

Bonhams



— QUAIL —
— LODGE —
— AUCTION —

Carmel, California | August 15 & 16, 2019



LOT 33
1973 PORSCHE 911 CARRERA RS 2.7





Thursday, August 15, 2019 at 2pm
Friday, August 16, 2019 at 10am
Quail Lodge & Golf Club
Carmel, California

QUAIL LODGE AUCTION

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

220 San Bruno Avenue
San Francisco, California 94103

bonhams.com/quail

PREVIEW AND AUCTION LOCATION

Quail Lodge & Golf Club's West Field
GPS address 7000 Valley Greens Dr
Carmel, California 93923

PREVIEW

Wednesday August 14, 9am to 6pm
Thursday August 15, 9am to 6pm
Friday August 16, 8.30am to 10am

AUCTION NUMBER: 25221
Lots 1 - 90

ADMISSION TO PREVIEW AND AUCTION

Bonhams' admission fees are listed in the Buyer Information section of this catalog on page 4. Please note that entry to Bonhams' preview and auction does not require a ticket to The Quail Motorsports Gathering.

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BIDS

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motors.us@bonhams.com

From August 12 to 18, to reach us at the Bonhams Pavilion at Quail Lodge:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

To bid via the internet please visit
www.bonhams.com/quail

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 44 - 1931 Bentley 4½ Liter Supercharged Birkin Le Mans Replica
Lot 57 - 1930 Bentley Speed Six 'Le Mans Replica' Tourer

Please see pages 4 to 6 and 152 to 154 for bidder information including Conditions of Sale, after-sale collection and shipment.



Buyer Information

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale 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 is a California motor vehicle dealer, dealer number 49015. 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 Fed Ex 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 & AUCTION

All Bonhams auctions are open to the public. The Quail Lodge Preview and Auction admission fees are:

- **\$120:** Bonhams Quail Lodge Auction Catalog set, allows two people entry
- **\$40:** Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

• **\$180:** includes the Quail Lodge Auction Catalog set, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative bidding methods are available, including telephone, absentee and online bidding.

Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Additional copies of the catalog can be purchased at the auction venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

Entry to Bonhams' preview and auction does not require a ticket to The Quail Motorsports Gathering.

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 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona, California and Florida, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington DC, Washington State, Wisconsin and Wyoming.

Automobile dealers purchasing registrable vehicles are exempted from sales tax as long as they can provide both a dealer license and a resale certificate from the applicable state where they reside. Buyers are asked to provide a copy of their state's resale certificate along with a copy of their dealer's license to the Cashier Department prior to or at the time of purchase.

Buyers are required to pay any applicable state or local sales or use tax, import duty and/or license and documentation fees on their purchases, as the case may be. The amount of any such sales or use tax, duty and/or fees to be collected by Bonhams from the buyer will be determined by Bonhams in its sole discretion and are additional to the final bid price and buyer's premium. Exemptions from taxes, duties or fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the hammer price, and associated import fees are payable by the buyer on all lots marked with an omega symbol (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

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 allocated to them. Bidders may wish to pre-arrange suitable check or credit approval by speaking 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 12pm on Sunday August 18 .

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 pieces, 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 his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

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

Buyer Information

the reception desk or by calling our Client Services Department.

By bidding at auction, whether in person or by agent, by absentee bid, telephone or 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 consignor 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 well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 12 until sale day.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid for a lot estimated in excess of \$1000, Bonhams is pleased to offer a telephone bidding facility for this sale, subject to availability. 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 up to twenty-four hours in advance of the sale, from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, Bonhams is pleased to offer our live online bidding facility. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/quail or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the

conversion of other currencies to US Dollars 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 operation or accuracy of the currency converter.

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Sunday August 18. 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 Thursday, August 15 and Friday August 16. **Please note that vehicles will not be released during the auctions, only before and after.** We will be open on Saturday August 17 from 8.30am until 6pm, and again on Sunday August 18 from 8.30am until 12pm for payment and collection of lots. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle lots must be paid for and collected from the sale venue by 12pm on Sunday August 18. 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 12pm Sunday August 18. 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, 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. Lots are at the buyer's risk from the fall of the hammer.

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 12pm Sunday August 18.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 18, 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.

Members of the following transport companies will be on site and are readily available to provide shipping quotes and transportation information:

Domestic Motorcar Transport

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

International Motorcar Transport

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

International Motorcar Transport

Schumacher Cargo Logistics
Schumacher Secure
Contact: Warren Barnes +1 (310) 626 7117 or
warren@sclusa.com

Welcome

Bonhams International Team proudly welcomes you to the beautiful Quail Lodge and Golf Club for two days of auctions in 2019 as our American business continues to expand.

Fresh, private consignments headline and dominate our largest ever offering at this venue, with more than 130 cars being without reserve.

We are particularly grateful to families of Estates and long-term owners who have entrusted Bonhams above others to present their cars for sale. We are honored to handle property from great supporters of the hobby and our business such as the late Ted Gildred, renowned collectors including the late Virgil Millett and

remarkable motorcars like the Ferrari 340 America Vignale Speciale, which has rarely been seen at all publicly, the only Center-seat Porsche to have been offered in decades publicly and the exquisite Competition Court Delahaye, each provide amazing opportunities for their next owners.

As ever, our growing team of experts which includes additional representation in the South and Pennsylvania, and administrative staff are on hand to assist with every aspect of the sale process from registration to shipping.

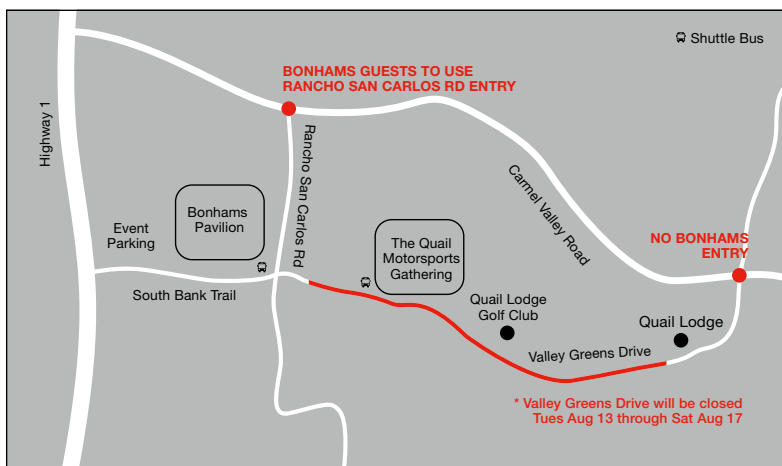
Thank you for joining us, we wish you spirited bidding.

