. F820F0

283ci OHV V8 Engine

Rochester Mechanical Fuel Injection

283bhp at 6,200rpm

2-Speed Powerglide Automatic Transmission

Independent Front and Semi-Elliptic Leaf Spring Rear Suspension with Live Rear Axle

4-Wheel Power-Assisted Hydraulic Drum Brakes

- *Very well optioned example*
- *Powered by the highly desirable "Fuelie" V8*
- *Chevy's top-of-the-line convertible*
- *The perfect car for a drive-in movie*



### THE BEL AIR

When Chevrolet introduced "The Hot One," its new small block V8 engine for 1955, few realized that within three years it would achieve the Holy Grail of one brake horsepower per cubic inch. More remarkable was the fact that it was offered by one of the "low-priced three." But that's exactly what happened, with a displacement increase to 283 cubic inches, 10.5 to 1 compression, solid lifters and Rochester fuel injection. Often forgotten, however, is the fact that there were four "lesser" 283s in 1957 that developed in excess of 200 bhp. One of these was fuel-injected, with lower compression and hydraulic lifters, another, rated at 220 bhp, used a single four barrel. Accompanying them were two dual quad engines, both with 9.5 to 1 compression, a 245 bhp unit with hydraulic tappets and a 270 bhp version using solids.

### THE MOTORCAR OFFERED

Assembled just in Saint Louis, Missouri, this Matador Red over Imperial Ivory and Red Vinyl with Silver Vinyl pattern inserts and a white top Bel Air is about as well optioned as they come. Power options are handsomely represented with power top, steering, brakes, and Powerglide automatic while a tissue dispenser, polished spinner wheel covers, single-piece "California" bumper, tinted glass, and other accessories round out the comfort to be found in the cabin. Under the hood, of course, sits the most highly desirable motor—ranged topping, fuel injected "283/283hp".

This example spent a number of years in the collection of BASF Corporation where it was used to demonstrate the company's automotive finishes. Resprayed its original colors, the high quality paint job has mellowed with age and

shows a few imperfections but the excellence of the last repaint is apparent in how well it has held up over the years. The interior is believed to be original but show well. The 9,682 miles on the clock are believed to be the mileage covered since the car was last restored by BASF.

Its iconic appearance and exciting options make this car the perfect candidate for a 50s collector; all these characteristics assure that it will continue to bring pride of ownership to its lucky new caretaker.

**\$75,000 - 100,000  
WITHOUT RESERVE**



155

## 1905 RAMBLER MODEL 1 FIVE PASSENGER SURREY

Chassis no. 6372

235ci Twin cylinder opposed engine  
18hp single updraft carburetor  
2-Speed Planetary Transmission with Reverse  
2-Wheel Mechanical Brakes

- *Beautifully restored example*
- *Wonderful brass work*
- *Important early American brand*
- *Known to be good performing cars*



### THE RAMBLER

Thomas Jeffery was a bicycle manufacturer; his Rambler model the second-best-selling cycle in the United States during the 1890s. At the turn of the 19th century, Jeffery became interested in the automobile, and built a single-cylinder car in 1897. The following year, with his son Charles, he built two more and exhibited them in shows in his home city of Chicago and in New York. The new cars had front-mounted two-cylinder engines and left-hand drive and were given a good reception by show-goers and the press. Although the cars were not displayed with a name, the press generally referred to them as 'Ramblers,' the brand with which Jeffery was well known.

In 1901, the Jefferys sold the bicycle business to Colonel Albert Pope's conglomerate, the American Bicycle Company, and went decisively into automobile manufacturing, taking the 1898 car to a new plant in Kenosha, Wisconsin, to work up production. The car that they introduced in February 1902, however, was rather different, having its single-cylinder engine under the seat and being steered by a tiller on the right. Customers found it attractive and 1,500 were sold in the first year at a price of \$750.

Rambler cars enjoyed excellent sales, placing third in 1905 and 1906 and remaining in the top ten throughout the decade. Thomas Jeffery died of a heart attack in 1910. In 1914, to honor his father's memory, Charles Jeffery re-christened the 'Rambler' car with the family name. But in 1915, having narrowly escaped death at the sinking of the Lusitania, Charles experienced an epiphany and chose to retire. He sold the company in 1916 to Charles Nash, after which the Nash name was gradually phased in.



## THE MOTORCAR OFFERED

This wonderful automobile is an excellent example of the Rambler product of 1905. Its current owner a former Horseless Carriage Club of America board member, thoroughly restored the car in the early 2000s. The impressive five passenger side entrance bodywork is beautifully finished in the distinctive Rambler Green color. Fitted with a beautiful set of lamps and generator as well as some fine brass accessories including a very desirable "the Springfield" speedometer. Occupants are protected by a full top assembly. Authentic diamond tufted leather upholstery finishes off this excellent restoration.

The distinctive Rambler radiator is original and still in fine order. The Rambler is in operational condition and its large twin is known to be a good performer. These cars have good power and are very easy to drive even for a first-time driver of cars of this era.

A beautiful example of an important early American Marque. These Ramblers are of excellent quality and maintain a good reputation for performance and reliability. Finding one in this sort of cosmetic condition is not easy so this is a great opportunity indeed.  
**\$45,000 - 65,000**



156

## 1937 CADILLAC SERIES 75 TOWN SEDAN

Coachwork by Fleetwood

Chassis no. 3130404

346ci Flathead V8 Engine

Single Carburetor

140bhp at 4,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- Rare top of the range V-8 Cadillac
- Good older restoration example
- Excellent year for Cadillac
- A desirable touring car



### THE SERIES 75 CADILLAC

Cadillac introduced the Series 75 in 1936 as its top-of-the-line V-8 model, a step above the Series 60 line. Initially offered with both Fisher and Fleetwood bodies, by 1938 only bodies from the high -end Fleetwood could be had. Nonetheless, the selection was vast with no less than a dozen different all-steel body styles offered in 1939 from formal and upright limousines to two and four door open cars.

Only differing from the 1936 Models in subtle details none the less the 37 was a cleaner and more evolved car. The egg crate grill coordinates well with the new streamlined hood sides. The 1937 models embody some great streamline styling details of the era.

Powered by a steadfastly smooth 140bhp, 346 cubic inch monobloc V-8, the luxurious yet sporty Caddy benefited from floor mounted selective synchro manual shifting.

### THE MOTORCAR OFFERED

A fine example of Cadillac's premier 8-cylinder motorcar. Offered out of an estate this Cadillac is said to have been used regularly till a few years ago. The touring sedan coachwork with side mounts is particularly elegant on this long wheelbase chassis. Finished in dark blue over tan broadcloth and finished with appropriate white wall tires.

An older but good quality restoration that has held up well. Close examination shows the car's restoration was done to high standards. The GM Heritage Center has an identical example in their collection representing a high-water mark for Cadillac.

1937 Cadillacs are particularly scarce in the market especially the series 75 models. Excellent motorcars with sound engineering and good styling these cars have long been sought after as excellent touring cars. A very expensive car to restore so finding one already done to this level represents excellent value.

**\$25,000 - 35,000  
WITHOUT RESERVE**

157

## 1958 AUSTIN-HEALEY 'BUGEYE' SPRITE MARK 1 TWO SEATER SPORTS

Chassis no. AN5-L/2149

1,275cc OHV Inline 4-Cylinder Engine  
Dual SU Carburetors  
Approximately 85bhp at 5,800rpm  
5-Speed Manual Transmission  
Front Independent Suspension – Live Rear Axle  
Front Disc – Rear Drum Brakes

- Well presented Bugeye Sprite
- Tastefully upgraded with performance features
- A fast and fun little Roadster
- Offered with Heritage Trust Certificate



### THE AUSTIN-HEALEY SPRITE

Intended to make sports car motoring more affordable, the Donald Healey-designed Sprite entered production at MG's Abingdon factory in March 1958. The new car was officially introduced a few months later in Monte Carlo, just prior to the Monte Carlo Rally, underlining this brand new car's sporting intentions. Its unitary construction body shell featured a distinctive, rearward-hinging, combined bonnet and wings, which was topped by two 'bug eye' headlamps, thus ensuring instant recognition and the now familiar nickname.

The Sprite used independent front suspension and rack-and-pinion steering, ensuring great road holding. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which perhaps was unsurprising as there was nothing competing with it either on price or performance.

### THE MOTORCAR OFFERED

Dating from early on in the series of production for these cars, this car was built on June 30, 1958, and appropriately dispatched for the USA market on Independence Day. By 1997 it was in Glendale, Arizona where the previous owners bought it, by then needing restoration which was undertaken by Sports and Specialty Shop, Durand, IL.

Roughly 7 years ago the present owner, a noted Pennsylvania enthusiast for British cars sourced the car as an addition to his existing stable which includes two of the larger Healeys. As acquired considerable detailing has been carried out.

The task over the first few years was to finish that work, which was carried out with diligence by K&T Vintage Sports Cars in Allentown, Pennsylvania. Aimed to create a balance of

accuracy to its build sheet, but also usability its engine was upgraded to a 1275cc unit, and 5 speed transmission, while details such as horns, heater control switch, and signal lenses for the dash as well as gear knob are as stock. Owner's manual, tool kit and air pump are included

Today, the Sprite is a tidy version of the model with added performance potency.

**\$20,000 - 30,000  
WITHOUT RESERVE**



158

*Numbers Matching, Known History From New*

## **1925 BENTLEY 3 LITER FOUR SEATER TOURER**

Coachwork in the style of Jarvis

Chassis no. 777

Engine no. 787

2,996cc SOHC, 4-Valve per Cylinder, Inline 4-Cylinder

2 SU 'Sloper' Carburetors

70bhp at 3,500rpm

4-Speed Close-Ratio Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes with Perrot Shaft Actuation

- *Rare original matching numbers car*
- *Offered from long term ownership*
- *Great looking Vintage Bentley, eligible for many road touring events*
- *Amelia Island Concours D'Elegance Class winner*



### **THE BENTLEY 3 LITER**

With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able

to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s. Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory.







Above: 777 circa 1935

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" (the 'short standard') then adopted dimensions of 10' 10" ('standard long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

#### THE MOTORCAR OFFERED

Factory records held by the W O Bentley Memorial Foundation show that this car, chassis number 777 was delivered in August of 1924 to Lt Col Brooke. It was fitted with coachwork by Harrington though the style was unspecified. By 1933 777 was fitted with new coachwork a four-seater sports tourer by Bays with slab tank, twin spares and cycle fenders. A 1935 photo shows the car in this configuration.

The car would find its way to the US in the early 1960s when a Chicago based orthopedic surgeon imported it. The good Doctor forgot to inform his wife he had ordered a vintage Bentley from England and was forced to promptly sell the car to his friend Dr. Glover of Canton Missouri.



Dr. Glover, a large animal veterinarian, was thrilled to get his Bentley and proudly kept the car till his death forty years later.

Purchased out of the estate of Dr. Glover in August of 2004 by the vendor, 777 was found to be in very good mechanical order but in need of a comprehensive cosmetic restoration. It was quickly apparent that this was a highly original and correct chassis that showed no evidence of ever being taken apart. The crude Bays four-seat tourer coachwork was in poor condition and being non-original the decision was made to replace this with a fine new body in the style of Jarvis. The chassis being in such good order a full cosmetic reconditioning was performed without dismantling the car and spoiling the originality. Recently Hal Fillingier had the radiator re-cored and brought back to like new condition.

The model for the coachwork was Jarvis of Wimbledon, well known for their light sporting coachwork having a bit more flare than chief rival Vanden Plas. Long wings with Jarvis style creased centers were fitted and the result was a striking and sporting look. The car was finished in a handsome dark green honoring Bentleys racing heritage. When the restoration was completed 777 was debuted at the Amelia Island Concours D'Elegance where it won its class.

Offered here is a very handsome, well-presented and highly usable Bentley. A proper matching number example (with a most distinctive chassis number) and turned out with delightfully sporting coachwork. 3 Liters are wonderful driving Bentley's with lightness and nimbleness not found in their bigger brothers. Today Vintage Bentley (pre-1932) rallying more

popular than ever with numerous excellent tours on both sides of the US as well as internationally. This Bentley is a surprisingly low entry point into one of the best thoroughbred sports cars ever built.

**\$275,000 - 325,000**



159

## 1960 MORGAN PLUS 4 ROADSTER

Chassis no. 82433

2,138cc OHV Inline 4-Cylinder Engine  
2 SU Carburetors  
101bhp at 4,600rpm  
4-Speed Manual Transmission  
Front and Rear Leaf Spring Suspension  
Front Disc and Rear Girling Drum Brakes

- *Classic example of Morgan's most popular model*
- *Hotter SU carbs and cold-air intake fitted.*
- *Original left hand drive*
- *Desirable two-seat configuration*



### THE MORGAN PLUS 4

Introduced in 1950, the Standard Vanguard-engined Plus 4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained - what else would one expect from Morgan? - the frame underwent extensive alteration, gaining in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4. A few years later - in 1953 - Morgan began the process of updating the car's appearance. With supplies of the old flat-fronted radiator and separate headlamps coming to an end, Morgan opted for a front-end makeover that would eventually produce the rounded radiator cowl appearance that Morgan retains today.

### THE MOTORCAR OFFERED

A beautifully presented example, this attractive sporting Morgan was the subject of an older restoration. Finished in understated but sporting grey bodywork with red fenders and interior trimmed in black leather and fronted by a richly grained panel of wood trim, this Plus Four receives its get-up-and-go from a Triumph TR3 motor that is fitted with hotter twin SU carburetors, a performance, custom cold-air intake manifold. A sports exhaust system exiting just ahead of the rear wheels has also been fitted.

Starring out over the wood-rimmed steering wheel at the ivory gauges and long hood, the classic Morgan look and feel that has worked so well for the past 80+ years is well apparent. While the restoration has aged, it presents well with a comfy, inviting interior and a clean and tidy engine bay. Completing the package is a

full tonneau cover for interior protection when the car is parked.

Reportedly running and driving well, these cars are consistently reliable mounts for road tours and club events.

**\$35,000 - 45,000**  
**WITHOUT RESERVE**

This Morgan is titled under the VIN. T3 55249ME.

160

## 1967 MERCEDES-BENZ 230SL

Chassis no. 113042-10-017122

Engine no. 127981-10-013243

2,308cc SOHC Inline 6-cylinder

Bosch Mechanical Fuel Injection

150bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- *Beautifully maintained 230SL*
- *Desirable manual-shift transmission*
- *Timeless Paul Bracq design*
- *High-quality classic Mercedes-Benz*
- *Books and Tools, hardtop, and stand included*



### THE MERCEDES-BENZ 230SL

Launched at the Geneva Auto Salon in March 1963, the 230SL – or W113 in Mercedes-Benz language – was a very different sort of sporting car than its fire-breathing predecessors.

Intended as the replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six-cylinder SOHC engine, producing 150bhp. The new engine was derived from that of the great 220SE. The Paul Bracq-penned body was an all-new, stylish design which became an instant classic. Beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes, and the choice of a four-speed manual or automatic transmission. Top speed was in excess of 120mph.

### MOTORCAR OFFERED

This particular 230 SL was built in 1967. It is a desirable manual transmission car and the car has been meticulously maintained and serviced.

Fully documented since 1995, the numerous maintenance records and parts acquisitions reflect the care and commitment of its caretakers over the years. The result is a car in superb mechanical and cosmetic condition. In early 2016 the consignor, an avid Mercedes-Benz enthusiast, acquired the car. Although the car was in very good condition he chose to have a new interior installed, including new seat pads, a new OEM Windshield, and interior wood. The car was sent to noted SL expert Dan Caron in Sarnia, Ontario for a full mechanical service. During this time the instruments were rebuilt by North Hollywood Speedometer.