Bonhams at Quail Lodge & Golf Club, West Field



**7000 VALLEY GREENS DRIVE
(AT THE VALLEY GREENS DRIVE AND
RANCHO SAN CARLOS ROAD INTERSECTION)
CARMEL, CALIFORNIA 93923 USA**

From August 12 to 18, to reach us directly at the Bonhams Pavilion at Quail Lodge:
+1 (415) 391 4000 | +1 (415) 391 4040 (fax)



PARKING

Bonhams' event parking is provided directly next to the West Field. Upon arriving at 7000 Valley Greens Drive, proceed into the fenced area of Bonhams' Pavilion where you will see an attendant with a flag pointing you in the direction of the parking lot. Disabled parking is also provided.

If you are attending the Quail Motorsports Gathering and the Bonhams auction, please park at Bonhams and shuttle to the Quail event.

SHUTTLES TO AND FROM THE QUAIL MOTORSPORTS GATHERING

On Friday August 16, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

PLEASE JOIN US

Thursday, August 15, 12.30pm - Tacos Locos Lunch

Friday, August 16, 9am - Champagne Breakfast

Preview While You Enjoy, Find Your Auction Seats Early

Bonhams Motoring International Specialist Team

West Coast USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Craig Mallery



Derek Boycks

East Coast USA



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Eric Minoff



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John Neville



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Tim Parker

Administration
& Support



Gordan Mandich



Gregory Coe



Stanley Tam



Jared Zaugg

United Kingdom



Malcolm Barber



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams



James Knight

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

1.

1987 PORSCHE 911 CARRERA 3.2 TARGA

VIN. WP0EB0919JS161044

Engine no. 6400461

3,164cc SOHC Flat 6-Cylinder Engine
 Bosch Fuel Injection
 217bhp at 5,900rpm
 5-Speed Manual G50 Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Long term California ownership
- ★ Desirable Carrera 3.2 with the G50 Transmission
- ★ Last of the old-school Porsche 911s
- ★ Offered with CARFAX and tool kit



THE PORSCHE 911 CARRERA 3.2

Two years after the original coupé's introduction in 1964, a convertible 911 - the 'Targa', named in honor of Porsche's numerous victories in the Sicilian classic - became available. Expected US safety legislation had prompted an ingenious approach to the first soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowable in the boot. An enormous success for the Stuttgart firm, the much loved and instantly recognizable Targa finally bowed out at the end of the 1990s, when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

Targa development proceeded in line with that of its closed coupé cousin, the most

notable advances immediately prior to the manufacture of this 1988 model having included the introduction of the 3.2-liter engine for 1984. Although it remained an air-cooled 'flat six', the '3.2' was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming. With 231bhp on tap, the new 'boxer' motor endowed the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph.

THE MOTORCAR OFFERED

The 1987 Porsche Carrera Targa 3.2 offered here comes from decades of sunny California ownership, presenting beautifully in red over tan interior. It's life of mild use is apparent in the overall condition of the car, aging very well and only showing typical signs of age.

The 3.2 Liter flat-six blissfully delivers power to the rear wheels through the 5-speed manual Getrag G50 gearbox. Accompanying the sale of this Targa is its tool kit and CARFAX. It should be noted that the CARFAX shows a mileage discrepancy from a service facility in 2002, believed to be a clerical error. Aging quite well after 30 years of life, this example is sure to offer years of motoring enjoyment ahead.

\$40,000 - 50,000
WITHOUT RESERVE

- ★ *Two owners from new*
- ★ *Just under 30,000 original miles*
- ★ *One of the most exclusive post-war Roll-Royce Models.*
- ★ *Subject of recent service*

1990 ROLLS-ROYCE CORNICHE III Coachwork by Mulliner Park Ward

VIN. SCAZD02DXLCX30164

6,750cc OHV V8 Engine
Bosch Fuel Injection
Est. 220bhp at 4,100rpm
3-Speed GM Automatic Transmission
4-wheel Independent Suspension
4-Wheel Ventilated Disc Brakes



THE ROLLS-ROYCE CORNICHE

Recalling its glamorous *Grandes Routières* of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder Mulliner, Park Ward - were limited to just two, a two-door coupé or similar convertible. The 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 car proved a major success for Rolls-Royce; periodically revised and up-dated, latterly in line with the Silver Spirit generation, it remained in production well into the 1990s, the last (convertible) examples being delivered in 1995.

THE MOTORCAR OFFERED

Acquired by the current owner in 2015 from the Jim Rogers Collection in Las Vegas, this exclusive Rolls-Royce has traveled just under 30,000 miles from new. As one would expect, the vehicle presents in wonderful condition today. Panel fitment is excellent, no surprise for Rolls, and the remainder of the exterior demonstrates the meticulous care that the car has been given. Inside, the story is very much the same and comes complete with the requisite shearing carpets and delightfully period car phone. In addition, a more modern stereo system has been installed. On file are a number of invoices detailing recent mechanical work, it is best recommended give these a look within the history file. A replacement of the convertible top and work to the water pump present as the most major of the recent projects to keep the car in top shape.

Just 450 of these Series III Corniches were built by Mulliner Park Ward, making this a quite desirable Rolls. The effortless style, and wafting nature of the ride make for excellent summer cruiser. Do not miss the opportunity to get behind the wheel of such a fine example.

\$60,000 - 80,000
WITHOUT RESERVE

3.**1982 FERRARI 308 GTSi**

VIN. ZFFAA02AXC0038767

2,926cc DOHC V8 Engine
 Bosch Fuel Injection
 200bhp at 7,000rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Long term single ownership
- ★ Fewer than 3500 miles from new
- ★ Ferrari Classiche Certified
- ★ Offered with books, tools, and records

**THE FERRARI 308**

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB - Ferrari's second V8 road car - marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an out-put good enough to propel the 308 GTB to a top speed of over 150mph. An exhilarating driver's car and a Ferrari purist's delight, the 308 GTSi and its many derivatives proved a huge commercial success for Maranello, with over 12,000 sold.

THE MOTORCAR OFFERED

This 308 GTSi sold new through Foreign Cars Italia of Greensboro, North Carolina in 1982 with just 82 miles on the odometer, being delivered in red over black interior, with red piping on the seats. The car would be kept in the care of a single owner for the next 32 years before changing hands in 2014. With 3 owners from new, this car now presents in exceptional preservation condition, having covered fewer than 3500 miles during its life and always being well cared for. In recent years, this 308 GTSi has received an FCA Platinum as well as a Preservation Platinum award for its originality.

This is example is equipped with the 2.9-Liter, 205-hp V-8 engine fueled by Bosch K-Jetronic fuel injection backed by a 5-speed manual gearbox. The car is fitted with a radio, air-conditioning, power brakes and windows.

A timing belt service was complete in 2014 and the car has been maintained since acquired by the current owner in 2014. Today, the car is described as being exceptionally enjoyable to drive, being looked after in a prominent international collection of cars.

Accompanying the sale of this beautiful 308 is the original window sticker, all of the original invoices from when the car was sold new, tool kit, manuals, and the factory spare wheel. This car has also been Classiche Certified, showing matching numbers throughout.

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

1988 MERCEDES-BENZ 560SL

VIN. WDBBA48D3JA087276

5,549cc SOHC V8 Engine
 Bosch Fuel Injection
 225bhp at 5,200rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Single long-term original ownership
- ★ Complete with original window sticker, books, and tools
- ★ Under 40,000 original miles.
- ★ Presented in elegant Midnight Blue



THE MERCEDES-BENZ 560SL

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it – after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. The next-generation 230/250/280SL in 1963 brought Mercedes' sports car down to earth, replacing both the incredible 300SL and four-cylinder 190SL. For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup.

THE MOTORCAR OFFERED

Delivered new to Autobahn Motor Cars in Upper Darby Pennsylvania, this spectacularly original Midnight Blue over Grey leather car had the fortune of remaining under single ownership for nearly 30 years. As a result, under 40,000 miles appear on the odometer within the luxuriously appointed, yet cleanly designed cabin. Confirming the vehicle's status as an original, a consistent paint reading can be found over the course of the entirety of the body. However, small imperfections appear in the way of wayward rock chips. As with any other Mercedes-Benz, the panel fit is spectacular with tight gaps all around and only further endorses the quality of the car this SL has received.

Upon coming under the care of its second owner, the fastidious care has continued, and the seller reports the vehicle to be

sorted out and in fully functioning order. A solid performer, its V8 motor pulls strong, transmission switches with authority, and the build is largely free of heinous squeaks or rattles. The Mercedes will be accompanied by its tools, spare, factory books, original window sticker, and hard top.

Being the final evolution of the long standing R107 platform, the 560SL benefits from over a decade's worth of refinement. Its powerful V8 and excellent road manners make for the perfect summer cruiser. A fine example such as this will surely provide its next lucky owner with many more miles of happy motoring.

\$45,000 - 55,000
WITHOUT RESERVE

5.

1963 ALFA ROMEO GIULIA SPIDER
Coachwork by Pininfarina

Chassis no. AR375165
Engine no. AR00112-07164

1,650cc DOHC Inline 4-Cylinder Engine
Dual Weber DCOE04 Carburetors
91bhp at 6,000rpm
5-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Finned Drum Brakes

- ★ Ever popular Sporting Alfa model
- ★ Enthusiast owned
- ★ Modified for reliability and drivability
- ★ Suitable for car tours or summer motoring fun



THE ALFA ROMEO GIULIETTA

With the introduction of the 1300cc Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterize its finest offerings from that point on. The Giulietta's arrival caused a sensation; demand quickly outstripped supply, causing Alfa Romeo to rethink its production strategy and become, for the first time, a high volume manufacturer. The original Giulietta Sprint Coupe of 1954 was soon joined by a more practical Berlina and a charming Spider, the latter sporting elegant coachwork designed and built by Pinin Farina.

The original 750 series Giulietta later evolved to the 101 series, lengthening the wheelbase by two inches, providing better driver comfort. Giuliettas soon became known for their intelligent engineering, brisk performance, great handling and good looks.

THE MOTORCAR OFFERED

This spry and diminutive Giulia Spider was acquired by the consigner in 1989. By this point, the Alfa had become well-worn and it wasn't to long before a restoration began. The more serious work such as the media blasting, metalwork, paint, plating, and upholstery was placed firmly in the hands of professionals but various other odds and ends from the wiring to the general reassembly was performed within a home garage over the course of several years. Despite the 'amateur' restoration, the car has proven to be a strong runner having completed a trip to Monterey Car Week to compete in the Concorso Italiano in the mid-1990s.

A true Alfisti, the owner has extracted just as much entertainment working on the car as driving. In the past two decades, the Giulia has been dis-and-reassembled

numerous times as to keep the vehicle in proper order. Generally set up for club events and touring, the car has received a number of modifications including 84 mm pistons, European cams, 4.56 differential, alternator, electronic ignition, and electric fuel pump in an effort to increase both drivability and reliability.

An endlessly charming automobile, the popularity of these Alfa Romeos come as no surprise thanks to the delightful Pininfarina body work combined with a peppy twin cam motor. A well sorted example such as this is sure to be enjoyed..

\$55,000 - 65,000
WITHOUT RESERVE

6.

1973 VOLVO P1800 ES SPORT WAGON

Chassis no. 1836354-007532

Engine no. 5429

1,986cc Inline 4-Cylinder Engine

Bosch Fuel Injection

124bhp at 6,000rpm

4-Speed Manual with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ *Low-mileage, California car refinished in original Gold Metallic*
- ★ *Extensively refurbished mechanically and cosmetically*
- ★ *Equipped with many options including overdrive and air conditioning.*
- ★ *Offered with optional alloy wheels, Volvo radio and comprehensive history file*



THE VOLVO P1800 ES

Introduced in 1960 and popularized by The Saint television series, Volvo's stylish P1800 sports Coupe, was something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963. Breathing through twin carburetors, the sporty Volvo was a true 100mph-plus car. Fuel injection was standardized in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes arriving at the same time. By the end of the 1960s, the model was beginning to look dated, but the introduction of the 1800 ES sports estate extended its lease of life into the early 1970s. These remain among the most collectible and iconic station wagons ever produced.

THE MOTORCAR OFFERED

This Volvo 1800ES, one of just 5,008 built in 1973, the final year of production for the model, is an original California market car. Built in May 1973, one month before the last 1800ES emerged from the Göteborg, Sweden, assembly line, this example was sold new by Haste & Hirsty Inc. of Studio City, California.

The 1800ES has benefitted from a bare-metal respray in its original color of Gold Metallic and presents beautifully. Chrome has been re-plated, and all stainless trim has been polished, while the cars mechanical components has been refurbished.

As Volvo's flagship Sports Coupe, the 1800ES was nicely equipped from the factory, with a four-speed gearbox with overdrive, four-wheel disc brakes, tinted glass, a rear-window

defroster, reclining leather-faced bucket seats, a tachometer, an oil pressure gauge and a locking center console. The only two options offered by the factory, but not originally specified for this example, have been added: air conditioning and an AM-FM radio. The car also has a set of ATS Classic alloy wheels, offered in period through Volvo dealers. A set of four correct pressed steel wheels with trim rings and center caps is included. A Nardi steering wheel, a popular period accessory, adds the glow of genuine wood to the sporting interior.

The Volvo shows just under 67,000 miles and is offered with the owner's manual and the original window sticker. It is the winner of two best-of-show awards at national Volvo events.