Anyone who has driven a well set-up manual 230SL will attest to their roadability and that they are an excellent drivers car. In fact at the introduction in 1963 Chief Engineer Rudolph Uhlenhaut set a lap time of 47.50 seconds at Annemasse Vétraz-Monthoux race track a mere .20 seconds slower than a 250 Ferrari driven by Mike Parks. Well presented and finished in its original color of dark red, and contrasting parchment interior, the opportunity to acquire this stunning 230SL should not be missed.

**\$80,000 - 110,000  
WITHOUT RESERVE**



161

## 1976 MERCURY CAPRI

Chassis no. GAECSD54813

170ci OHV V6  
Single 2-Barrel Carburetor  
109bhp at 4,800rpm  
4-Speed Manual Transmission  
Independent Front and Live Axle with Leaf Spring Rear Suspension  
Front Disc and Rear Drum Brakes

- True Timewarp
- Affordable and Enjoyable Classic
- Rare manual transmission spec
- One of Fords most successful cars
- Styled by Ghia



### THE MERCURY CAPRI

Seeing that a huge market for affordable sporting cars in Europe in particular was being under-exploited, Ford came up with a smaller more compact sports coupe, and the Capri was born. Unveiled at the Belgium motor show it was an instant sensation.

A true working class hero, the Capri was available in four cylinder, V4 and V6 variants. It offered a genuine fastback, that could seat 4 people, and it was fun to drive. The Ford Capri became one of the best selling Fords, to emanate from its European factories.

*Road and Track* commented, "Once again we can report that the Capri V6 is an attractive, com-petent, and enjoyable car at a reasonable price. It goes, stops, and handles, it's well built and it has that sturdy, precise European character that makes it something special for Americans and Canadians."

### THE MOTORCAR OFFERED

This particular Capri is a rare Mercury badged version that was available to the North American market in very limited numbers through Lincoln Mercury. The Mercury version of the Ford Capri included deluxe trim features, such as a woodgrain effect dashboard and vinyl front bucket seats. This particular German built example was built in 1976. Delivered to California it features the high spec cologne V6 and a manual transmission.

Many of these cars were modified heavily and went through a series of uncaring owners. Not the case here, as its 4 caring owners are documented. This example has less than 27,000 miles indicated on the odometer. From the overall excellent condition of the vehicle this is believed to be accurate. The interior is clean and appears very much the way it did in 1976. Given the al-most 100% scrappage rate to find an original survivor is extraordinarily unusual.

While being a unique motorcar, it has the obvious advantages of underpinnings which share Ford commonality which ensure its ability to be used for many years to come.

This will be a true talking point at any Cars and Coffee or AACA gathering in the country and for a collector who needs to have them all, this is an intriguing find.

**\$15,000 - 25,000  
WITHOUT RESERVE**

162

## 1951 PACKARD 250 CONVERTIBLE

Chassis no. 2469 3877

327ci OHV L-Head Inline 8 Engine  
Single Carter Carburetor  
150bhp at 3,600rpm  
3-Speed Manual Transmission  
Independent Front and Longitudinal Leaf Spring Rear Suspension  
4-Wheel Hydraulic Drum Brakes

- *Nicely restored*
- *Rarely seen, post-WWII Packard droptop*
- *Snazzy yellow over burgundy color scheme*
- *Oozing with early 1950s style*



### THE PACKARD 250

Although its cars continued to be built to exemplary standards, Packard in the post-war years failed to match the pace of styling change that its customers, and the rest of the US auto industry, had come to accept as the norm. Nevertheless, Packards of the late 1940s and 1950s are amongst the most collectible of post-war US automobiles, representing as they do the final flowering of that magnificent straight eight. When post-war production commenced in October 1945, Packard fielded a range almost unchanged from that on offer for 1942, as did almost the entire US auto industry. The Packards continued virtually unchanged, either stylistically or mechanically, for 1947 and it was not until the 1948 range was announced that there was a wholesale makeover. Known as the 'inverted bathtub' or 'pregnant elephant', Packard's new look was longer, sleeker and more streamlined than before and would serve

the company until the arrival of the all-new John Reinhart-designed 24th Series in August 1950. By this time Packard was building eight-cylinder cars only and for '51 these were available in four series: 200, 250, 300 and 400. Added to the range in March 1951 and something of a 'hotrod', the 250 Series combined the short-wheelbase chassis of the more modestly priced 200 with the 327ci (5.4-litre) 150bhp engine of the larger 300 Series. Two models were offered: a two-door hardtop coupe and similar convertible, the latter being Packard's only soft-top model. The use of 'jet louvres' on the rear wings reflected the ongoing fascination with contemporary aircraft design. Packard's most exclusive, the 250 Series accounted for only 4,640 units out of a total production of a little over 100,000 cars in 1951.

### THE MOTORCAR OFFERED

This lovely Packard is as fine an example as any. Costing nearly \$3,400 new, it is finished in Maumee Maize yellow over a burgundy and white interior with a burgundy top. It would no doubt have been the car to have for trips in both town and country while enjoying the luxury of top down motoring. Restored to some point to a very usable condition, it shows well with gleaming chrome and elegant paintwork. The interior is comfortable and luxurious.

Packard 250s are provide massive bang for one's buck, providing entry into the exclusive group of Packard owners at a reasonable cost. There are few other convertibles from the era that offer the style, luxury, and performance of a car such as this for the same value.

**\$45,000 - 55,000**

**WITHOUT RESERVE**

Please note this car is titled under the chassis no. A92884



163

## 1963 ALFA ROMEO GIULIA 1600 NORMALE SPIDER

Chassis no. AR372724

Engine no. AR0012\*15275

1,570cc DOHC Inline 4-Cylinder Engine

Solex Carburetor

104bhp at 6,200rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Timeless and elegant styling*
- *Delivered new in classic Italian livery*
- *Solid and sorted example*
- *Long term enthusiast ownership*
- *La Dolce Vita in automotive form*



### THE ALFA ROMEO GIULIA

Although the 1900 had been its first successful post-war model, it was Alfa Romeo's next offering - the 1.3-liter Giulietta - which established the 'small car, big performance' formula that would characterize the Milanese marque's finest offerings from then on. The Giulietta's arrival in 1954 caused a sensation; demand outstripped supply at first, causing Alfa to rethink its production strategy and become, for the first time, a high-volume manufacturer. The original Giulietta Sprint Coupé of 1954 was soon joined by Berlina and Spider versions. Sporting elegant coachwork designed and built by Pininfarina, the Giulietta Spider was a huge success and continued virtually unchanged in 1.6-liter Giulia guise when the latter joined the Alfa line-up in 1962. Launched at the Monza Autodrome on 27th June that year, the Giulia range was the work of a design team headed

by one of the greatest of Italian automobile engineers, Dr Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. A bonnet air scoop, necessary to clear the larger engine's taller block, readily identified the new model. The capacity increase boosted maximum power of Alfa's classic twin-cam four from 80 to 104bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until replaced by the Duetto in 1966. Described by Cars Illustrated as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

### THE MOTORCAR OFFERED

This wonderful Alfa Romeo Giulia 1600 spider is the perfect representation of what comes to mind when one thinks of a post war, open top Alfa. According to the Worldwide Alfa Romeo Owners Club, the car was built on September 14th, 1962 and sold to Newark New Jersey on September 29th, 1962. The car was ordered new wearing the classic red paint that is so synonymous with the brand. The interior sports a fitting two tone red and black color scheme which is protected by a black top. The Giulia has benefitted from being cared for by a single enthusiast for nearly a quarter century. In the early 1990's the car received an extensive restoration where no bolt was left unturned. The car was gone through from top to bottom, and in an effort to keep the car as original as possible, original parts were refurbished wherever feasible.



Since the restoration was completed, the car has been driven and enjoyed but thanks to regular maintenance and upkeep, the car is still in wonderful condition. The body still displays its factory "939" Pininfarina body number stamps on the bonnet, rear trunk lid, and rear tub, including the chassis number across the firewall. The spider's transmission is said to have been rebuilt just over 13,000 miles ago with new clutch and synchros, while the gear oil was recently changed a just over 1,000 miles ago. Within the last 5,000 miles, the car is said to have received all new brake hoses, cylinder seals and fluid, had the valves adjusted, oil changed, and filters replaced. Even though all of this was said to have been done such a short time ago, in preparation for the sale, the engine has received a tune up and fresh gaskets. Accompanying the car is its spare tire, jack, tools, and books.

With the summer just around the corner, this fun to drive and easy to maintain spider would be a great addition to any collector's stable – Hit the road or your local show circuit – regardless, good times are just around the corner.

**\$60,000 - 80,000**



164 Ω

## 1990 FERRARI F40

VIN. ZFFGJ34B000084539

2,936cc DOHC Twin-Turbocharged V8 Engine  
Electronic Fuel Injection  
478bhp at 7,000rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Highly optioned, non-cat, European-spec example*
- *Major service completed in May 2017*
- *Ferrari Classiche certification in progress*
- *Sold new by Cornes & Co with known history from new*
- *Ferrari's 40th anniversary supercar*



### THE FERRARI F40

"The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard" Autocar magazine, May 1988.

No Ferrari road car is more closely associated with Enzo Ferrari than the F40, the final project under the direction of Il Commendatore before his death in 1988. Built to commemorate the Italian carmaker's 40th anniversary, the F40 was, at its introduction in 1987, Ferrari's most powerful production car to date. Its 2936cc twin-turbocharged V8, nestled beneath the sloping buttresses of the berlinetta coupe's roofline, produced 478bhp and 426 lb-ft (577

Nm) of torque, delivering "supercar" levels of performance: 0-60 mph in 3.8 seconds and, more significantly, a top speed of 201mph (324km/h). No production car before the F40 had ever pushed beyond that barrier.

The F40 was mechanically based on the racing version of the 288 GTO, the GTO Evoluzione, which had been built to take on Porsche's 959 in the FIA's Group B category. With the elimination of Group B however, Ferrari was left with a handful of Evoluzioni that would be used to develop the F40, whose race-bred heritage is clearly evident in its lack of anti-lock brakes, steering assist, and any sound-deadening measures. In fact, in contrast to the 959's technical complexity, the F40 achieved its remarkable performance in the traditional Ferrari manner - combining a powerful engine with light weight and a slippery shape, and a competition-tuned suspension with a large footprint.

The four-cam engine is also based on the GTO's, though it was bored out to three liters and re-tuned to achieve the prodigious output. It was placed longitudinally, which greatly simplified the mounting of the twin water-cooled IHI turbochargers. The Weber-Marelli electronic injection is fed from two fuel tanks, one just ahead of each rear wheel.

Sitting on a frame of tubular steel and composites, the F40 shares the same length wheelbase as the GTO's, but the track is wider. Due to the extensive use of composites throughout the car, the F40 weighs just 2,425 pounds (1100kg), more than 500 pounds less than its supercar rival - the Porsche 959. The comprehensive weight-saving program even included, if desired, Plexiglas side windows and paint so thinly spread that the body panels' Kevlar weave can be seen underneath.



The F40's bodywork was designed under the direction of Leonardo Fioravanti, who also was responsible for the 288 GTO, Daytona, Dino 206/246 GT, 512 Berlinetta Boxer, and numerous other projects in his time both at Ferrari and later with Pininfarina. His initial wedge shape was, in tune with the car's racing-related development, then taken by Pininfarina and refined in the wind tunnel for optimum downforce and low drag. Though augmented with NACA ducts for cooling the engine, brakes and cockpit, a louvered Plexiglas engine cover, and that looming rear wing, the F40 is a simple and elegant shape delightfully absent of extraneous elements.

The cockpit too, is all business, offering little in creature comfort but reaffirming the F40's essential character as a racecar for the street. Beyond the well-bolstered seats, gated

shifter, padded steering wheel, and analog instrumentation, there is little to engage the eye from the driver's seat, but that's primary to the F40's raison d'être — to fully immerse the driver in a pure Ferrari driving experience. The all-independent suspension is comprised, at both ends, of unequal-length wishbones, coil springs over telescopic shock absorbers and an anti-roll bar; the brakes are Group C-derived hydraulic 13-inch Brembo discs; and the aluminum wheels, which sport F1-style center locks, are wrapped by 245/40ZR-17 tires in front and massive 335/35ZR-17 rubber at the back.

Thanks to the innovative body/chassis construction, under way the F40 feels as rigid as though it were carved from a solid diamond. In another case where Ferrari's racing experience translated to the street, the F40's tubular steel spaceframe and bonded-on

panels of Kevlar composites provide a torsional stiffness that would have been impossible to achieve with conventional means. As a result, handling is exceptionally crisp and the car responds to inputs as though there were not a mechanical but a telepathic connection between the driver and the wheels. The F40 will never be mistaken for anything other than it was intended to be — a racecar for the street.

*Autocar* concluded its test thus: 'On a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to racecar levels - and revel in it. ...there's little doubt it is the very personification of the term sports car.'













### THE MOTORCAR OFFERED

Production of the F40 initially called for just 400 units to be built, and even with a list price of roughly \$400,000 - an astronomical price for a car at that time, many examples traded hands for a significant premium. As a result of the car's desirability and enormous demand, Ferrari pushed total production numbers to 1,311, all of which left the factory in left-hand drive and liveried in classic Rossa Corsa paint.

In accordance with the Ferrari technical statement, this exceptional European-spec F40 was completed at the Maranello-based Ferrari Works in March of 1990. This example left the factory as one of the sought after cars void of catalytic converters, fitted with the desirable sport seats, six-point harnesses, and roll up glass windows. The F40 was sold new in Japan by the prestigious Cornes & Co to its first owner Yuji Ookusu, who registered the supercar on May 28th, 1990. The car would remain in Japan where it received fastidious care until being purchased by the consignor in May of 2015.

Upon acquiring the F40, the consignor brought the car to the experts at Formula Automobile (Ferrari of Denmark) where a full service was performed - on file is the \$9,000 receipt documenting the service. Today, with just over 35,000 kilometers on the clock, the car is in outstanding condition. It is clearly evident that the exotic supercar has been maintained to the highest of standards - one would have a hard time finding another example this well sorted. While in Japan, the problematic adjustable suspension was replaced with a standard setup, a common practice that Ferrari performs on many routinely driven F40's.



Before coming to the sale, the car was brought to Miller Motorcars of Greenwich, Connecticut in May of 2017, where a fresh major service was performed, insuring that the cars new owner need only worry about making time to enjoy what is widely regarded as the world's best driving car. A Ferrari Redbook application has also been submitted and paid for by the consignor so that the new owner can obtain the highly coveted Ferrari Classiche certification.

Offered with books, leather pouch, Redbook application, and \$30,000 in receipts which include the extremely recent major service, this superb F40 stands out as one of the absolute best examples to use and enjoy, just as Enzo Ferrari intended.

**\$875,000 - 975,000**



165

## 1972 FERRARI 365 GTC/4

Coachwork by Pininfarina

Chassis no. 365GTC415359

Engine no. F101AC000

4,390cc DOHC V12 Engine  
6 Weber Side-Draft Carburetors  
340bhp at 7,000rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- One of only 505 cars built
- Documented history by Marcel Massini
- Iconic Ferrari design by Pininfarina
- Beautiful condition throughout



### THE FERRARI 365 GTC/4

Introduced at the March 1971 Geneva Motor Show, the Ferrari 365 GTC/4 was derived from the chassis of the 365GTB/4 Daytona of 1968. The engine was similar to the 4,390cc DOHC V12 of the Daytona, but new heads and a lower compression ratio of 8.8:1 lowered the brake horsepower to 340, slightly less for emissions-controlled American cars. Six side-draft Weber 38 DCOE carburetors fueled the engine, which used wet sump lubrication.

The wheelbase, at 94.5 inches, remained unchanged. Improvements included standard power steering and a larger luggage compartment, while the side-draft carburetors allowed a lower hood line. In contrast to the Daytona, however, which used a rear-mounted transaxle, the GTC/4 had its gearbox, a five-speed manual unit, mounted to the engine. The suspension was independent all around, with

unequal-length control arms and coil springs, an anti-roll bar and hydraulic self-leveling.