\$70,000 - 90,000
WITHOUT RESERVE

7.**1969 MERCEDES-BENZ 280SL**

Chassis no. 113044-12-009475

2,778cc SOHC Inline 6-Cylinder Engine
 Bosch Mechanical Fuel Injection
 160bhp at 5,700rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Lovely example of the well-built and fully evolved Pagoda*
- ★ *Beautifully restored with over \$90,000 in receipts*
- ★ *Rare and stylish white over dark green upholstery*
- ★ *Offered with copy of original buildsheet*

**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 “Pagoda” was a stunning Paul Bracc designed two-seat convertible that followed Mercedes’ new design language, featuring crisp lines and upright headlights. 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-Benz introduced the third and final iteration of the “Pagoda,” the 280SL, and it then became apparent that some cars do not change, they just get better.

THE MOTORCAR OFFERED

This lovely 280SL is finished in its original color scheme of White over Green leather with a Dark Green soft top and Green hardtop, as detailed by the copy of the Mercedes-Benz datacard on file. Reported to be in the care of a single owner until 1982, the car was acquired by the consignor as a disassembled project in 2007. At some time prior to the current ownership, the original engine was removed and a factory replacement block with no number stamping was put in its place.

The recipient of a thorough restoration by W113 specialists Beverly Hills Motors in Houston, Texas, the car was completed in 2018 with receipts totaling over \$92,000. The drivetrain, suspension, brakes, and transmission were all rebuilt while the interior was redone with new cushions, hides, and more. The hardtop was restored while the

soft top was complete refinished with all-new everything. Even the Frigiking air conditioning, gauges, and Becker Europa II radio received ample love and care. It goes without saying that the bottom was made to look as good as the top.

Sumptuously detailed, the unique and elegant color scheme of the car really stands out. Showing under 80,000 miles, this is understood by the seller to be mileage from new. Offered with receipts and records in addition to the datacard and both tops, this stylish 280SL is perfect for whatever cruising you have in your future!

**\$120,000 - 160,000
 WITHOUT RESERVE**

8.

1982 PORSCHE 911SC 3.0 TARGA

VIN. WP0EA0918CS160795

Engine no. 64C1637

2,994cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

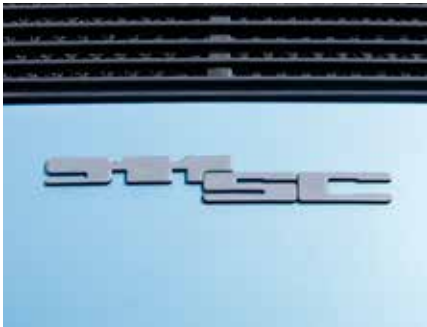
180bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Well-preserved and cared for example of the iconic 911SC Targa
- ★ Presented in the stunning factory color of Hellblau metallic
- ★ Just over 69,000 miles recorded on the odometer from new
- ★ A lovely 'Young-timer' collector car for open-top weekend drives



THE PORSCHE 911

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. Two years after the original Coupe's introduction, the convertible 911 - the 'Targa', named in honor of Porsche's numerous victories in the Sicilian classic - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections which were stowable in the boot. The ever-popular Targa would continue well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

THE MOTORCAR OFFERED

This US-market 911SC 3.0 Targa was completed at the Porsche factory in November of 1981, as a 1982 model-year car. The Porsche was finished much as it appears today, in a lovely Hellblau metallic (light blue metallic) exterior, over a black interior.

According to the CARFAX report on file, the light blue 911SC Targa resided in California in the early 1990s and appears to have remained here ever since. Showing just over 69,000 miles on the odometer at the time of cataloging - a figure that is indeed believed to be the original mileage - the SC Targa presents in lovely condition throughout and gives you the feel of a car that has been well cared for since new. Correct black-center Fuchs wheels are fitted and shod on Michelin tires, and inside a set of classic Coco mats are in situ. Many factory decals and markings

remain intact in the various compartments, and the car has a very clean and tidy appearance. A very usable "young-timer", this fine 1982 Porsche 911SC 3.0 Targa offers brisk performance and an abundance of torque on tap from the overhead cam six-cylinder engine. Ideal for Sunday drives or participation in the many Cars and Coffee events around the country - or the Ramshorn Rally specifically designed for air-cooled Porsches - this classic Porsche Targa deserves serious consideration.

\$45,000 - 55,000
WITHOUT RESERVE

9. 1968 PORSCHE 912 COUPE

Chassis no. 12802634

Engine no. 1282450

1,582cc OHV Air-Cooled Flat 4-Cylinder Engine

2 Solex Downdraft Carburetors

102bhp at 5,800rpm

4-Speed Manual Transmission

Independent Front and Rear Suspension

4-Wheel Hydraulic Disc Brakes

- ★ *Meticulously restored example*
- ★ *Beautifully presented in Irish Green over Black*
- ★ *Great example of an increasingly collectible model*
- ★ *Ready for a continued life of motoring bliss*



THE PORSCHE 912

Put into production in July 1964, the 911 presaged the end of 356-production. It was July 1965 before the 911 made it to the US, and customers immediately noticed the differences from its predecessor. In addition to being more modern and more powerful, it was also more expensive: nearly \$2,000 more than the comparable 356 model. In Europe, too, this was a problem. Thus, by April 1965 a "transitional model" entered production. Essentially a 911 with a 356-type flat four, the new car, designated "912," was not only less expensive, selling at near-356 prices, but enjoyed more even weight distribution and better economy. The combination of the four-cylinder engine and the slipperier 911 design was capable of achieving 30 mpg. More than 30,000 were eventually built.

The Porsche 912, like the Cayenne decades later, is frequently credited with having saved the German automaker during a period of financial uncertainty, as the then-new and much costlier six-cylinder 911 was viewed with some skepticism by marque loyalists. In the half-century since its introduction, however, the four-cylinder 912 has won an appreciative and loyal audience. The early (1966-1969) 912s handily outsold their 911 siblings; 28,333 four-cylinder coupes were produced, along with just 2562 Targas, and the retail price was a major factor.

THE MOTORCAR OFFERED

Selling here is a 1968 912 coupe built at the Karmann works that is beautifully finished in Irish Green over black interior. Meticulously restored, this 912 was brought back to showroom finish throughout, with its stock appearance being maintained. The Irish green finish is very well done, not appearing to be overly restored. The interior carries a similar theme, being tastefully restored and welcoming. The care taken in its restoration is recognized in the engine compartment, where the engine assembly finish would make engineer proud. The interest and market value of early Porsche 912s has been climbing steadily over the past few years and offered here is an example that has been cared for and restored, simply ready for years of driving pleasure ahead.