Designed and built by Pininfarina, the coupe bodies were shipped to Maranello for assembly. The low hood permitted by the side-draft carburetors incorporated retractable headlamps, and a handsome Kamm tail featured traditional Ferrari tail lamps. The interior was a completely new design with more comfortable seating, although the occasional “+2” seats in the rear were best used folded as luggage space. The seats had cloth inserts as standard, for comfort in warm weather, although air conditioning was standard. Full leather upholstery was available as an option.

The 365 GTC/4’s handling has always been described as “phenomenal,” even when taking into consideration the tire technology of the

time. The brakes, combined with the 11-plus-inch ventilated discs all around, were similarly up to the task.

Just 505 GTC/4s were built from 1971 to 1973. *Road & Track* called the GTC/4 “a graceful, clean and understated design”; it is all of that and more.



## THE MOTORCAR OFFERED

This marvelous 365 GTC/4 was originally delivered to its first owner through Ferrari's West Coast distributor, William Harrah's Modern Classic Motors of Nevada. Dressed in Rosso Corsa (International Racing Red) with black leather interior and black carpets, this 365 GTC/4 is spectacular with Borroni wheels and the correct restored factory steering wheel. It comes with the 5-speed manual transmission and factory air conditioning.

The ownership of this car has been documented by Marcel Massini and is accompanied by a service history. At some point the car was restored and it was obviously cared for and serviced by dedicated collectors throughout its lifetime, as it remains in condition and is as impressive on the road as it is on the concours lawn.

Currently showing 51,000 original miles on the odometer, the car recently underwent a thorough engine servicing as well as suspension and brake work. This Ferrari has received a refurbished interior and new carpets. The center console wood veneer has been refinished, and the air conditioning overhauled. Detailed attention was paid to the restoration of the Borroni wheels and new Michelin XWX tires and factory bonnet pad were fitted. Close inspection will demonstrate that panel fit and body gaps are very good. Add to this the visceral tailpipe soundtrack of the legendary Ferrari V12, and the package is complete - a surefire wish-list item for any dedicated Ferrari collector.

This GTC/4 comes with books, tools, factory jack, hammer and history file.

**\$240,000 - 280,000**



166

## 1959 FIAT 600 COUPE

Coachwork by Viotti

Chassis no. 100\*682085

Engine no. 741203

633cc OHV Inline 4-cylinder engine

Single Weber Carburetor

Approximately 30bhp at 4,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum brakes

- *Beautifully presented example of FIAT's iconic two-door*
- *Trim and interior uprated by coachbuilder Viotti*
- *One of the most elegant 600s extant*
- *Guaranteed to return lots of smiles-per-gallon*



### THE MOTORCAR OFFERED

This unique Fiat 600 is among the few examples to have been cosmetically uprated by famed *Carrozzeria Viotti*. While Viotti produced an entirely reskinned version of the 600 called the Sport in extremely limited numbers, this 600 features tasteful and elegant additions to the interior and exterior trim by the coachbuilder. Found in Mede, Italy in 2004 by the previous owner and bought to North America, it and subjected to a refurbishing that was completed in March of 2005.

Finished in two-tone white and red with chrome trimmed red accents, the Viotti touches are swiftly apparent. Color scheme aside, the additional chrome trim and elegant custom grill give away that this is something different and special before the Viotti badges on the front fenders confirm one's suspicions. Inside, the red and white theme continues with custom red

and white cloth seats topped with white vinyl inserts. Red and black rubber mats cover the floorpan and a large, bronze St. Christopher medallion graces the dashboard in front of the passenger.

The fun, compact and enjoyable 600 Coupe is a fine vehicle on its own. Add in the addition of the rare, Viotti touches and this special example is one not to be missed.

**\$25,000 - 35,000  
WITHOUT RESERVE**

167

## 1970 CHEVROLET CHEVELLE SS LS5 454/360HP CONVERTIBLE

Chassis no. 136670B184926

454ci OHV Turbo-Jet V8 Engine  
Single 4-Barrel Carburetor  
360bhp  
3-Speed Turbo 400 Automatic Transmission  
Independent Coil Spring Front and Live Axle with Coil Spring Rear Suspension  
4-Wheel Hydraulic Drum Brakes

- *Powered by the biggest engine Chevrolet offered*
- *Nicely trimmed with A/C, auto, and a power top*
- *Classic color scheme*
- *The quintessential muscle car*



### THE CHEVY CHEVELLE

Chevrolet had developed the muscle car concept probably as far as any of the American manufacturers took it. They not only had big block engines (the 348 and 409) very early but thrived on the mid-sized line, the Chevelle, which fitted Chevy's image and entry-level market position. That meant plenty of cars, plenty of units and plenty of opportunity to spread the overhead and development cost of engines, transmissions, drivetrains and suspensions that spread its performance halo across the bread-and-butter Chevelles that paid the bills.

Chevrolet's enthusiast management team also recognized that a few outrageous muscle cars established an image that paid as many dividends in sales as racing wins did. There again, the 454 powered Chevelle convertible drove home the message like a two-pound hammer. Cars like the LS5 and LS6 convertible being driven on the streets and drag strips sent the message that Chevys were cool.

### THE MOTORCAR OFFERED

The 1970 Chevelle SS 454 LS5 convertible offered here is nicely presented and ready to rumble. In addition to the tire shredding 454 cubic inch 360bhp LS5 it has a Turbo 400 automatic transmission, bucket seats, air conditioning, a power top, Cowl Induction, and more. Its classic Cranberry Red with Classic White stripes over Ivory vinyl only adds to the package.

Unfortunately it has essentially no documentation. Paperwork on file states the car received a frame-off restoration at some time in past. It is understood that the floors and trunk pan are both original and have not been replaced. Several receipts on file detail careful attention cosmetic and mechanical pieces as well as the installation of a Vintage Air A/C system.

This nicely restored and well-presented 1970 Chevelle SS convertible will certainly turn heads where ever it goes—from the local Cars & Coffee to beach parking lot.

**\$35,000 - 45,000  
WITHOUT RESERVE**



168

## 1961 MERCEDES-BENZ 190SL

Chassis no. 121040-10-023541

Engine no. 121928-10-001466

1,897cc SOHC 4-Cylinder Engine

Two Weber Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Matching numbers*
- *Three owners in 56 years*
- *Beautifully restored*
- *Classic original color combination*



### THE MERCEDES-BENZ 190SL

In 1954, Mercedes displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop.

This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL 'Gullwing'. While the 190SL features a carbureted 1.9 liter inline four cylinder engine compared to the 300SL's direct-injected 3 liter slant six, they share basic engine design, suspension system, and level of detail and craftsmanship that defines Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, was paired with dual Solex carburetors and produced 120 horsepower. This powerplant was paired with a fully synchronized 4-speed transmission that sent power to the rear swing axles. The 190SL

implemented the same suspension systems as the 300SL, affording it confident handling and drivability.

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and the restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels. While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success- selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important

part of the culture of small roadsters in the 1950s, as it demonstrated how luxurious the platform could be.



### THE MOTORCAR OFFERED

Presenting in ivory with matching ivory factory hardtop and a contrasting black convertible top with black leather interior and grey carpeting, the color combination of this 190SL can only be described as stunning. Add to that matching numbers and few owners from new and you have a truly classic example of a legendary marque.

This Mercedes-Benz was completed on January 2, 1962, and was one of the very last 190SL models to be produced. It was delivered in the exact same livery we see here today, as is documented by the Mercedes-Benz data card, and and believed to have been purchased by a gentleman as a gift for his daughter to celebrate her birthday. The lucky recipient kept the car for three years before selling it to Ted Gowland, Jr. It remained in the Gowland family until 2012, when it was acquired by its current owner

and restored to original factory condition, if not better, as is evident on close inspection. The car has recently been serviced, with systems carefully inspected and perfected, more due to the lack of use by the previous owner, rather than necessity. The engine compartment is detailed and the underbelly clean. Service records are available with the car at sale, along with an exhaustive set of photographs and the Mercedes-Benz data card.

**\$90,000 - 120,000**



**1960 AUSTIN-HEALEY 3000 MKI BN7 TWO-SEATER**

Chassis no. H-BN7-L/1780

Engine no. 29D-RU-H/12507

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

132bhp at 4,600rpm

4-Speed Manual Transmission with Laycock Overdrive

Independent Front Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- *Rare two-seater BN7*
- *British Heritage Trust Certificate.*
- *Great Car for Driver Events.*
- *Owned and Restored by specialist Kurt Tanner.*
- *Offered with Restoration photos and Heritage Trust certificate*

**THE AUSTIN-HEALEY 3000 BN7**

The “Big Healey” retained the essence of its curvaceous long hood/short deck progenitor, the Aus-tin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

In 1960, the second production year for the six-cylinder Healey’s, the marque saw great success on the competitive international rally scene, with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des Dames in Geneva and the Tulip Rally. With partial alloy bodies, these cars were light enough to perform admirably with extra power of the three-liter engine.

**THE MOTORCAR OFFERED**

This particular BN7 is one of 2,825 BN7s that were produced between 1959 and 1961. Not much is known about the car early history. In the early 2000’s this particular BN7 was purchased by Austin Healey specialist Kurt Tanner. Kurt Tanner himself recalled that the car was sourced in California. At the time it was a very solid, and was running and driving, and the body was in good condition.



Kurt Tanner embarked on restoration of the car. The main mechanical components were completely gone through. The cars history file contains numerous photos, meticulously documenting its restoration that was completed in 2009. The car was then sold to a Ferrari collector, and was then acquired by its current owner, a private collector based in the Southeast. It has been very well cared for and has been driven fewer than 400 miles.

Today the car presents incredibly well. Finished in Opalescent Silver Grey over a Red leather interior, the car is quite striking. According to Mr. Tanner this is the only BN7 finished by him in this particular color scheme.

With a powerful and easy to maintain 3 litre engine and excellent handling characteristics, this BN7 is an ideal car for driver events, such as the Copperstate 1000. Overdrive makes these cars effortless on the road. With its timeless and classic lines, it would be welcome at any number of Austin Healey Club events, or numerous other shows. Veteran and first time car collectors should not let this one get away.

**\$75,000 - 100,000**  
**WITHOUT RESERVE**



170

## 1988 FERRARI MONDIAL 3.2 CABRIOLET

Design by Pininfarina

VIN. ZFFXC26A3J0076686

3,185cc DOHC V8 Engine  
Bosch K-Jetronic  
266bhp at 7,000rpm  
5-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- A fine example of Ferrari's only Cabriolet from the 1980s
- West Coast car from new
- Italian style and power at attainable prices
- Often considered the most useful car out of Maranello



### THE MONDIAL 3.2

Derived from the 308GT4 of 1973, which was the only production Ferrari not to have been penned by Pininfarina but by Bertone, the Mondial 8 was essentially a made-over 308GT4, but with Pininfarian-styled body and a longer wheelbase. It was the Maranello firm's first attempt at producing a 'world car' model and, to meet the increasingly stringent emission requirements of so many export markets, the famous 3-liter V8 engine had to be fuel-injected. A cleaner engine resulted in a loss of power and torque however. Happily for red-blooded Ferrari fans though, these vital statistics were restored with the introduction of the Quattrovalvole (4-valve) engine which became an option from the 1982 model year onwards. 1983 saw the introduction of a cabriolet version, the first soft-top Ferrari had made since the Daytona Spider. While in 1985, the Mondial engine was enlarged to 3.2 liters, resulting in increased power output and improved torque.

### THE MOTORCAR OFFERED

An example of the penultimate iteration of the Mondial, the 3.2, this Rosso Corsa over tan leather Cabriolet is document with a clean CARFAX and some service records. Spending the earlier part of it's on the West Coast, this Mondial was delivered new to California and resided in Marin north of San Francisco until 1997 when it escaped to the San Diego area. In 2004 it went up to an owner in Seattle, Washington—which is where it stayed until it was acquired by the present vendor in 2014.

Having covered only 10,000 miles in the last 18 years, it had a major belt service in 2012. Reported to be a good driving car, it is said to have great get-up-and-go.

One of only 810 Cabriolets built from 1985 to 1989, the Mondial is complete with its handbook and tools. One of the most affordable ways to get into the world of Ferrari ownership, this droptop Mondial is ready for a summer of Italian motoring for Honda prices.

**\$35,000 - 45,000  
WITHOUT RESERVE**

171

## 1961 MGA 1600 ROADSTER

Chassis no. 88054  
Engine no. 16GA-U 19226

1,588 cc OHV Inline 4-Cylinder Engine  
80bhp at 5,600rpm  
2 SU Carburetors  
4-Speed Manual Transmission  
Independent Front Suspension  
Live Rear Axle  
Disc Front, Drum Rear Brakes

- Offered with hard top
- Minimal mileage on meticulous restoration
- Eligible for rallies and events
- Extensively documented



### THE MGA

Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed B-Series engine chosen as the power plant. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. After reliability issues plagued the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

### THE MOTORCAR OFFERED

This example of the MGA is finished in brilliant red with a tan leather interior and was delivered new to Foreign Motors Ltd. of Baltimore equipped with several options, including a heater, tonneau and sliding windows - and a sticker price of \$2,578.

Owned by meticulous collectors, the car underwent a restoration under the watchful eye of owner Ray Hood. According to documentation, work began in May, 1987, and was completed with a test drive on September 23rd, 1988. The extensive dossier accompanying the car documents the work completed with photographs and receipts, as well as magazine features and several awards, including an MG Class first place, a plaque for Best Engine Compartment, and 'Best of Show' at the national NAMGAR Convention - a testament to the quality of the work carried out.

This lovely MGA comes with tan carpets, a black convertible top and hard top, wire wheels, period driving lights, a chrome badge bar, twin side view mirrors, wind-wings and side curtains. With only 7,000 miles on the restoration, this car is described as being in fine cosmetic and mechanical condition with an honest patina of careful maintenance and minimal road use since 1988. Accompanied by the original window sticker, owners manual and a complete tool kit, this lovely MGA represents a lovely example of the acclaimed marque and is eligible for some of the finest historic rallies in the USA - offered for a fraction of its restoration cost.

**\$30,000 - 40,000  
WITHOUT RESERVE**



172

## 1971 ALFA ROMEO MONTREAL

Coachwork by Bertone

Chassis no. AR1425276

2,593cc DOHC V8 Engine  
SPICA Mechanical Fuel Injection  
200bhp at 6,500rpm  
5-Speed Manual Transmission  
Independent Front Suspension – Live Rear Axle  
4-Wheel Disc Brakes

- *Lovely car for high-speed rallies such as the Copperstate 1000*
- *Powerful Tipo 33-derived DOHC V8 Engine*
- *Beautifully presented example of classic Bertone styling*
- *Elegant Gold Metallic over beige livery*



### THE ALFA ROMEO MONTREAL

Inspired by Bertone's Alfa-based styling exercise penned by Marcello Gandini, the two-seater Montreal Coupé debuted at the Geneva Salon in 1970. Unlike the four-cylinder prototype, the production Montreal used a "civilized" version of the T33 sports-racing prototype's four-cam V8, which had first appeared in a road car in the T33 Stradale of 1967. In 3.0-liter form, it would be used by McLaren in Formula 1.

The limited edition Stradale had used the V8 in its original 2.0-liter capacity but the Montreal's version displaced 2,593cc. Producing 200bhp, the Montreal's front-mounted, dry-sump V8 drove the rear wheels via a ZF five-speed gearbox.

Aided by its aerodynamic body, the Montreal was good for a top speed of nearly 140mph and although expensive it proved to be very popular, 3,925 having been produced when production ceased in 1977. Very few road cars can claim an engine with antecedents in both long-distance sports car racing and Formula 1, and the Alfa Romeo Montreal is one of them.



## THE MOTORCAR OFFERED

This left-hand drive Montreal was manufactured in July 1971 and sold new in Genoa, Italy. The original color scheme was gold metallic with beige cloth interior trim. From at least May 1983 the Alfa was French-owned by Mr. B. Poirier who started a full restoration but never completed the task. Eventually selling the car to an enthusiast who split time between France and London, the Alfa was sold at Bonhams' 2011 Harrogate sale as a solid, very complete project that had been repainted red but retained its original interior. Finding its way to the land of its birth, the long, stillborn restoration was finally completed in earnest. The project, documented with numerous photos, shows the extent of work completed including a complete engine overhaul during which many new parts were installed.