\$65,000 - 85,000
WITHOUT RESERVE

10.**1972 CITROËN SM**

Chassis no. 00SB8050

2,670cc DOHC V6 Engine

3 Twin-Choke Carburetors

170bhp at 5,500rpm

3-Speed Automatic Transmission

Hydro-Pneumatic Suspension

4-Wheel Disc Brakes

- ★ Beautiful example of Citroën's 1970s style and technology icon
- ★ Carefully preserved condition with lovely patina
- ★ Just 34,850 miles on the odometer at the time of cataloging
- ★ Equipped with factory air conditioning and offered with owner's manuals

**THE CITROËN SM**

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic suspension, power-assisted, all-around load-sensitive disc brakes and fully-powered, self-centering steering that allowed the car to be set up with zero caster, thereby keeping the tires in full contact with the road at all times. Citroën had acquired Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo Coupe, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V-8 to create the required V-6. The styling of the SM was straight out of a 1970s' science fiction movie. The long sleek fastback body, with loads of glass and unadorned flanks, looked like some alien spaceship as it glided along on its self-

levelling suspension with skirts over the rear wheels, hydraulically adjustable and swiveling headlamps under curved heated glass, and an asymmetric air intake on the bonnet.

Citroën was the world leader in passenger car aerodynamics at the time, and the SM's class-leading drag coefficient enabled it to reach 140 mph, making it the fastest front-wheel-drive car ever at that time. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

THE MOTORCAR OFFERED

This fine example of the top-of-the-line SM model is in exceptionally well-kept and highly original condition. Previously in long-term ownership, the SM retains the original factory installed interior, and shows just 34,850 miles on the odometer - a figure believed to be original - at the time of cataloging. Some paintwork might have been performed in the original color, but many factory decals and markings are still present as expected on such an original car. Owner's manuals are offered with the sale of the Citroën. Shot on Michelin tires, one can just visualize Jane Fonda as a space-age Barbarella in the cult Roger Vadim film, grabbing the single spoke steering wheel of this SM to commute to her flying saucer.

\$50,000 - 70,000
WITHOUT RESERVE

11.**1956 AUSTIN-HEALEY 100 BN2 LE MANS**

Chassis no. BN22-L/229678

Engine no. 1B/229678

2,660cc OHV Inline 4-Cylinder Engine
 2 SU Carburetors, 110bhp at 4,500 rpm
 4-Speed, Manual Transmission
 Independent Front Suspension, Live Rear Axle
 4-Wheel Drum Brakes

- ★ Documented ground up restoration
- ★ Upgraded to 100M Le Mans spec
- ★ In the Worldwide 100M Le Mans Registry
- ★ Numbers matching example in original colors
- ★ Eligible for the finest concours & rallies

**THE AUSTIN HEALEY 100**

Before the 100 LeMans, before the Healey 100S, there was simply the Austin-Healey 100, but what an amazing car it proved to be. The result of a partnership signed in 1952 between the head of BMC, Leonard Lord, and successful automotive engineer and Donald Healey, the '100' – so named for its top-speed capability – was unveiled at the 1952 Earl's Court Motor Show as a more sporting alternative to the rather stodgy Austin A90 Atlantic convertible. The 100 was simple and strong; the frame comprising a pair of steel rails that ran the length of the chassis about 17 inches apart, passing beneath the live rear axle and below the front lower wishbones. The alloy and steel body was supported by brackets extending outward from the main rails. The engine was the Austin 90 long-stroke four of 2660cc, developing 90bhp at 4000rpm and 144 foot-pounds of torque

at 2000rpm. Griffith Borgeson would write "Such high torque at low engine speed is one of the competition assets of the Austin-Healey. Another is its durability...". The gear box was a three-speed manual unit with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. In High Overdrive, top speed is about in excess of 100 mph. An endearing feature of the Austin-Healey is its lay-down windscreen, which adds greatly to its dashing, streamlined look, and not coincidentally, to its top speed.

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the

name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and a distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.



THE MOTORCAR OFFERED

This stunning left-hand drive BN2 Roadster was completed on November 11, 1955 at the Longbridge works, bound for the U.S. market. The car left the factory wearing the gorgeous hue of Healy Blue, fitted with blue trim, and a blue top. The roadster was well optioned with a laminated glass windshield, a speedometer in miles-per-hour, a heater, and wire wheels.

In 2013, the 100 BN2 was brought to the renown restorers at BMC Classic Inc. of New Smyrna Beach, Florida, where the Healey experts treated the car to an extensive ground up restoration. During the restoration the standard 100 BN2 was upgraded to full 100M Le Mans spec. The \$95,000 restoration is wonderfully documented with a series of detailed photographs. Post restoration, the car was admitted to the worldwide 100M Le Mans Registry, where it is recognized

as being an authentic Le Mans conversion. Since the completion of the restoration, the numbers matching roadster has only covered an estimated 5,000 miles. Today, the car is in outstanding condition; upon inspection it quickly becomes apparent that the car was built to a very high standard by experienced craftsmen. The car is accompanied by its tool roll and jack, owner's handbook, a British Heritage Trust Certificate, and its 100M Le Mans Registry Certificate (number C-163). This fine BN2 roadster would be a worthy addition to any collection of fine post-war British sports cars and would be eligible for such world-class motoring events as the annual California Mille.

**\$90,000 - 120,000
WITHOUT RESERVE**

12.**1937 HUDSON TERRAPLANE BUSINESS COUPE**

Chassis no. 7149279

212ci Flathead Inline 6-Cylinder Engine

Single Carburetor

115bhp at 3,800rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Beautifully restored by Davis Restoration*
- ★ *Exceptionally well optioned example*
- ★ *From the apogee of Hudson's 1930s production.*
- ★ *A lovely car for touring or showing*

**THE HUDSON TERRAPLANE**

The Hudson Motor Car Company of Detroit produced the Terraplane model from 1932 through 1939. The model had replaced the Essex, which was phased out in 1932. The Terraplane was powered by a brisk 212 cubic inch six-cylinder engine, and modern hydraulic brakes added excellent stopping power for the 122-inch wheelbase chassis. Famous aviator Amelia Earhart helped introduce the Hudson Terraplane and admired the sporting motorcar for its power and nimble road holding. Today many historians and aficionados consider the 1937 Terraplane model to feature the best styling and technical underpinnings.

THE MOTORCAR OFFERED

The history of this stunning 1937 Hudson Terraplane Business Coupe can be traced back to the 1970s, when it was located in Colorado by Hudson club member Steve Blake of Arkansas. The car was later treated to a comprehensive, two-year restoration, by well-known Hudson restoration shop, Davis Restoration, of Charleston, Illinois. It is evident upon close inspection, that the restoration was carried out to a very high level, and with very fine attention to detail. The exact woodgrain color was used on the interior, while new fabrics were sewn up to match the original. The body was lifted off the chassis, and carefully prepared for paint in the stunning Midnight Blue color seen on the car today. Finally, all host of optional extras were fitted to the car, including a rare Motorola radio clock, interior heater, dual fog lights and dual exterior horns.