When acquired and shipped stateside by the current vendor in 2014, it was found that the head gaskets and steering box were in need of repair. Receipts for a 2016 service that included a valve job, replacement of the problematic cast alloy steering box housing with a billet unit, gasket replacement, engine tune-up, brake work, and general maintenance total over \$16,000. Since the aforementioned work has been completed, the car has been driven only about 500km. Today, the car retains its correct cloth interior and shows well in its original colors.

With its forward styling and evocative looks that still look groundbreaking today, this well-preserved Alfa Montreal will be sure to bring smiles to onlookers for years to come.  
**\$75,000 - 85,000**



173

## 1974 FERRARI DINO 246GTS

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 08278

2,419cc DOHC V6 Engine  
3 Weber Carburetors  
195bhp at 7,500rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- *Under 30,000 miles from new*
- *Two owners from new*
- *Systematically refurbished aesthetics and mechanics*
- *Original books and extensive receipts for recent refurbishment*



### THE FERRARI DINO 246

Introduced at the Turin Motor Show in 1967, the all-new Dino 206GT was initiated due to the need of a Formula 2 power plant for Ferrari's racing program. A mid-engined layout with a compact, aluminum coupe body was chosen, and styled by legendary Pininfarina. The two-liter, 180bhp motor was good enough to propel the Dino to 142mph, and while there were few complaints about the car's performance, the high cost mandated by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,500rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a

straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino – the 246GT – in 1972, the authoritative American motoring magazine *Road & Track* enthused, "it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering

limits are very high..." The Dino, thus, was and remains truly a driver's car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupés and 1,274 GTS spiders by the time the model was deleted in June of 1974.



## THE MOTORCAR OFFERED

Ferraris of any era don't come with a much more simple history than this beautiful 246 Spider, which has been with only two caretakers from new, the first of which was 'one lady owner'.

The present custodian spent many years seeking one of these cars, finding a balance of originality, color scheme and history difficult to pinpoint to his satisfaction. Eventually, in the mid 2000s he came across this example. As new the car had been delivered to the U.S. and to a Mrs. Daniel Weiler, far from being the perennially invented tale, this is supported by a host of early documentation included in its original folio, notably the original order, bill of sale/sticker and service schedule book. As new the car was sold through Orange Motors of Miami, Florida where it spent its winters, while summer months appear to have been in the Chardon, Ohio area.

As it arrived into the current enthusiast ownership the Ferrari had been laid up for a number of years, and while this protected the car and kept its miles down, by then it did require some sympathetic attention to return it to the road. This has been accomplished with a careful and systematic going through the technical and cosmetic aspects of the car, to bring it up to a nicely finished yet usable/driving quality example.

The seats which had dried out where matched in color and the reupholstered as was the faded Alcantara dash finish. The paint had been refinished in its original scheme earlier in its career and this has been detailed further. Beyond this, the suspension, brakes, and other mechanical aspects have been overhauled, the engine was out and heads rebuilt with new/old stock valves and a new clutch fitted. On recent inspection the car started easily and not surprisingly it was found to drive extremely well.

Over the course of more than 40 years, the total mileage still sits at a whisker under 30,000, which is supported by the aforementioned documents. Accompanying the car are tools, jack and an extensive file of receipts for work during its current ownership.

**\$275,000 - 350,000**



**2003 ASTON MARTIN V12 VANQUISH**

VIN. SCFAC23353B501148

5,935cc DOHC 48-Valve V12 Engine  
 Electronic Fuel Injection  
 460bhp at 6,500rpm  
 6-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- *Factory Works manual transmission conversion*
- *8,000 miles original miles*
- *Two owners from new*
- *Well-kept example of a classic James Bond Aston*

**THE ASTON MARTIN VANQUISH**

The official Aston Martin website calls the Vanquish “a car beloved by modern day enthusiasts and also heritage collectors alike.”

Originating with a 1998 Ian Callum concept design, the sleek 2001 Vanquish introduced Aston Martin’s all-alloy V12 – the first of its configuration for the marque. The Vanquish series brought “huge developments in engineering and design,” many of which are still evident in current Aston Martins. These advances were achieved without diminishing the marque’s traditions of hand-finished craftsmanship and exceptional performance, traits which have pleased the most demanding and perceptive of automotive aficionados for more than a century. The ‘Superformed’ aluminum exterior panels that so attractively cloak the aluminum/carbon fiber Vanquish body core were hand finished in the factory

panel shop, and inside, the finest hand-stitched leather covered the seats. A featured role in the 2002 James Bond franchise film, *Die Another Day*, very successfully connected the Vanquish to another globally prominent aspect of the Aston Martin marque legacy.

During its 2013 centenary, Aston Martin resurrected the Vanquish series name for a new flagship line of twelve-cylinder “super grand tourers.” With those cars, the firm acknowledged the contribution the highly regarded 2001-2007 Vanquish cars made to the marque heritage.



## THE MOTORCAR OFFERED

Having covered just over 8,000 miles from new, the highly optioned Vanquish on offer is a truly remarkable and enticing super car that has been sparingly used and carefully maintained. Completed at the Newport Pagnell factory in the fall of 2003, the hand built Aston Martin was shipped off to the US. Arriving in Miami on November 9, 2003, it was sold new to its first owner by The Collection in Coral Gables eight days later. Among the option boxes ticked when ordering were grey brake calipers, chrome exterior door handles quilted headliner, 2+2 seating, and more. Retained and regularly serviced by its original owner in Southern Florida for 13 years, the current, New York owner acquired the car in the fall of 2014 with about 6,700 miles on the clock. Not long after purchase the Vanquish was shipped back to Newport Pagnell for a factory Works conversion to a six-speed manual transmission. Completed

in July 2015 with £33,335 of receipts from Aston Martin Works, the sleek coupe returned to New York in November of the same year.

The conversion to a true manual transmission completely changes the dynamic of the car and introduces a level of driver involvement rarely seen in cars of the early 2000s and practically never witnessed today. Highly sought after, anyone who has had the pleasure of driving one of these three-pedal beasts will attest to the absolute joy the additional control add to the driving experience.

Today the powerful Tungsten Silver Vanquish remains in highly original and well-kept condition, with a stunning Charcoal interior of the finest hides and grey Alcantara, a premium LINN stereo system and a glovebox trimmed by “Q” are also features of the Vanquish. Diligently serviced since new, a better example of this Bond classic—especially one fitted with a row-your-own box—will be hard to find.

**\$90,000 - 120,000**



**1970 JAGUAR E-TYPE SERIES 2 4.2 LITER ROADSTER**

Chassis no. 1R 13285  
 Engine no. 7R 12119-9

4,235cc DOHC Inline 6-Cylinder Engine  
 3 SU Carburetors (see text)  
 265bhp at 5,400rpm  
 4-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- Offered from long term ownership
- Presented in the archetypal British livery
- Excellent example for rallies and tours such as the Copperstate 1000
- Former concours award winner
- Offered with Jaguar Heritage Certificate

**THE JAGUAR E-TYPE**

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a top speed of 150mph. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The first significant upgrade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger engine came a user-friendlier gearbox and servo brakes. From September 1968 Series II E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper.

**THE MOTORCAR OFFERED**

In the Spring of 1970 Jaguar delivered this E-Type to their U.S. counterpart British Leyland, New York guised in Fawn paint and with a striking contrast of Cinnamon interior and a black top, as verified by its Heritage certificate. It would seem likely to have spent its life on the East Coast as it is known by title to have resided in New Jersey in 1988 when it moved into the first of three latter Pennsylvanian ownerships.

Then owned by Hoffman Classic Cars of Easton, it quickly passed to Andrew (Andre) Kantor in the same town. 8 years later, more than two decades ago the current long term owner purchased the Jaguar.

Arriving in this ownership, the car was by now in red livery. Initially work was carried out to match the engine area to the rest of the car, the engine rebuilt and brakes also. All of this was carried out by expert Terry Lippincott, of Sinking Spring, Pennsylvania.



After a decade of showing the E Type, a decision was made to return the car to Lippincott and to go further with its condition. Preferring the classic British Racing Green over tan scheme of so many U.K. cars, the Jaguar was repainted, at the same time the chrome was refinished, new wheels and tires were fitted and a new windshield installed. Again in terms of preference a few slight adaptations were made to its aesthetics/performance. The stock twin Strombergs were switched for three SUs, Series 1 style exhaust resonators was fitted and sensibly an enlarged Howe aluminum radiator was exchanged for the perennially deficient original. Another nice feature was to have a zip down rear window fitted to the top. The car is presented with the Jaguar Daimler Heritage Trust Certificate, owner's manual and complete tool kit.

All told the expense for this work was considerable, heading towards six figures across the two rebuilds. Today, it remains in very good order both in terms of presentation and road worthiness. Frequently it has been shown at the Delaware Valley Jaguar Club Concours at the Oakborne Mansion where it has always garnered praise.

With good looks and preparation this is an eminently usable XKE ideal for the coming Summer.

**\$70,000 - 90,000**



176

## 1980 ROLLS-ROYCE CORNICHE COUPE

Coachwork by Mulliner Park Ward

Chassis no. CRL 50599C

Engine no. 50599C

6,750cc OHV V8 Engine

Bosch K-Jetronic Fuel Injection

Est. 220 bhp at 4100 rpm

3-Speed GM Automatic Transmission

Front with Coil Springs, Rear Independent Suspension with Coil Springs and Hydraulic Self-leveling

4-Wheel Ventilated Disc Brakes

- *Matching numbers*
- *One owner from new*
- *Sold new and maintained by authorized Rolls-Royce facilities in Southern California*
- *Only 14,350 miles recorded*
- *Recently serviced*



### THE ROLLS-ROYCE CORNICHE

Rolls-Royce's final coachbuilt models were entrusted to the company's in-house coachbuilder, Mulliner, Park Ward. The cars were hand built in the best traditions of British coachbuilding, using only materials of the finest quality, including Wilton carpeting, Connolly hides and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadows. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

### THE MOTORCAR OFFERED

This one-owner US-specification automobile was delivered to Roy Carver Rolls-Royce in Newport Beach, California. The original owner and consignor took possession on January 2, 1982, carefully maintaining his Corniche at both Carver and Rusnak Rolls-Royce in Pasadena. It's most recent service was performed by O'Gara Coach Company in Beverly Hills.

Presenting an elegant appearance in black over silver, this low-mileage Corniche Coupe is fitted with a plush black leather interior which was refurbished about five years ago. It is loaded with luxury appointments including self-leveling rear air suspension, air conditioning, power windows, and a Blaupunkt stereo system. It is supplied with a tool kit and its correct jack and spare wheel. Two sets of keys are included, along with a fitted car cover. The body appears to be in good condition, although some patina is evident in the form of some front stone chips and thinning paint on the left-rear quarter, i.e. wear and tear commensurate with a now thirty seven year old car.

According to the Standard Catalog of Imported Cars, Rolls-Royce built only 326 Corniche Coupes, making this not just a very high-quality ride, but a rare one, too.

**\$30,000 - 50,000  
WITHOUT RESERVE**

177

## 1926 FRANKLIN 11A VICTORIA COUPE

Chassis no. 163567 16

199ci Air-Cooled Inline 6-Cylinder Engine  
Single Updraft Carburetor  
33bhp at 2,200rpm  
3-Speed Manual Transmission  
4-Wheel Full Elliptic Leaf Springs  
Rear-Wheel Mechanical Drum Brakes

- *Charming example from first year of the "faux radiator" Franklin*
- *Superb drivers*
- *Full Classic in the Classic Car Club of America*
- *Handsome Victoria Coupe Coachwork*



### THE FRANKLIN

The Series 11 cars were the first low profile sleek Franklins. The styling represented a radical change from previous designs. Gone was the tilting "Wilkinson Hood", replaced by a false radiator front and traditional center-hinged hood. Several new body styles emerged including the "tandem sport", and the "boat tail sport runabout". These sleek low profile cars were as distinctive as the earlier designs, yet well advanced and strikingly beautiful. Earlier designs had been based on Wilkinson's proven "Form Follows Function" axiom. With the "roaring twenties" in full bloom the public now demanded style and de Causse delivered.

The Series 11 Franklin was the first air cooled Franklin to utilize a false radiator shutter front. The cars had similar engines to earlier models however copper fins were used on the cylinders in place of steel, providing upgraded cooling, higher compression, and more power, up from 25 to 32 horsepower. These lightweight cars sat on a 119" wheelbase and used modern balloon tires.

### THE MOTOR CAR OFFERED

This fine example of a Franklin 11a is being offered from a long term private collection. Described as a good quality older restoration the Franklin has been kept in good operational condition for years.

The handsome Vitoria Coupe is a rare and stylish alternative to the ubiquitous four door sedan. Its handsome styling reflects the crisp aesthetic that de Causse was known for. These Franklins are well regarded for their excellent driving characteristics. Far lighter then they look they are responsive and fun on the road. The construction is very high quality and innovative uses of aluminum help keep the cars weight much lower than its similarly sized competitors.

The well-engineered though uncomplicated mechanicals make these cars very reliable as well as excellent driving cars. Supported by an excellent club and strong knowledge-base means parts are attainable and there is a good community to assist a new buyer with questions.

A good-looking fun to drive classic for a very reasonable price this Franklin is a great entry point into a fun hobby.

**\$25,000 - 35,000  
WITHOUT RESERVE**



178

## 1932 BUGATTI TYPE 49 ROADSTER

Coachwork by Labourdette

Chassis no. 49534

Engine no. L423

3,257cc Inline 8-Cylinder Engine

Single Schebler Carburetor

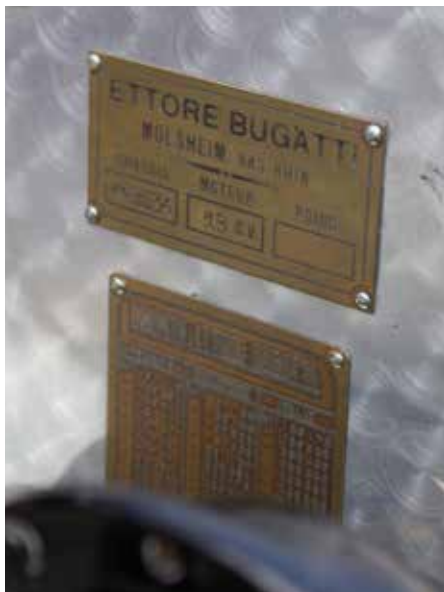
85bhp at 4,000rpm

4-Speed Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

4-Wheel Drum Brakes

- *Believed to be unique design by coveted coachbuilder Labourdette*
- *Offered from long term ownership and fresh from restoration*
- *History report by Pierre-Yves Laugier on file documenting history*
- *Fresh to the show and tour circuit*



### THE TYPE 49

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track. Indeed, the world's greatest racing drivers enjoyed countless successes aboard the Molsheim factory's products and often chose them for their everyday transport. Although Bugatti is best remembered for its racing models, most of the 6,000-or-so cars produced at the Molsheim factory were touring cars of sporting character.

Ultimate expression of Ettore Bugatti's original design, the Type 49 debuted at the Paris Salon in 1930 and was produced from then until 1934. The Type 49 would be the last of the maestro's eight-cylinder, single-camshaft touring cars and is considered by many to be the finest of all 'real' Bugattis. The new 3.3-litre model featured twin-plug ignition, an enlarged

radiator, ball-change gearlever and (later) very pretty cast aluminum wheels among many other improvements. Total Type 49 production amounted to 470 cars, around 76 of which are believed to exist today.

A civilized grande routière to match those of rivals Delage and Delahaye, the Type 49 attracted coachwork of the finest quality executed in a wide variety of styles by both the Molsheim factory and by other coachbuilders throughout Europe.



## LABOURDETTE

Among the 'Grand Carrossiers', Labourdette arguably holds the most fascination of all for collectors. Unlike most that had their 'fifteen minutes of fame', or a fleeting moment in the limelight, the sun shone on Labourdette from the moment that they transitioned from carriage to horseless carriage bodywork until well into the post World War Two era. Throughout this time their name was associated with quality and quality automobiles. In the early days that meant that they clothed Panhard-Levassors, C.G.V.s, Delaunay-Bellevilles, and Mors motorcars, through the teen era Mercedes, Peugeot and Rolls-Royce joined that roster, then came Bugatti, Hispano-Suiza and the legendary home grown 40hp Renaults, the 1930s brought collaborations with Delage and Talbot. Their order book was littered with a who's who of their day from early racers such as Rene de Knyff, to Royals including Alphonse

XIII, the King of Spain.

Undoubtedly, they are best known for their wooden bodied 'Skiffs', though these were just a chapter in their innovations, as they pioneered lightness in the design for open cars, then the sensation of light design with their 'Vutotal' bodies in the 1930s. Along the way, there were numerous patented features and accessories from lamps to seating arrangements and novel ways of storing luggage on cars.

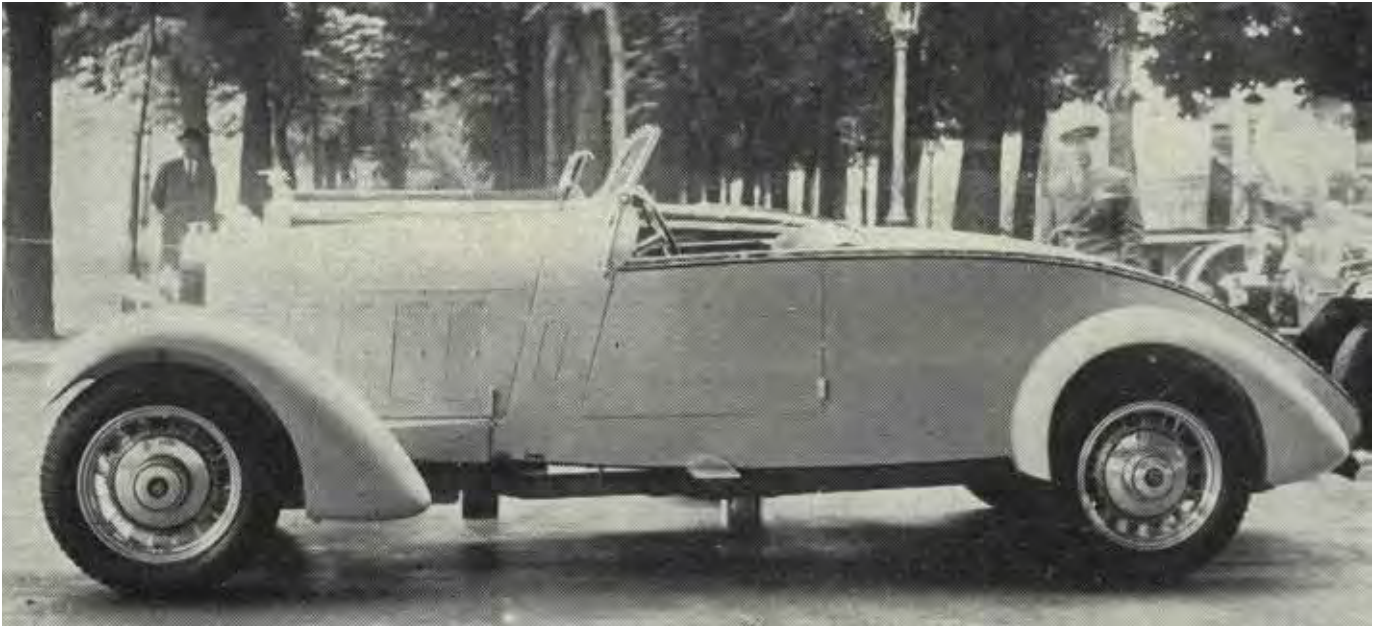
## THE MOTORCAR OFFERED

This very striking roadster combines these two 1930s powerhouses in a most beautiful and harmonious way, its sweeping tapered tail design being unquestionably in keeping with some of the aerodynamic experiments that Labourdette were pioneering, while underpinned by the definitive refinement of Bugatti's straight eight single cam.

Bonhams is extremely grateful to Bugatti archivist Pierre-Yves Laugier who in his typical forensically detailed style has provided a comprehensive history report on 49534, bringing to light numerous photos and information regarding its history which was previously unknown.

It has been confirmed that 49534 was ordered new through Parisian dealer Lamberjack in January 1933, and Laugier reports that its





Paris 1933, Concours D'Elegance Chambre Syndicale - Simeone Foundation



striking avant garde roadster coachwork, which is thought to be unique was believed commissioned for its first owner, Charles Drouilly. Drouilly was quite a character, he is believed to have amassed a fortune selling ladies hats and then spent the rest of his life doting on women and spending! He was once quoted in a Kansas newspaper on the topic of playboys as saying 'the real playboy never lives off women, but he is willing to ruin himself in his unlimited love for them'. He named himself 'Commodore' Charley Drouilly, after his passion for boats.

It is not surprising that for his latest Bugatti he would turn to Labourdette as he had worked with them before and would no doubt have been an admirer of their skills. 49534 is built on the longer chassis variant, and it seems to have been necessary to accomplish both

the proportions and format of its bodywork, with its two seater, and rumble/dickey seat configuration tailed off with a sunken spare wheel behind this. It was supplied as new with engine number L423, which it retains to this day. The earliest evidence of the completed car are two photos republished here, which was originally featured in the contemporary French journals *L'Auto Carrosserie* and *Automobilia*. According to the Labourdette records Mr. Drouilly had paid some 15,000 French Francs for the coachwork alone.

The lady seated in one of these photos is Sarah Drouilly, his socialite wife. Here Sarah is pictured outside the famed Grand Palais in Paris, where Bonhams holds its annual auction each February, in more recent times a portrait of Sarah Drouilly by Kees van Dongen was displayed just across the way in the Petit Palais.

An extremely elegant lady, in van Dongen's portrait, she looks very bit the Roaring Twenties lady, ready to enjoy her Sporting Bugatti and perhaps dance the Charleston!

Mr. Laugier notes that the plaques on the side of the car would most probably have been for Labourdette, Lamberjack and he believes that in the center of the door was emblazoned the flag of his yacht, or indeed perhaps that of the Motor Yacht Club de la Cote d'Azur of which he was a member.

The Drouillys were passionate Bugattistes, owning a series of cars including a touring car also bodied by Labourdette. Sarah Drouilly would pass in 1956, and was succeeded by a string of youthful brides for Charley, the last of which he married in 1965. By then an octogenarian the press would report '





Sarah Drouilly in the Type 49, outside the Grand Palais - Pierre Yves-Laugier



Commodore Charles Drouilly is the last of the Belle Epoque rakes, insisting on selecting the outfits for his 25 year old bride'. To judge by his style, wealth and passion for the newest model, he may well have been driving a '4 Cam', by that time... He would live to be 83.

Laugier is unsure how long the Drouillys kept 49534 for as early as 1946, the Roadster had resurfaced in the care of Roger Teillac, who at that time ran one of the more prominent garages for such cars in Paris. Its owner around this time was a M. Rengnez.

Laugier records the next owner to have been another serial Bugatti owner, one Francois Lecorche, who was very active in the 1960s, and owned no fewer than 18 Bugattis in that decade, alongside a plethora of other classics including Mercedes-Benz 540K, Hispano-Suiza

J12, Packard V12 etc. By this point, its scuttle vents and side door had been covered up, perhaps out of impracticality. As the 1970s dawned, he found himself as a seller rather than buyer and the car migrated to noted dealer/enthusiast Jacques du Montant.

du Montant was responsible for painting the car a solid black scheme from its previous yellow with black fenders. It finally left France for the first time in the early 1970s, destined first for the U.K. where it is pictured in the Kensington Mews now guised more as a Type 55 or 57, with two tone bodywork and painted side sweeps. From the Mews it travelled 1,000s of miles into Japanese ownership, residing with a Mr. Minuro Kawamoto for much of the next decade.







In 1983 it arrived in the U.S. passing through a dealer to Robert Marceca in New York. Just one further ownership occurred before the current custodian acquired the Bugatti in 1995.

Over the course of the last two decades, the Bugatti has been systematically refurbished as an owner managed project and utilizing the resources of talented experts in this home state of Connecticut. This has included an engine rebuild and trim work at Automotive Restorations in Stratford, paintwork by Blackhorse Garage in Bridgeport and the wiring and bodywork carried out by the Lefferts brothers' Vintage Auto Restorations in Ridgefield. The work was completed at the end of 2016 and the car in its final form may be considered to be still in a running stage.

It is unquestionably an individual automobile, presumably much as its original owner intended, and both in terms of its technical specification which is definitive prior to the twin cam straight eights and aesthetic design. This combination, has the potential to provide its next custodian with a great show or tour car, with many opportunities from concours fields to road events such as those organized by the American Bugatti Club as well as the Classic Car Club of America where it garners Full Classic® status.

Mr. Laugier summarizes the importance of this rare Roadster with words which are hard to improve upon describing it as 'a unique realization by Labourdette coachwork in Paris in Spring 1933 for its first and famous owner

Commodore C.J. Drouilly who was crazy of speedboats and commissioned some bodies to Labourdette in the spirit of his sports and racing dreams. It is just a dream car, the reflect of

the Paris style and way of living of the 'Années Folles'... Certainly this is high praise from one who analyses these cars so regularly, we echo such sentiments, it is certainly a very special car.

**\$650,000 - 850,000**







**1997 BENTLEY CONTINENTAL T COUPE**

VIN. SCBZU22CXVCX53493

6,753cc Turbocharged OHV V8 Engine  
 Computer Controlled Fuel Injection  
 400bhp at 4,150rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Power Assisted Vented Disc Brakes

- *Just over 30,500 miles from new*
- *One of only 350 Continental T's built*
- *The fastest and most expensive Bentley available in 1997*
- *Cost nearly \$350,000 when new*

**THE MOTORCAR OFFERED**

Introduced in June 1996, the Continental T was a short-wheelbase version of the Continental R, some 4" (100mm) being taken out of the chassis aft of the doors. With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W.O.'s 1920s racers. The engine start button was another neat 'retro' touch. Despite weighing as much as two Ford Mondeos, the luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tire-shredding 5.8 seconds on its way to a (governor limited) top speed of 155mph. Equally eye-watering was the price: \$324,500 at time of launch.

This grand coupe was built in May of 1997 and sent to the U.S. two months later to be delivered to its first owner in southern Florida in mid-October. Finished in black with two-tone soft tan and black interior trimmed in the most supple of leathers, this wide-hipped T was the most powerful Bentley one could buy in '97 and among the most expensive cars on the market.

The first Florida owner certainly enjoyed doing so as by the time the car was sold to its second, Colorado owner in April of 2000 the car had over 8,000 miles on it. Bouncing between Colorado, California, and Florida, the Bentley was acquired by the current owner in early 2015 with just over 29,000 miles on the clicker.

Today a mere 30,500 miles appear when the stump pulling V8 is brought to life. Complete with a clean CARFAX report as well as its original books, copies of its original build sheet, tools, and jack, it is reported to be great driving car. Only 350 of Continental T's of all varieties (including special editions) were built and they remain today as one of the best bang-for-your-buck cars you can buy.

**\$50,000 - 75,000  
 WITHOUT RESERVE**

**1967 CHEVROLET CAMARO SS CONVERTIBLE**

Chassis no. 124677N221699

396ci OHV V8 Engine  
 Single 4-barrel Carburetor  
 325bhp at 4,800rpm  
 4-Speed Muncie Manual Transmission  
 Independent Front Suspension - Live Rear Axle  
 Four-Wheel Power-Assisted Disc Brakes

- *Desirable options including the SS and Rally Sport packages*
- *Original Bolero Red over Black vinyl color scheme*
- *Expertly restored and well maintained*
- *Seminal example of a first-year Camaro*
- *King of the stoplight grand prix*

**THE CHEVROLET CAMARO**

Mechanically derived from the second-generation Chevy II, the Camaro was similarly a unibody design, with a stub frame ahead of the cowl. Engines and transmissions were from the company catalog; in 1967, there were seven engines offered, from a 230 cubic inch six to a 396 cubic inch V8, and a myriad of transmissions and axle ratios. Introduced on September 12, 1966, the Camaro was available either as a coupe or a convertible. Of the nearly 221,000 sold about a quarter were soft tops; three quarters were V8s.

**THE MOTORCAR OFFERED**

The first owner of this convertible Camaro must have loved attention. Judging from its original specifications, understatement was not at all the order of the day. Built in GM's Norwood, Ohio factory in May of 1967, the Camaro's trim tag affixed to the firewall indicates that the car rolled off the assembly line in Bolero Red over red vinyl interior and black vinyl top.

The recipient of a rotisserie restoration that was completed in August of 2014—during which time the interior was retrimmed in black vinyl—there is more than just good looks to this mean Camaro SS. Under the hood is an L35 396/325hp period correct V8 bolted to a

floor-shift Muncie 4-Speed manual transmission and 12-bolt posi-traction rear end with factory traction bar. Power steering, brakes, and top plus a Delco AM radio round out the comfort features. A nicely presented example of a first-year Camaro Convertible, this red over black tire scorcher is reported to be a fine driving machine. A natural choice for Connecticut cruising, we'd gas it up, rev it up, and drop the hammer.

**\$60,000 - 80,000  
 WITHOUT RESERVE**



**1993 BUGATTI EB 110**

Vin. ZA9AB01E0PCD39034

Engine no. 0051

3,498cc DOHC Quad-turbocharged V-12 Engine  
 560 PS (552 BHP) at 8,000rpm  
 6-speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Ventilated Disc Brakes  
 Carbon-fiber monocoque chassis  
 Aluminum bodywork

- Utterly compelling 'Supercar' story
- Launched at a dinner at the Orangery of the Palais of Versailles
- Partnerships in the manufacture included *Aerospatiale*, *Michelin* and *Elf*
- One of only 84 GT variants constructed. Total production 136
- Tested by *Autocar & Motor Magazine*, March 1994
- Entered into the *International Bugatti Rally, Italy 1994*

**THE BUGATTI EB110**

If ever a limited-production supercar deserved to spawn a long and illustrious lineage of supercars, it was the Bugatti EB110. Produced from 1992 to 1995, the mid-engine coupe was developed by a team with immaculate credentials, and boasted cutting-edge technology, world-beating performance, and an integrity of design and build quality that graced it with a steady temperament to complement blindingly quick acceleration and world-record top speeds.

The Bugatti name first came to be associated with the automobile in 1909, when Ettore Bugatti opened shop in Molsheim (now France, then in German territory). For the next three decades, *Automobiles Ettore Bugatti* gave the world some of the most noteworthy, beautiful cars ever built. No one who stands next to a Type 41 Royale or 57sc Atlantic will ever forget the visual impact of their unique architectures.

That, however, is a different story — and a different company — from the one that led to the spectacular Bugatti EB100 in today's sale. After Ettore's death in 1947, his company struggled on but in 1952 stopped building street cars. A dabble in aerospace kept the firm alive before it was purchased first by Hispano-Suiza and then by French aircraft supplier Snecma, which in turn created the company Messier-Bugatti in 1977 that produced Bugatti replicas until 1987. Absence from public notice seemed imminent for the once exalted nameplate.

Meanwhile, a group of Italian car industry notables (no doubt fueled by molti tazze di caffè espresso) was dreaming of a sports car that would be built without influence from bean counters or marketing VPs, one that would cause consternation among the eminences at Ferrari and Lamborghini. Anything but

pipe-dreamers, this group included former employees of Lamborghini as well as Ferruccio Lamborghini himself, who'd grown tired of retirement after selling his interest in his eponymous company back in 1974. Also set to explore the still unincorporated dreamscape were former Lamborghini head Paolo Stanzani, the "father" of the Miura and Countach, and designer Nuccio Bertone.