Once the restoration was completed, the car was displayed at the 1986 Hudson-Essex-Terraplane Nationals in Denver Colorado. The Terraplane would remain in Mr. Blake's caring ownership until 2016, while only occurring some 220 miles. Offered from a well-known Hudson aficionado and collector from Hayworth, Illinois, the spectacular Business Coupe has seen much detail and maintenance work performed in the past couple of years and presents beautifully inside out. If value was based solely on looks and style, this would be a million bucks - and no matter for what figure it sells you're guaranteed to look like a million bucks driving it.

\$55,000 - 75,000
WITHOUT RESERVE

1957 TOYOTA FJ25 LAND CRUISER SOFT TOP

Chassis No. 7FJ253628L
 Engine No. 71964

3,900cc OHV Inline 6-Cylinder Engine
 Single Carburetor
 3-Speed Manual Transmission
 4-Wheel Drum Brakes
 4-Wheel Drive

- ★ *Extremely rare and desirable early Land Cruiser*
- ★ *Treated to a recent restoration by marque specialists*
- ★ *Fun open-top FJ finished in attractive colors.*
- ★ *Toyota's off-road icon*



THE MOTORCAR OFFERED

This 1957 FJ25 is a very rare and desirable early-production FJ-series Land Cruiser. This truck has been treated to a comprehensive restoration performed by a Toyota specialist. Freshly completed in 2018, it is very attractive, finished in dark green with brown seats. The deep green paint and body quality is good without appearing over restored, which is appropriate for a utilitarian vehicle such as this. Civilian FJs were distinguished from military versions with the addition of chrome wheel covers and discreet chrome strips on the horizontal grille. The grille trim and headlight surrounds are in good original condition, while the “dog dish” hubcaps have been restored. Body color steel wheels are fitted with fresh, period-correct Firestone military tires. A single side-mounted spare wheel recalls the early Willys Jeep, and a Jerry can is strapped to the tailgate.

Unapologetically basic, the FJ25 remains hugely appealing.

The interior of the FJ25 is about as elemental as it gets. The seats are covered in brown upholstery, with matching boots for the gear shift, transfer case selector, and handbrake. A set of rubber mats protect the freshly painted floors, and the “doors” are limited to a pair of nylon straps to keep occupants in place. The controls, switches, and instruments are good original items set in the body-color dash panel.

Toyota's legendary 3.9-liter inline six presents well, with the block number matching that on the firewall tag. It shows well, with a host of new components including the carburetor and ancillaries, and good quality paint finishes on the air-cleaner housing, radiator, and

other accessories. The chassis, axles, and suspension were painted to match the body, and all present in beautiful condition.

This rare and fascinating early Land Cruiser is ready to be enjoyed in any number of events, or for merely “cruising” to your local shops. It is one of the earliest of its kind in North America and represents a significant and vital period for Land Cruiser enthusiasts.

\$60,000 - 80,000
WITHOUT RESERVE

14.

1971 MASERATI GHIBLI 4.9 SS Coachwork by Ghia

Chassis no. AM115492036

4,930cc DOHC V8 Engine
4 Weber Carburetors
330bhp at 5,500rpm
5-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Disc Brakes

- ★ Fully documented ownership history
- ★ Less than 23,000 miles from new
- ★ Handsome color combination
- ★ Documented service history



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 5000GT. 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

The Maserati Ghibli SS offered here is beautifully finished in Tobacco Metalizzato with Senape mustard yellow leather interior. Only 425 Ghibli SS coupes were built and less than a handful were finished in this fabulous color. Built in March of 1971, this Ghibli was ordered new by Mrs. Nancy A Haywood of New York, being ordered as a US spec car destined for a European delivery with Italian "EE2968" license plates.

Equipped with a 335hp 4.9 V8 and 5-speed manual transmission, this car was fitted new with European exhaust manifolds, air conditioning and Borrani wire wheels from the factory. The car was registered in Switzerland and lived in the South of France until 1980 when Mrs. Hywood imported her Ghibli to the USA where it would be registered in North Carolina. The import documents and service

booklet associated with the cars move to the US and early service history are included in the sale.

In March 2004 the car was then purchased by a Maserati expert, Mr. Ivan Ruiz with only 18,900 miles on the odometer where he offered the car privately to a client who purchased it to include in his Los Angeles collection. Fast Cars Ltd. Regularly serviced the car during its ownership in Los Angeles. The Ghibli was then sold to its current owner in 2017. The car is being offered today with less than 23,000 miles from new.

Today, this Maserati Ghibli SS present respectably in restored condition, retaining the same presence it had nearly 50 years ago when the model was released. The interior shows very little use since the car was

restored, accenting the dramatic design of the dash and center console. The paint and body appear in good condition, although some wear can be found throughout, consistent with regular road use.

One of the most Iconic GT cars of the 20th century, the Maserati Ghibli offers stellar V8 performance and classically proportioned styling. A finely preserved example like the one presented before you will find itself comfortable presented on the lawns of shows across the country and equally blitzing hundreds of miles of interstate.

\$200,000 - 240,000

15.**1991 AUTECH ZAGATO STELVIO AZ1**

Chassis no. AZ1-0081

2,960cc DOHC V6 Engine

Fuel Injection

Approx. 280bhp

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *One of 104 produced*
- ★ *Single Japanese ownership*
- ★ *Unique Zagato Creation*
- ★ *The Zenith of the Japanese "Bubble Era" car market*

**THE MOTORCAR OFFERED**

A high water mark for the Japanese Auto market, the booming economy of the 1980s had left manufacturers flush with cash leading to some truly remarkable creations. Honda gave us the NSX, Toyota the Mark IV Supra, Nissan the GTR... but also a particular Italian bred oddity.

A collaboration between in-house tuning arm Autech and the famed carrozzeria Zagato, the upmarket Nissan Leopard would serve as the basis for which the futuristic body work would be affixed. Sharing familiarities with other Zagato cars from the era, hints of Alfa Romeo SZ and Aston V8 can be seen in its proportions and details. One distinguishing feature are the quintessentially Japanese mirrors seamlessly integrated within the front fender pods. Most importantly, the signature

double bubble comprises the roofline of the vehicle.

Under the hood, Nissan's VG30DET (note the single turbo) provides the expected factory rated "280" horsepower. With the gentleman's agreement still in effect, the number was for all intents and purposes bogus, with true outputs laying much more realistically somewhere north of three hundred.

The example presented here remained under the car of just a single owner for the entirety of its time within the boundaries of its homeland. Recently, the car was brought into the United States and was shown at the Greenwich Concours just a few months ago. The multistage paint looks remarkable in the sunlight, shifting multiple tones of green and blue, and greatly adds to the futuristic look of

the vehicle. The recipient of detailed care over the years, the interior only shows a limited amount of wear on the seats and touchpoint and is free from any sort of cracking or splitting. Outside, the bodywork is devoid of major blemishes and comes complete with the rarely seen headlight covers.