All that this brain trust needed was a wellspring of lire, and it came in 1986 from Italian businessman Romano Artioli, who, along with branding expert Jean-Marc Borel, accomplished something that would have been unthinkable at the height of Ettore Bugatti's fame: purchasing the rights to the Bugatti name. Thus was established, in October of 1987, the firm of Bugatti Automobili, S.p.A. — but it would no longer be located on French soil. Bugatti returned to the country of Ettore Bugatti's birth.









Well placed within the Modena region that houses much of Italy's high-performance automotive industry, the new facility at Campogalliano was designed by Artioli's cousin, architect Giampaolo Benedini, whose brief was to build "the Bugatti" of automotive plants. Magnificent it was, and no doubt the great expenditure for the 140,000-square-foot facility contributed to the company's eventual financial ruin.

Ever mindful of the rich heritage attached to the Bugatti badge, the new plant was opened on Ettore's 109th birthday in September, 1990. In the meantime, both Signores Lamborghini and Bertone had pulled back from the car's development, which had continued unabated from 1988 until production. In addition to Stanzani, the new firm enlisted racecar designer and engineer Mauro Forghieri, whose

experience with the Diablo's V-12 would emerge with the EB110's 12-cylinder powerplant; Marcello Gandini, who penned the Countach, Miura and Lancia Stratos and who invented the scissor doors adorning the Countach and on the EB110; and ex-Lamborghini test driver Loris Bococchi, a critical component of the EB110's suspension tuning and superb road manners.

A design competition was launched, and of four proposals — from Paolo Martin, Giorgetto Giugiaro, Bertone, and Gandini — the Bertone version was clay modelled. Wind-tunnel testing ensued, but Artioli and Stanzani were not in agreement over the design, and Bertone subsequently said *arrivederci*. Money tends to talk loudest at such times, and Artioli prevailed by bringing in cousin Benedini once again but this time to finish the car. Now it was time for Stanzani to say *arrivederci*, but he was

immediately replaced by Nicola Materazzi of Ferrari F-40 fame and former Audi Quattro engineer Pavel Rajmis to finish the engineering.

The EB110's launch was an appropriately grand affair in Paris (including dinner at l'Orangerie at Versailles) on September 15, 1991, the 110th anniversary of the birth of Ettore Bugatti. The EB110, so named to honor this date, was an immediate success, and Bugatti, S.p.A. seemed destined to take a place alongside its Italian rivals for years to come.

In fact, it appeared that Bugatti would take the lead when, in May of 1992, two EB110 prototypes were brought to Italy's Nardo test circuit, primarily for homologation tests but also for an assault on production car speed records. The results shocked the sports car world. With Frenchman JP Vittecoq behind the wheel,



prototype C7 put down an astonishing set of numbers, including 0 to 100 km/h (0 to 62 mph) in 3.46 sec. and a top speed of 342 km/h (212.509 mph), a world record. It would not be the last time an EB110 achieved fastest car in the world. In May of 1993, with Jean Philippe again the pilot, a modified SS (Supersport) prototype raised the bar to 351 km/h while reducing the 0 to 62-mph dash to 3.26 sec.

The first production EB110 (GT39018) emerged on December 1, 1992, destined for a Swiss buyer. A good number of the following cars were meant for factory demonstrators and for dealers, including the car on sale today, 1993 EB110 GT39034, which saw time as one of the press cars for Great Britain and was prominently featured in many publications of the day.

Unfortunately, along with the initial momentum — which included the purchase of an EB110 SS by Formula One world champion Michael Schumacher in 1994 — came a series of financial decisions that might have worked in another time, another place, but not for Bugatti. These included an ill-advised purchase of Lotus, investment in the promising development of a second model, the EB112 four-door coupe (which looks as though it could have been a design study for Porsche's Panamera), and the launch of an always coffer-draining racing program.

A specially lightened, 600-horsepower race version was prepared for Le Mans, 1994, and it qualified 17th and ran in the top ten despite the usual endurance racing maladies. A tire failure put it into the barrier with just one hour left of the twenty-four. Other efforts sprung up here and there, notably by the Monaco Racing Team,

which ran the BPR and IMSA. As late as 1996, a Bugatti EB110 SC entered the 24 Hours of Daytona, but the team that included Derek John Hill, son of Phil Hill, and Olivier Grouillard managed only seven hours before retirement.

On the production front, a U.S.-spec EB110 had been developed late in 1994 and was introduced to the public at Concorso Italiano in Monterey. However, money had become scarce around Campogalliano, and ultimately it was a world economy gone sour that ended the Bugatti dream. Although initial plans called for an annual production of 150 cars, after four years Bugatti had managed just 140 EB110s sold — GT, the higher performance Supersport, and racing models — but none had yet to reach an American market that might have helped the firm avoid bankruptcy. In September 1995, Bugatti Automobili, S.p.A. was shuttered for good.





## THE MOTORCAR OFFERED

The EB110 was one of the most technologically advanced cars of its day, and its spec sheet reads as contemporary as tomorrow. Not only did it display supercar performance — 0 to 60 mph in less than four seconds and a top speed of 212+ mph — its speed was matched by balanced handling, a compliant ride, and a lavish, leather-clad interior.

The aluminum bodywork is draped on a carbon-fiber chassis supplied by Aerospatale. Suspension is double A-arms and coil springs. The short-stroke all-alloy 3.5-liter V-12 is mounted longitudinally and features five valves per cylinder and four IHI turbochargers in two sizes, and it's fed by bespoke fuel injection.

Output ranged depending on tune, but Bugatti's release from that time showed 552 horsepower (560 PS) at 8,000 rpm and 456 lb-ft of torque (618 Nm) at 3,750 rpm to all four wheels via a six-speed manual gearbox.

Lubrication is dry sump, and curb weight is 3,567 pounds. Running gear consisted of BBS alloy wheels measuring 9x18-inch in front and 12x18 in back, encased by specially built Michelins: 245/40 and 325/30, front and rear.

Chassis 39034 came off the Campogalliano line in 1993 in Bugatti Blu livery and with a gray leather interior. After use as a press car for Great Britain (magazine road tests of the day), it was purchased by Nick Lancaster of HR Owen in London, the official importers of the Bugatti to the UK, who drove the car along with 113 other Bugattis of all ages in a five-day rally through Italy to the Campogalliano factory.

It was subsequently sold to a second owner, who used it lightly, and is currently titled in the state of Nevada and is subject to the NHTSA Show or Display statute, which limits on-road use to 2,500 miles per year.





The utterly charismatic EB 110s rarely come on to the open market and few examples reside here in the United States. It is unquestionably one of the most compelling 'Supercar' stories of the last thirty years and chassis 39034 just happens to be one of the most recognizable examples, having been illustrated in such esteemed motoring publications as *Autocar* & *Motor*, wearing - as it did - the registration identity 4 EB.

**\$500,000 - 700,000**

**PLEASE NOTE:**

This model vehicle is determined eligible for Show or Display purposes under the NHTSA (February 2017)

A successful US buyer will need to apply, and be accepted, for the EPA DOT Show or Display exemption if the vehicle is to remain in the United States.



## 1958 FIAT 500 JOLLY

Chassis no. 110 031297

Engine no. 110 000 0033949

499cc OHV Inline 2-Cylinder Engine

Single Carburetor

22bhp at 4,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *The perfect Hamptons cruiser*
- *Prominent long term enthusiast ownership*
- *Delightful patina*
- *Fresh mechanics with originals included*
- *Beautifully presented example of the charming FIAT Jolly*



### THE FIAT JOLLY

The Jolly found favor as courtesy transport for patrons of luxury hotels and golf courses, such as Catalina Island off the coast of California, where a fleet of 32 Jollies provided taxi service or, as initially intended, for use ashore after one had docked one's yacht on the Italian or French Riviera. Lacking doors and equipped with waterproof wickerwork seats, the Jolly was only practical as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun' (indeed, the Jolly was roughly twice the price of the base model it was derived from). Among the list of Jolly owners in the day are jet setters such as John Wayne, Grace Kelly, Henry Ford II, and even President Lyndon Johnson.

### THE MOTORCAR OFFERED

Acquired right here in Greenwich from the prestigious Italian Car Collection 7 years ago, this delightful Jolly is once again gracing our stage. Prior to entering the Italian Car Collection, the jolly had been in the previous ownership for approximately 10 years in Syracuse, New York and during that period had received an engine rebuild and a new canvas top. The 500 was noted to have originally been used at the 1964 World's Fair to transport elderly or disabled persons. Although credible, it is not a claim endorsed by any photographic evidence, but would clearly account for the American import format large headlights that it wears.

After enjoying the charismatic beach cruiser for a number of years, in 2015 the consignor decided to breathe new life into the little Fiat by installing a brand new, complete, Fiat 500

650cc Sport Engine and clutch assembly. Shortly after upgrading the powertrain, the brakes were overhauled to ensure the stopping power could handle the additional horsepower supplied by the new engine. On file are receipts for the parts ordered from Italian Auto Parts Inc. of Atlanta, Georgia, adding up to nearly \$5,000. Most importantly however, the engine and parts that were removed from the car have all been kept and will accompany the sale.

Aesthetically, the combination of its deep blue-green metallic paint and dark wicker seats is an absolute winner. Beautifully presented inside and out, this charming Jolly would be a great choice for the ranch, beach, yacht club, or racing paddock, and will surely initiate smiles and conversations wherever it goes.

**\$50,000 - 70,000  
WITHOUT RESERVE**

183

## 1957 JAGUAR XK150 3.4 FIXED HEAD COUPE

Chassis no. S834339DN

Engine no. V1437-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- Factory left hand drive example
- Finished in classic Cream over Red livery
- Legendary XK power plant with overdrive
- Elegant Jaguar Sports Coupe



### THE JAGUAR XK150

"The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money." - *The Autocar*

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and 4-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed. At 210bhp, the standard 3.4-liter engine's maximum power output was identical to that of the XK140, so performance was little changed. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.

### THE MOTORCAR OFFERED

Produced in Jaguar's workshops during the fall of 1957, this XK150 Coupe was the 339th example built. The new Jaguar was equipped with left hand drive steering and overdrive. The car sat in a barn near Gaston, Oregon for decades, but was recently treated to thorough detailing. The beautiful red interior appears to have been redone at some point, while the exterior shows minor cosmetic flaws, but is in overall fair condition. It should be noted, that the cylinder head appears to be off a later XK150 engine, and does not match the engine block number. This classic Jaguar could benefit from a mechanical check-up before being put back on the road, where it would surely impress its next owner.

**\$60,000 - 80,000  
WITHOUT RESERVE**



**1967 MASERATI GHIBLI 4.7 COUPE**

Chassis no. AM115.082

Engine no. AM115.082

4,719cc DOHC V8 Engine

4 Weber Carburetors

330bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Lovely early-production Ghibli Coupe*
- *Matching numbers example*
- *Good car for a recommissioning or restoration*
- *Classic Giugiaro-design on a powerful chassis*

**THE MASERATI GHIBLI**

A strong contender for the “most handsome car of the 1960s” title, Maserati’s Ghibli debuted in coupe form at the Turin Motor Show in November 1966. Styled at *Carrozzeria* Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivaled the Ferrari Daytona for straight-line performance - its top speed was close to 275km/h (170mph) - while beating it for price. More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tires did not foul the wheel arches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli’s contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon’s tubular steel chassis in its live rear axle form. In preference to the more complex suspension designs favored by its rivals, the Ghibli used leaf springs and a single locating arm, a much more easily maintained arrangement.

The power unit was Maserati’s powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000 GT. This was used in 4.7-liter form up to 1970 when it was superseded by the 4.9-liter SS version in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8’s enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did 40 years ago.



## THE MOTORCAR OFFERED

This early-production example of Maserati's classic Ghibli Coupe was completed at Maserati's workshops in 1967. It is equipped with the desirable 5-speed manual transmission, and is believed to have been delivered new with that specification. The Maserati sat in a barn near Gaston, Oregon for decades, but was recently treated to a cosmetic clean-up.

Finished in a period-correct Graphite Grey Metallic exterior color, the body and bright work presents in fair condition, and would be ideal for driving. Mechanically, the Ghibli should be treated to a check-up before being put on the road again. The seats have been replaced with cloth covers, which are now torn, and would benefit from proper Connolly leather hides installed again. The balance of the interior appears to be in largely original condition, with a lovely period radio installed in the dash.

Fitted with the correct era-evoking alloy wheels, 5-speed manual transmission and its matching numbers engine, this 4.7-liter Ghibli Coupe offers much potential for its next owner. One could get away with minor cosmetic refurbishments and a good mechanical go-through, or decide to treat this highly desirable Italian thoroughbred to a full nut and bolt restoration. These sharp-looking Giorgetto Giugiaro designed and Ghia built GT's are among the most desirable cars ever produced by the legendary Modena-based company, and remain highly collectible today now that Maserati has brought back the Ghibli namesake to their model range.

**\$150,000 - 200,000  
WITHOUT RESERVE**



**1965 JAGUAR E-TYPE SERIES 1 4.2 COUPE**

Chassis no. 1E30291

Engine no. 7E11386-9 (see text)

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Lovely 'barn find' series 1 E-Type Coupe*
- *Great example for restoration*
- *Largely complete condition*
- *Jaguars quintessential sports car*

**THE JAGUAR E-TYPE**

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used

experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

**THE MOTORCAR OFFERED**

This E-Type Coupe was built at Jaguar during the spring of 1965. According to the chassis number, the car was completed as a left-hand drive model – the 291st example in the 4.2-liter series – and most likely delivered new to the US market. This E-Type has been sitting in a barn near Gaston, Oregon for decades, and although largely complete, will need both mechanical and cosmetic restoration to be roadworthy again. It should be noted, that the engine has been replaced at some point with another 4.2-liter unit. The dark blue exterior has dents and imperfections, while the red interior appears to be largely original, and is fitted with a lovely period radio. As desirable as these Series 1 E-Types are, this 'barn find' example is surely a restoration worth taking on.

**\$40,000 - 60,000  
WITHOUT RESERVE**

186

## 1960 TRIUMPH TR3A

Chassis no. TS78909L

1,991 cc OHV Inline 4-Cylinder Engine  
2 SU Carburetors  
100bhp at 5,000rpm  
4-Speed Manual Transmission  
Front Independent Suspension - Live Rear Axle  
Front Disc - Rear Drum Brakes

- *Lovely 'barn find' example*
- *Desirable late-production TR3A*
- *Great car for a light restoration*
- *The classic Triumph sports car*



### THE TRIUMPH TR3

Lacking a sports car capable of competing with those of MG and Jaguar, Triumph started developing a new sports car, the TR2, which it displayed proudly at the Geneva Motor Show in March 1953. An enormous success both at home and abroad, it was to be expected that its successor - the TR3 - would represent evolution rather than revolution.

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. Changes to the 2.0-liter engine boosted power from 90 to 95bhp, but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956; then in August, Girling front disc brakes were introduced. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille

incorporating sidelights/indicators, and locking door and trunk handles plus an improved interior. Today these charismatic Triumph sports cars remain popular for their usability, ease of maintenance, good looks and the fact that they are immense fun to drive.

### THE MOTORCAR OFFERED

Offered here is what is commonly referred to as a 'barn find'. This TR3A has indeed been sitting in a barn near Gaston, Oregon for decades, and although largely complete, will need some restoration work performed to be roadworthy again. As indicated by the chassis plate, this late-production TR3A was completed new as a left-hand drive example, and most likely delivered new to the US. The late chassis number indicates that the Triumph was completed at the works in the latter part of 1960, but likely not sold until 1961. Equipped with wire wheels, this is a great car for a light restoration, that surely would come back as a fine example of one of Britain's most iconic Roadsters.

**\$20,000 - 30,000  
WITHOUT RESERVE**



187 Ω

## 1937 BUGATTI TYPE 57 PILLARLESS SPORTS COUPE

Coachwork by Graber

Chassis no. 57443

Engine no. (see text)

Body no. 350

3,257cc DOHC Inline 8-Cylinder Engine

Dual Throat Updraft Stromberg UUR-2 Carburetor

130bhp at 5,000rpm

4-Speed Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

4-Wheel Hydraulically Assisted Drum Brakes (uprated - see text)

- *One-off coachbuilt Bugatti*
- *Formerly in 4 decades of collection ownership*
- *Sympathetically repainted with patinated original interior*
- *Offered with expert report by Kees Jansen*



### THE BUGATTI TYPE 57

The Type 57 Bugatti, introduced in 1934, marked Jean Bugatti's emergence as Bugatti's leader and creative force. It was the first new model built under his direction and it incorporated many features that were new to Bugatti. Its dual overhead camshaft eight-cylinder engine had dimensions of 72x100mm, offering 3,257cc displacement. The crankshaft ran in five main bearings. The camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them. Finger cam followers minimized side thrust on the valve stems.

The Type 57 also marked Bugatti's first use of a transmission fixed to the engine crankcase and a single plate clutch. The top three gears in the four-speed gearbox were constant mesh. Jean created a novel independent front suspension system using transverse leaf springs for the first

two examples of the Type 57 before Le Patron spied it and insisted it be replaced by a proper Bugatti hollow tubular live axle. Thenceforth suspension was traditional Bugatti semi-elliptical front and reversed quarter-elliptical rear leaf springs with cable-operated mechanical drum brakes.

Much of the Type 57's commercial success may be attributed to Jean Bugatti's sensitive, flowing coachwork, which graced the most famous of the chassis' examples.

But, by no means all of the cars were clothed with factory derived or commissioned coachwork, and some of the most striking designs that can be seen on Concours lawns the world over came from the coachbuilders' one-upmanship in what was clearly the zenith of coachwork design before the interruption of war.

Despite financial travail, development of the Type 57 continued with the introduction of a stiffened frame and rubber-mounted engine along with the supercharged 160hp Type 57C in 1936. In 1938 the nearly unthinkable happened in Molsheim, when Bugatti finally adopted Lockheed hydraulically actuated brakes and replaced the beautiful and lightweight but expensive aluminum-spoked wheels and brake drums with Rudge-Whitworth center-lock wire wheels and separate brake drums.



## THE MOTORCAR OFFERED

The extremely handsome, one off coachbuilt Bugatti presented here is accredited by Bugatti experts to be a collaboration of its original owner with the Swiss coachbuilder Graber who were one of the leading Swiss coachbuilders of their day.

Most of Graber's 50 workers were skilled specialists, and the firm regularly displayed their latest creations on their stand at the Geneva Salon. It could be said that they were less flashy than some of the French coachbuilders, less advanced than certain Italian efforts but they were definitely of higher quality than most and displaying the well-balanced design preferred by their wealthy clientele. The success of Hermann Graber's company may be judged by the fact that it perpetuated comfortably into the 1970s, long after many of its pre-war contemporaries had ceased.

According to information supplied by Bugattiste Kees Jansen, 57443 was completed by the Bugatti Works in September 1936 and was sold in chassis form to the Bucar Bugatti agency, who had operations in both Berlin and Zurich. This particular order was for the Grob Agency in the Zurich Canton of Horgen. 57443 is one of a handful of Type 57s that were supplied at this time all with chassis numbers in close proximity of each other, notably, 57444, 57446 and 57447. 57443, 57444 and 57447 were all to be equipped with coachwork by Graber. Jansen's records state that the rolling chassis was driven over 150km to Hermann Graber's coachbuilding works on September 21, 1936.

The car's original owner is said to have been an architect and was therefore responsible for the design, while the coachbuilder was for its construction. A number of its features including

the hood louver treatment are common with other Graber bodies.

The result was a dramatically different automobile to the factory offered Pillarless sedan, which was arguably a victim of practicality over style. The car here is a clever, set-back, close-coupled design retaining the popular scalloped side panels synonymous with Bugattis, and dispensing with running boards to accentuate separate 'teardrop' or pontoon fenders. It is unquestionably a success, and it is perhaps only at second glance that one notices the presence of the secondary door. With the spare tire set at the back of the car, the full design of its side from its quarter-batched hood louvers backward is uncompromised, always a sporting styling touch. Another particular feature which is rather interesting are the long 'eared' wheel hub spinners, which it is said were to





make wheel removal easier for a lady owner early in its career.

By 1960, the Type 57 was the property of Dieter Marx of Basel, and it was there that it was spotted by well known Dutch Bugatti dealer Bart Loyens, using one of the many connections he had forged as a student in Switzerland. The car had apparently been laid up following an engine failure, allowing Loyens to acquire it for a relatively favorable SWF500. He would bring it to the Netherlands and it would remain in Dutch ownership for the next 48 years.

Arriving in Holland 57443 was stored in warehouse space he used of the America-Holland Shipping Line, but it was not long before it passed onto the Dutch Bugatti Agent Albatros, owned by the van Ramhorst

brothers. At this point, the 'broken' engine was replaced by another correct contemporary Type 57 unit, being over-stamped with the car's chassis number. (Today its original engine is also in America having been fitted to Jim Hull's remarkable recreation of the 'Torpedo Competition' completed and debuted in the last few years.)

After brief sojourn out of the country, while in the custody of Dutchman Gies Pluim came to an end when his wife decided that they didn't need more than one Bugatti (already owning #43198) the car then passed to Hans Sauerbrier in November 1962 where it would remain until 2008. In Sauerbrier's custody the Bugatti was well maintained, and received an engine rebuild with new block in the 1980s, with the work being carried out by Fa Keizer of Doetinchem. Perhaps also at this time it was

upgraded to have the hydraulic brake system as on the later models. With that addition and while retaining correct rubber engine dampers of its series, it is today to the definitive specification of the Type 57.

After more than 4 decades of ownership in this family the Bugatti migrated to the U.K. being sold publicly. Its buyer subsequently refurbished the car mechanically before passing it to the current owner.

In its present custody, the decision was made to repaint the car in a style more in keeping with others of its brethren accenting the body moldings in a two tone scheme. At the same time, the interior was sympathetically attended to, repairing the original leather. The details of the cabin are particularly attractive and extend to aspects such as the rarely seen accessory



of the original leather cover for the steering column.

On close inspection, this is a rewarding Bugatti to look at today, its distinct body styling is particularly appealing and the preservation of its interior has ensured that the soul and charm of the car can still be experienced. Bonhams has a great tradition of offering special Bugattis, the latest, this unique example follows firmly in those footsteps and will no doubt be appreciated for its usability in events such as those of the American Bugatti Club or indeed to be shown.

**\$400,000 - 480,000**



188

Ex- AK Miller Collection

## 1929 STUTZ SERIES M FOUR-PASSENGER, DUAL-COWL SPEEDSTER

Coachwork by Lebaron

Chassis no. M8-44-CY25D

Engine no. 30514

322ci SOHC Inline 8-Cylinder Engine

Single Updraft Carburetor

113bhp at 3,300rpm

4-Speed Manual Transmission

- One of the finest cars in the famed AK Miller Stutz collection
- Coachbuilt Stutz with exciting sporting coachwork by LeBarron
- Sympathetically restored since its sale in the AK Miller Auction
- Desirable "Challenger" engine with four speed transmission
- Top of the line model from one of America's premier brands



### THE STUTZ MODEL M

The Stutz motorcar, born in Indianapolis, it didn't take long for the marque to prove they had racing in their DNA. At the inaugural Indy 500 Harry C. Stutz's first car, the Bearcat prototype, scored 11th place; well earning their slogan: "the car that made good in a day."

Despite always being a small and low production company, Stutz has always been well known for their speed and performance. They dominated American racing in the teens with the "White Squadron" racing team and the Bearcat has always been considered one of the great icons of motoring. Despite market trends, Stutz never abandoned its sporting heritage.

The Stutz Company went through many ups and downs and Harry C. Stutz eventually lost control of his company. Fortunately for the company, however, an equally visionary and brilliant man would come in to fill his shoes: Fred Moskovics. Moskovics had made a good reputation for himself in the auto industry, his period at Marmon had led to their most charismatic and high performance products to date. His automotive inspirations were heavily directed toward the powerful and sophisticated machines coming from Europe. Alfa Romeo, Daimler, Bentley, Mercedes and other potent Grand Touring machines were his fascination and he saw that America produced nothing like them. Moskovics took it on himself to produce an American car that could rival the world's best.



Moskovics surrounded himself with a team of talented engineers, most notably Charles “Pop” Greuter. Greuter was an engine-man fascinated with the potential of over-head cam valve trains. His design for Excelsior of an over-head cam straight-eight would prove the basis for the new Stutz Eight. This Eight was a marvel of sophistication: chain driven overhead cam, ten main bearings, dual ignition, dual throat carburetion and cross flow porting.

A new chassis would need to be developed to get the full potential out of this great new engine. Stutz cars had always touted the benefits of a low chassis and the Eight would take it further. By using a Timken worm drive rear axle the whole chassis could be lowered considerably. This design was also used to the same effect in the Double Six Daimler and the low chassis Invictas.

Braking would initially be by Timken hydrostatic then Lockheed hydraulics with oversized finned drums on all four wheels. Transmission would be first by a three-speed Warner then a four-speed Detroit Gear unit. Four-speed transmissions were unheard of in American cars at the time and Stutz eventually went back to the three-speed Warner in '31.

The new Eight-cylinder “Safety Stutz” proved a break through. The 1928 model won every American Stock Car race entered and was declared World’s Champion. Two custom Blackhawk Speedster bodies were penned by Le Baron to take full advantage of the performance. The four-passenger speedster body was designed and built so Stutz would have a car eligible for racing that required four seats.







### THE MOTORCAR OFFERED

The most famous race requiring passenger cars with four seats and a top was the 24hrs of Le Mans. This now ubiquitous event was relatively unknown at the time in America but was the

Super Bowl for road going cars. A French Stutz agent entered the Stock Stutz Blackhawk Four-Passenger Speedster in the 1928 event. It was the only Stutz entered, and it held the lead for much of the race, holding off an entire team of works Bentleys. Unfortunately, a loss of high gear late in the race forced the Stutz to finish second.

This magnificent 1929 Stutz Speedster is an example of what many consider the ultimate year for the series. The 1929 Stutz features the “Challenger” engine, used at Le Mans, with better head porting and improved performance and flexibility. The engine is mated to the four-speed transmission that only 1929 and 1930 model Stutz’s have. The brakes are the powerful vacuum boosted Lockheed units which are far superior to the Timken design of earlier models.

The most notable feature of this car is its striking coachwork. The Le Baron Speedster bodywork is both elegant and a nod to the Europeans grand tourers. The cut-down doors were prominent features of European sporting machines, aimed to give the driver elbowroom for athletically driving his nimble machine. The body is close coupled and the design is further enhanced by the dual cowl configuration.

Another nice bit regarding the Le Baron style is the shaping of the lower edge of the doors. Any dual cowl Stutz is rare and sought after but the Speedster is the most elusive. The few surviving examples have resided in some of the world’s finest collections. William Harrah and Briggs Cunningham both had Le Barron speedster phaetons in their collections.

No individual in modern times is more associated with Stutz brand than AK Miller. The mysterious hot rodder/racer turned collector amassed the largest private collection of Stutz Motorcars in the world. The 1996 auction held at his Vermont property caught the attention of the world when these treasures were extracted. All the Stutz cars in that collection will be forever associated with AK Miller. One of the most expensive and hotly contested cars from the collection was this 1929 Stutz Model M Dual Cowl speedster.



Since its extraction from AK Millers barn in 1996 this Stutz has undergone a full restoration. As one would expect of an AK Miller car this Stutz is highly accurate in its details and authenticity. Sympathetically restored to a fine level of presentation. Handsome in dark red over black fenders with a nicely fitted tan top the body looks particularly handsome on the 145" wheelbase chassis.

A charismatic and distinctive coachbuilt classic era automobile. This Stutz has fabulous history, great looks and wonderful road performance and is a welcome participant and strong competitor at the highest caliber Concours d'Elegance.

**\$275,000 - 350,000**





## 1948 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Chassis no. 7407063

Engine no. C39-65051

5,302 cc L-Head Inline 8-cylinder Engine

Carter Dual Downdraft Carburetor

135bhp at 3,400rpm

Fluid Drive 4-Speed Semi-Automatic Transmission

Independent Front and Semi-Elliptic Leaf Springs Rear Suspension

4-Wheel Hydraulic Drum Brakes

- Sought after T&C Convertible
- CCCA Full Classic®
- Good, older restoration
- Carefully restored woodwork



### THE CHRYSLER TOWN & COUNTRY

Such was the demand for vehicles in the immediate aftermath of WW II that the 1946 Chryslers – like most other American makes – reappeared looking much the same as they had in 1942. One difference in the model line-up was that the wood-embellished Town & Country model, previously available only as a station wagon, was now made either as a sedan or two-door convertible on both the New Yorker (8-cylinder) and Windsor (6-cylinder) chassis.

With their contrasting ash framing, mahogany veneer and steel panels, while boasting a level of finish that would be the envy of the finest yachts, these new Town & Country models were certainly very striking. They were also the best-equipped and most expensive models in the Chrysler range. Today they are among the most highly prized American automobiles of their era.

### THE MOTOR CAR OFFERED

Town & Country Convertibles always attract attention but this beautifully finished Newport Blue over brown and tan leather and cloth seats flies above the rest. Delivered new to North Carolina, it is understood to have been found in a South Carolinian estate in the 1990s and was the recipient of a comprehensive restoration in the late-1990s.

The car, which was believed to have had 37,000 original miles when the restoration was started, was entrusted to a California restorer who specialized in woodies. Thoroughly disassembled, but not to the point of removing the body from the frame as the condition was such that it was not necessary, the original metal was understood to have indicated a life of dry storage. Reassembled and repainted in brilliant and rich Newport Blue, the original white ash was stripped and urethane coated while



the darker insert panels were fitted correct-type handpainted woodgrain decals—similar to how the car would have been outfitted originally. The interior was retrimmed by VIP European Auto Interiors with the original patterns and stitching carefully replicated. The top frame was also torn down, bead blasted and powder coated while the chrome hardware was redone. The fabric top was replicated with the correct-style snaps and zippers in the rear window. As would be expected of a restoration of this quality, new-old-stock parts were used where ever possible.

Sold in Los Angeles in the summer of 1999, it would come into the collection of the present owner a few years later and has been in his collection for more than a decade. The restoration has mellowed nicely over the last score of years, but it still shows very well. The fit of the panels is consistent with what one would

find in a nicely preserved car and shows the care taken during the restoration to maintain as much of the original handiwork as possible. The wood similarly shows well but could use some lightly refinishing in a few places—but is all very serviceable.

The last of the true woodies, this Chrysler is a CCCA Full Classic® would make a brilliant and comfortable tour car. Alternatively, one can enjoy it for how it was originally intended—on any sunny day for a nice drive!