The car will arrive complete with Japanese inspection documents, owners' manuals, and signed literature by Andrea Zagato. The ultimate salaryman cruiser, the Autech Zagato is unlike anything else on the road. Being just one of only 104 produced, you are likely never to run into another one on the road and will certainly be a point of interest within any car meet.

\$45,000 - 50,000
WITHOUT RESERVE

16.*Proceeds from sale to benefit multiple philanthropic*
1974 PORSCHE 911 2.7 LITER CARRERAChassis no. 9114400384
Engine no. 63421682,687cc SOHC Flat 6-Cylinder Engine
Bosch K-Jetronic Fuel Injection
175bhp at 5,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Matching numbers example*
- ★ *One of only 395 911 Carreras built for the US*
- ★ *Over \$34,000 in recent service*
- ★ *A limited production, high performance 911*

**THE MOTORCAR OFFERED**

This stunning 2.7 Liter CIS Carrera was built new for the American market in the Black over Cinnamon leatherette that it still wears today. It was ordered with plenty of goodies including 'Koni' shock absorbers, 'S' brakes, rear spoiler, electric sunroof, gold Carrera script on the doors, and tinted glass all around. The Porsche motored its way to California, from where it was purchased by the current owner a few years ago.

Since acquiring the car, it has been thoroughly serviced mechanically with over \$34,000 in receipts and invoices detailing the work completed. Notable items listed in the service records include refreshing the rear lights, replacing all four tires, replacing all engine bay and undercarriage fuel hoses, resealing the motor—including replacing all of the gaskets and seals as well as attending to the cam

timing and cam chain tensioners, adjusting the fuel injection system, installation of a complete air conditioning system, and service to the wiring. The work was completed by Specialty Car Solutions in Houston, Texas in 2017 and 2018 and close inspection of the records is recommended to truly understand the completeness and thoroughness of services done to the car.

Today, the car shows beautifully and is reported by the seller to be a lovely driving machine. Providing virtually all of the driving thrill of a '73 Porsche 911 2.7 Carrera RS at a fraction of the price, these '74 Carreras are a veritable bargain!

\$50,000 - 60,000
WITHOUT RESERVE

17.

1916 PIERCE-ARROW MODEL 38 FOUR-PASSENGER TOURING

Chassis no. 37269

414ci T-Head Inline 6-Cylinder Engine
Single Updraft Carburetor
72bhp at 2,500rpm
4-Speed Manual Transmission
Front and Rear Semi Elliptical Solid Axle Suspension
Rear Wheel Drum Brakes

- ★ *Previously part of the Bill Harrah Collection*
- ★ *Ready for concours and tours*
- ★ *Sporting open touring bodywork*
- ★ *One of the finest American marques*



THE PIERCE-ARROW

The first Pierce automobiles were light Stanhopes designed by David Fergusson, who would be Pierce's chief engineer until 1921. The lightweight Pierces were a natural progression from Pierce's long experience building and marketing bicycles. Pierce's bicycle dealer network and distribution system distributed the earliest Pierce four-wheelers, giving the company a natural advantage over its competitors.

The first multi-cylinder Pierce appeared in 1903 and the four-cylinder Great Arrow followed in 1904. Three years later, Pierce entered the six-cylinder era that would so effectively define the company. The business was expanding so rapidly and its high quality standards required so much hand work that it outgrew its extensive existing facilities and in 1906 it erected a massive manufacturing

facility that was for years the pride of Buffalo, New York.

In just five years the George N. Pierce Company had reached the pinnacle of automobile size, prestige, luxury, performance and cost. Two years later the company adopted the identity of its premier product, becoming the Pierce-Arrow Motor Car Company. From 1910 on Pierce-Arrow was exclusively powered by six-cylinder engines of 36, 48 and 66 horsepower.

The 38hp six was the smallest Pierce-Arrow offered. Its prices started at \$4,300 in 1917 with catalog coachwork of which Pierce-Arrow cataloged fourteen different styles. Unusually among luxury marques at this time Pierce-Arrows were almost always delivered with Pierce-Arrow coachwork. The bodies

built used proprietary technology from the Aluminum Company of America to cast its body parts in very thin 1/8" thick flanged aluminum panels which were lightweight, stiff, dent resistant bodywork. It was unique and helped ensure Pierce-Arrow customers' satisfaction with their automobiles.

Pierce-Arrow kept expanding the state of the art in manufacturing luxury automobiles, extensively testing, refining and adopting new materials, techniques and processes, while staying true to its determination to build the best automobiles possible and regardless of cost. In the process it earned commercial success, great loyalty from its dealers and clients and the admiration of its competitors.



THE MOTORCAR OFFERED

Previously a part of the famed Bill Harrah Collection of Reno Nevada, this Pierce-Arrow Model 38 entered his care sometime in the 1950s and would remain within its walls until the 1980 when the most of the vehicles were being sold.

The cast aluminum bodywork is completed in the “walk-through speedster” style as it is sometimes known due to its divided front bucket seats. A testament to Harrah keen eye for finding truly special automobiles, the car was reported as of 2014 to have the same keys and locks from new. Additionally, the front black leather seats are believed to be partially original while the back seats were at some point reupholstered in matching leather. While previously fitted with a cape top, a full-length, lined folding top has since taken up the responsibility of providing a barrier between occupants and environment.

Since leaving Harrah’s, the Pierce would enter the hands of several other collectors over the years. It most recently acquired its latest owner in 2014. A capable and dependable runner, the vehicle has completed no less than five Paso Robles Tours, and will surely be ready for many more miles to come.

A perfect candidate for tours and concours alike, this Pierce Arrow is a brilliant example of the brands dedication to producing high quality automobiles..

185,000 – 200,000

18.

1971 ALPINE A110 1600S GROUP IV

Chassis no. A110 17294

Engine no. 80725

1,606cc OHV 4-Cylinder Engine
Dual Twin-Choke Weber Carburetors
Est. 135bhp at 6,200rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- ★ Documented with FIVA paperwork
- ★ Rare and desirable, Group IV 1600S A110
- ★ Dieppe-built, genuine Alpine A110
- ★ Eligible for a wide variety of rallies, events, and tours



THE ALPINE A110

One of the great names in postwar French motorsport, Alpine was the brainchild of Dieppe garagiste's son, Jean Redele, who began in the early 1950s by developing a competition version of the popular little Renault 4CV, which to Redele's credit won its class in the Mille Miglia three years running! From this he developed the first Alpine - the A106 with Renault 4CV running gear and streamlined fiberglass Coupe bodywork - which was presented to Régie Renault in July 1955. This 747cc Renault 4CV-based machine set the trend for a range of sports cars culminating in the A610 of the mid-1990s. Fiberglass bodies and rear-mounted production engines remained a common theme for 40 years. Up-rated in 1956 with the new Dauphine engine, the A106 also established the company's competition heritage with a class-winning performance in the 1956 Mille Miglia.