**\$90,000 - 120,000**



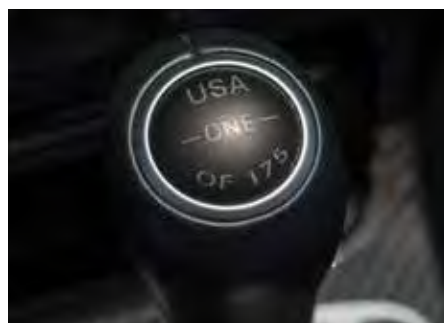


## 2009 MERCEDES-BENZ SL65 AMG BLACK SERIES

VIN. WDBSK79F49F158062

5,980cc SOHC Twin-Turbocharged V12 Engine  
 Electronic Fuel Injection  
 661bhp at 5,400rpm  
 5-Speed AMG Speedshift automatic transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes With ABS

- *One of only 175 U.S. examples*
- *Diligently serviced and maintained*
- *Breathtaking twin-turbo V-12 performance*
- *Accompanied by books, manual, cover with leather box, and service receipts*
- *One of Mercedes-Benz most exclusive hand built offerings*



### THE MERCEDES-BENZ SL65 BLACK SERIES

AMG, now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of motorsports, entertainment, sport, and business communities being counted among aficionados. Offered here is a beautiful SL65 AMG Black Series, the third of this evocatively titled and exclusive limited-edition family that had begun with SLK55 in 2006. Intended as even more highly developed versions of Mercedes-Benz's AMG performance models, the Black Series consists of two-seater fixed-head coupé designs only. In the case of the SL65, this meant abandoning the 'ordinary' version's folding metal hardtop in favor of a fixed carbon fiber roof, which also made room for the Black Series' retractable rear spoiler.

The SL65 AMG Black Series was unveiled at Monterey in 2008. The base-car SL65 AMG's 6.0-litre V12 engine was retained for the Black Series, but received larger turbochargers, a bigger intercooler, a new exhaust system, and a suitably remapped ECU, resulting in an increase in maximum power to 661bhp (approximately a 10% improvement over the stock SL65 AMG) while torque went up to a mighty 738lb-ft, delivered between 2,200 and 4,200 revs. AMG's engineers not only increased engine output but also trimmed 550 pounds off the car's all-up weight courtesy of additional carbon fiber panels, further improving the power-to-weight ratio. The result was a 0-60mph time of 3.8 seconds, while top speed was electronically limited to 199mph. This stupendous performance reached the road via AMG's Speedshift Plus multi-mode five-speed automatic gearbox.

As one would expect, given the Black Series raison d'être, the chassis too underwent considerable modification, featuring quicker steering, wider front and rear track, and redesigned suspension in the interests of enhanced roadholding and controllability. Mercedes-Benz recognized that many Black Series customers would wish to enjoy their cars on the racetrack (where else could one safely enjoy its performance to the full?) and thoughtfully made the multi-link suspension adjustable. The SL65 AMG Black Series rolled on AMG light-alloy wheels - 19.5" at the front, 20" at the rear - while stopping power was provided by 6-pot calipers at the front, 4-pot at the rear. Only 350 of these amazing cars were made worldwide, only 175 of which were available in the U.S. - all quickly found customers despite a price tag north of \$300,000.



## THE MOTORCAR OFFERED

This sinister SL65 AMG Black Series was sold new in the summer of 2009, in Lincolnwood, Illinois. The Black Series was appropriately delivered wearing 040 Black paint, with a 531 Black AMG Exclusive Leather interior. Very shortly after its initial purchase - in late 2009 - the car migrated south to the sunshine state of Florida. In Florida, the car would live a pampered life and enjoyed regular, yearly services at Mercedes-Benz of Ft Lauderdale, Florida. In 2013, with less than 9,500 miles on the odometer a major 30,000-mile service was performed, and only 3,000 short miles later, another major service was once again carried out.

In 2015 the Black Series was acquired by the consignor, a Massachusetts based Mercedes-Benz enthusiast, who added the exceedingly rare supercar to his collection. Today, having only covered just over 13,000 miles, the car is in fantastic condition. Thanks to its regular servicing, the cars many features and functions are all said to operate just as intended. Experiencing the best of what Mercedes had to offer is a truly intoxicating experience, the power that the twin-turbocharged 12 cylinders' produce is nothing short of breathtaking.

Accompanying the sale of the Black Series is the original window sticker, books, manuals, Vin numbered black leather box and car cover, Mercedes-Benz service receipts, and a CARFAX report. With only 175 of these exclusive, hand built supercars in the U.S., most of which are tucked away in collections, this SL65 AMG Black Series offers a very unique opportunity to acquire a highly sought after modern collectable whose demand and value is sure to increase.  
**\$150,000 - 200,000**



191 Δ

## 1921 ROLLS-ROYCE 40/50HP SILVER GHOST DROPHEAD COUPÉ

Chassis no. 32SG

7,428cc L-head inline six-cylinder engine

Single Rolls-Royce Carburetor

4-speed manual transmission

Live front axle with semi-elliptic leaf springs and live rear axle with platform cantilever

rear suspension

Rear-wheel mechanical drum brakes

- *Legendary model on which the company reputation was founded*
- *Rare original Danish delivered car*
- *Eligible for Rolls-Royce and other club tours*
- *Offered with factory records*



### THE ROLLS-ROYCE SILVER GHOST

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision. In the course of its 20-year production life there would be countless other improvements to the car.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colors to set a new world record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort.

### THE MOTORCAR OFFERED

This particular Silver Ghost was delivered new to Wessel & Wett in Copenhagen Denmark fitted with a coupé/cabriolet body by Windovers. Wessel & Wett owned 'Magasin du Nord', the Danish equivalent of Harrods. The car was later owned by a Consul Glad, who at the same time also owned an Isotta Fraschini. As is often the case with cars still in good mechanical condition, the original but out-of-fashion coachbuilt body was replaced in the 1930s with a new touring body.



A document on file shows that in 1958 the car was donated to the Dansk Veteranbil Klub by a Director Leo Jensen. In the mid-1970s, a well-known Danish car enthusiast, Mr. Sachmann, acquired the Rolls-Royce from the club. At that time the car had been out of commission for many years. After thorough research, Mr. Sachmann restored the Silver Ghost to its former glory using original period photographs to construct a new body and fittings matching the original in every detail, completing the task in 1985. More recently, the car benefited from an overhaul of the fuel system, the work being undertaken by a Silver Ghost specialist in Northern Ireland.

In 2015 the car migrated to the US. A superb Vintage-era tourer capable of travelling at a good speed on any historic motoring event, this beautiful Rolls-Royce Silver Ghost is offered with copies of factory records and an interesting history file.

**\$90,000 - 120,000**  
**WITHOUT RESERVE**



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*Rare Topaz Blue*  
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Steve Burton Photography

  
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# CONDITIONS OF SALE - MOTOR VEHICLES

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

## 1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction held in conjunction with the Greenwich Concours d'Elegance in Greenwich, Connecticut on Sunday, June 4, 2017.

1.11 'Seller' means the person who offers the Lot for sale.

## 2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

## 3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

## 4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.

4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

## 5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

## 6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

## 7. THE BUYER

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement

of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

## 8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-FIVE PERCENT (25%) on the first One Hundred Fifty Thousand Dollars (\$150,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Fifty Thousand Dollars (\$150,000) up to and including Three Million Dollars (\$3,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Three Million Dollars (\$3,000,000), together with any fees or duty due on the Lot, and, unless the purchaser is exempt by law from the payment thereof, any Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington, D.C., Washington state, or other applicable state or local sales tax (or compensating use tax).

8.3 No Buyer's Premium for Lots Being Sold to Benefit Americares:

No buyer's premium will apply to any Lot (Lot Nos. 100A-100E) being sold to benefit the charitable organization Americares.

## 9. CONTRACT OF SALE

9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.

9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

## 10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer or debit card transaction made in person with a PIN, in United States currency, no later than 4:00 p.m. local Eastern Time on Monday, June 5, 2017. Additionally,

## CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

### 11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog. 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

### 12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

### 13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law. 13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such

Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

### 14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

### 15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

### 16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

### 17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

### 18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in New York City, New York or San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

### MEDIATION AND ARBITRATION PROCEDURES

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.



## CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;

(ii) the arbitration shall be conducted in the designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, Connecticut, or Florida or the Commonwealth of Pennsylvania or Massachusetts, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place in the city of San Francisco, California; and

(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award

rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

### **19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY**

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABILITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR

ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see [www.bonhams.com/WebTerms](http://www.bonhams.com/WebTerms) for more information.

## **SAMPLE BANK LETTER OF REFERENCE**

### **BANK LETTERHEAD**

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Greenwich Concours d'Elegance Auction on June 4th, 2017.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)



## **SAMPLE BANK LETTER OF GUARANTEE**

### **BANK LETTERHEAD**

Bonhams  
220 San Bruno Ave  
San Francisco, CA 94103  
Telephone: 415 861 7500  
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Greenwich Concours d'Elegance Auction on June 4th, 2017.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.

# Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

**General Notice:** This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

**Notice to Absentee Bidders:** In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

**Notice to First Time Bidders:** New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

**Notice to online bidders;** If you have forgotten your username and password for [www.bonhams.com](http://www.bonhams.com), please contact Client Services.

**Please mail or fax the completed Registration Form and requested information to:**

Bonhams Client Services Department  
580 Madison Avenue  
New York, New York 10022  
Tel +1 (212) 644 9001  
Fax +1 (212) 644 9009

# Bonhams

Sale title: The Greenwich Concours d'Elegance Auction	Sale date: June 4, 2017
Sale no. 24143	Sale venue: Roger Sherman Baldwin Park, Greenwich, CT
<b>General Bid Increments:</b> \$10 - 200 .....by 10s \$200 - 500 .....by 20 / 50 / 80s \$500 - 1,000 .....by 50s \$1,000 - 2,000 .....by 100s \$2,000 - 5,000 .....by 200 / 500 / 800s \$5,000 - 10,000 .....by 500s \$10,000 - 20,000 .....by 1,000s \$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s \$50,000 - 100,000 .....by 5,000s \$100,000 - 200,000 .....by 10,000s above \$200,000 .....at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
<b>Telephone bidders:</b> indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars:  I will collect purchases myself by 4pm June 5 <input type="checkbox"/>  I will arrange transport via a third party shipper <input type="checkbox"/>  Shipper: _____

**Please note that all telephone calls are recorded.**

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.)	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

**You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.**

\* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR	
Your signature: _____	Date: _____



# INDEX

Lot No.	Year	Model	Lot No.	Year	Model
163	1963	ALFA ROMEO GIULIA 1600 NORMALE SPIDER	183	1957	JAGUAR XK150 3.4 FIXED HEAD COUPE
172	1971	ALFA ROMEO MONTREAL	110	1960	JAGUAR MK II 3.8 SALOON "THE GOLDEN
124	1960	ASTON MARTIN DB4 SERIES II SPORTS SALOON	109	1961	JAGUAR MK II 3.4-LITER SPORTS SALOON
122	1985	ASTON MARTIN LAGONDA	111	1962	JAGUAR MK II SALOON
174	2003	ASTON MARTIN V12 VANQUISH	185	1965	JAGUAR E-TYPE SERIES 1 4.2 COUPE
157	1958	AUSTIN-HEALEY-HEALEY 'BUGEYE' SPRITE MARK 1 TWO SEATER SPORTS	103	1966	JAGUAR E-TYPE SERIES 1 4.2 LITER ROADSTER
169	1960	AUSTIN-HEALEY-HEALEY 3000 MKI BN7 TWO-SEATER	134	1967	JAGUAR E-TYPE SERIES 1 ROADSTER
126	1967	AUSTIN-HEALEY-HEALEY 3000 MK III PHASE II	142	1969	JAGUAR E-TYPE SERIES 2 4.2-LITER COUPE
158	1925	BENTLEY 3 LITER FOUR SEATER TOURER	175	1970	JAGUAR E-TYPE SERIES 2 4.2 LITER ROADSTER
179	1997	BENTLEY CONTINENTAL T COUPE	136	1988	JEEP GRAND WAGONEER
107	1998	BENTLEY AZURE CONVERTIBLE	148	1954	KAISER DARRIN SPORT CONVERTIBLE
140	1939	BMW 327/328 CABRIOLET	104	1960/59	LAMBRETTA 125/198CC 'SCOTTISH SIX DAY TRIALS' REP.
145	1988	BMW M6 COUPE	184	1967	MASERATI GHIBLI 4.7 COUPE
178	1932	BUGATTI TYPE 49 ROADSTER	127	1956	MERCEDES-BENZ 190SL
187	1937	BUGATTI TYPE 57 PILLARLESS SPORTS COUPE	168	1961	MERCEDES-BENZ 190SL
181	1993	BUGATTI EB 110	143	1966	MERCEDES-BENZ 600 SWB
117	1927	BUICK MASTER SIX ROADSTER	160	1967	MERCEDES-BENZ 230SL
131	1929	BUICK SERIES 121 MASTER SIX CLOSE COUPLED COUPE	128	1969	MERCEDES-BENZ 280SL
156	1937	CADILLAC SERIES 75 TOWN SEDAN	112	1970	MERCEDES-BENZ 280SE COUPE
116	1954	CHEVROLET CORVETTE	152	1971	MERCEDES-BENZ 280SL
154	1957	CHEVROLET BEL AIR 'FUEL INJECTED' CONVERTIBLE	119	1972	MERCEDES-BENZ 280SE 4.5 SEDAN
180	1967	CHEVROLET CAMARO SS CONVERTIBLE	135	1979	MERCEDES-BENZ 450 SLC
167	1970	CHEVROLET CHEVELLE SS LS5 454/360HP CONVERTIBLE	190	2009	MERCEDES-BENZ SL65 AMG
105	1972	CHEVROLET CHEYENNE SUPER	161	1976	MERCURY CAPRI
121	1932	CHRYSLERLER CL IMPERIAL CUSTOM CONVERTIBLE SEDAN	171	1961	MGA 1600 ROADSTER
189	1948	CHRYSLERLER TOWN & COUNTRY CONVERTIBLE	115	1968	MGC ROADSTER
129	2005	CHRYSLERLER CROSSFIRE ROADSTER	133	1936	MORGAN 4/4 SERIES 1 ROADSTER
150	1968	FERRARI 365 GT 2+2	159	1960	MORGAN PLUS 4 ROADSTER
113	1972	FERRARI 365 GTC/4	138	1967	MORGAN 4/4 ROADSTER
165	1972	FERRARI 365 GTC/4	141	1928	PACKARD CUSTOM EIGHT MODEL 4-43 CONVERTIBLE SEDAN
173	1974	FERRARI DINO 246GTS	162	1951	PACKARD 250 CONVERTIBLE
170	1988	FERRARI MONDIAL 3.2	137	1924	PIERCE ARROW MODEL 33 SEVEN-PASSENGER TOURING
164	1990	FERRARI F40	108	1951	PONTIAC EIGHT STREAMLINER DELUXE STATION WAGON
125	1999	FERRARI 456M GT	151	1976	PORSCHE 930 TURBO CARRERA
182	1958	FIAT 500 JOLLY BEACH CAR	153	1980	PORSCHE 911SC COUPE
166	1959	FIAT 600 COUPE	144	1986	PORSCHE 911 CARRERA
114	1971	FIAT 500 COUPE	155	1905	RAMBLER MODEL 1 FIVE PASSENGER SURREY
130	1931	FORD MODEL A DELUXE RUMBLE SEAT ROADSTER	120	1923	RICKENBACKER B6
118	1940	FORD LLOYD ROCKEY SPECIAL</B>	191	1921	ROLLS-ROYCE SILVER GHOST DROPHEAD COUPE
146	1955	FORD THUNDERBIRD CONVERTIBLE	176	1980	ROLLS-ROYCE CORNICHE COUPE
101	1958	FORD THUNDERBIRD COUPE	123	1999	ROLLS-ROYCE SILVER SERAPH
177	1926	FRANKLIN 11A VICTORIA COUPE	188	1929	STUTZ SERIES M FOUR-PASSENGER, DUAL-COWL SPEEDSTER
102	1953	JAGUAR XK120 ROADSTER	132	1982	TOYOTA LAND CRUISER BJ40 CONVERTIBLE
149	1956	JAGUAR XK140MC FIXED HEAD COUPE	186	1960	TRIUMPH TR3A
139	1957	JAGUAR XK140 SE 3.4-LITER ROADSTER	106	1973	VOLKSWAGEN TYPE 181 - A103 THE THING
			147	1960	WILLY'S STATION WAGON



LOT 124 - 1960 ASTON MARTIN DB4 SERIES II SPORTS SALOON



EB 1793

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**GREENWICH**  
*Concours d'Elegance*