By 1958 Redele was using a sophisticated tubular steel chassis, and in 1961 he introduced the A108 Berlinette Tour de France which featured a tubular backbone frame, double wishbone front suspension and a Renault Dauphine swing-axle set-up at the rear. It was developed into a potent - and often unbeatable - rally car, using a variety of Renault power units.

In 1963 Alpine launched the A110 Berlinette, which became the mainspring of production, its rearward weight bias giving it outstanding cornering characteristics for rallying. In 1969 A110s finished 1-2-3 in the Coupe des Alpes and came third in the Monte Carlo Rally. The following year, Alpines again came third in the Monte and won the Italian Acropolis and Tour de Corse rallies. Alpine driver Jean-Claude Andruet became European Rally Champion. By 1971 the marque's competition record

had endeared Alpine to Renault to such an extent that they were appointed as its official competition wing. More successes followed, Alpine-Renault winning the World Rally Championship for Makes in 1971 and 1973 with the A110. The A110's secret was that it combined an excellent power-to-weight ratio with a fundamental toughness that belied its apparent fragility. It's pretty fiberglass body and stiff backbone chassis were both light yet durable; it boasted up to 180bhp and was competitive on all types of terrain. In production from 1962 through to 1977, this charismatic sports two-seater rivaled the Porsche 911 for performance while being even more exclusive: the hand-built Alpines left the factory at the rate of only 10 per week throughout the late 1960s/early 1970s.



THE MOTORCAR OFFERED

According to the renowned Alpine A110 model-book, the sporting example offered here - chassis number 17294 - was completed new at the Dieppe, France-based Alpine works to Group IV racing specifications and fitted with the powerful 1600S engine. The fiberglass exterior was completed as it appears today, in model-appropriate Bleu Metallise (Metallic Blue). The FIVA Passport issued for the car further documents the Group IV Alpine A110 as having been owned by a Mr. Franco Bruni of Italy in the late 1980s, then a Mr. Salvador Travino in California, USA in 2001, then a Benzicron Family Trust in 2013, also in California, and lastly the consignor - a Chicago-based collector of exceptional European sports cars - in 2014.

Today this rare and desirable Alpine A110 1600S Group IV Coupe is offered with all the specified performance options for the model,

including the Gotti wheels, wide bubble fenders, larger front brakes, a hydraulic hand brake, roll bar and safety harness. The A110 looks spectacular with driving lights out front and period-correct sponsor decals. A recent test drive by a Bonhams specialist was indeed very enjoyable, and the car performed exceptionally well. Eligible for many high-profile tours and racing events - including the Tour Auto - this Alpine A110 1600S Group IV deserves serious consideration.

\$175,000 - 225,000

19.**1987 PORSCHE 944 TURBO CUP**

VIN. WP0AA2956HN165111

2,479cc DOHC Turbocharged 4-Cylinder Engine
 Bosch Motronic Fuel Injection
 270bhp at 5,800rpm
 5-Speed Manual Transaxle
 4-Wheel Disc Brakes
 4-Wheel Independent Suspension

- ★ Porsche's first "Cup" series vehicle
- ★ Miraculous condition
- ★ Titled from new Weissach-built racecar.
- ★ Believed Original driveline

**THE MOTORCAR OFFERED**

So successful was the fully developed 944 and 951 transaxle cars of the mid-1980s that Stuttgart commissioned Weissach to develop specialized examples for their all-new Cup Racing Series. A titled from new Weissach-built racecar, the 951 Turbo Cup could be purchased on a Friday and raced in that weekend's Rothman's Cup in Canada, Turbo Cup in both Europe and South Africa as well as the Escort Series here in the United States. Al Holbert's Motorsport Center of Warrington, PA imported a believed seven examples for competition in the Escort Series. The 951 offered here, chassis 165111, was delivered in the fall of 1987. Truly a performance vehicle, 165111 came complete with a fiberglass hood, magnesium intake manifold and wheels, a limited slip differential, sport shock absorbers, a factory installed Matter steel roll cage, improved

ECU and KLR chips, larger brakes and a modified clutch and transmission. Devoid of a sunroof, air conditioning, lacquer and chrome preservation, sound insulation and electric motors, this Cup 951 weighed in as much as 400lbs less than the standard car with nearly 30% more performance. Wrightwood Racing in California would go on to race 165111 in several enduro events during a single season until around the early 1990s, when they decided to race non-Porsche cars, thus shelving the 951. With less than 4000 miles traveled, collector Ronald Tietjen purchased the 165111, and later passed it to prominent Porsche collectors, Sloan of Connecticut, around 2010 with 7000 miles showing on the dial. Not much later, it was acquired by our seller in 2012.

The Porsche that can dice up corners with the grace and poise of a Rudolf Nureyev pirouette, this 951 Cup is truly a paragon of composure. With 270 horsepower on tap, the instant shove of standard KKK powered 951s is replaced by a smooth linear delivery that can howl swiftly through to the rev limiter. Porsche's original and first Cup car, 165111 is a well-suited competition-spec Porsche on its believed original driveline. Seldom if ever again will a Porsche of this significance be offered again at this value range..

**\$90,000 - 120,000
 WITHOUT RESERVE**

20.

1979 MAZDA RX-7

Chassis no. SA22C553839

1146cc Wankel Rotary Engine

103bhp at 6,000rpm

5-Speed Manual Transmission

Independent Front Suspension and Live Rear Axle

Hydraulic Front Disc and Rear Drum brakes

Without Reserve

- ★ Time-capsule preservation
- ★ Less than 35,000 miles from new
- ★ Recent mechanical service complete
- ★ Solar Yellow over black vinyl interior



THE MAZDA RX-7

Following the demise of NSU's Ro80, Mazda was left as the only major automobile manufacturer persevering with the Wankel rotary engine. An entire range of rotary-engined models was developed during the 1970s, but by the decade's end the RX-7 sports car was the only one of its type selling in significant numbers outside Japan. Powered by a Wankel rotary engine of 1,146 displacement, the pretty RX-7 Coupe had debuted in 1978. Great handling and quick acceleration while remaining very fuel efficient, all wrapped beautifully in a sport coupe package, the RX-7 immediately appealed to Japanese and international buyers for its versatility. Today, the RX7 model run is one of the most collectible Japanese sports cars amongst automotive enthusiasts.

THE MOTORCAR OFFERED

This 1979 Mazda RX7 is being offered in incredibly well-preserved condition. Delivered new in solar Yellow over black vinyl interior, this car was believed to have been a dealer showroom display model, which were all finished in this same specification. Tracing the history of this RX7, it was purchased from the private collection of John Paul Volko where it was then stored at the British Sports Car Hall of Fame, being shown during the 2017 Moss Motorfest and Hall of Fame Induction Ceremony.

Presented today in unrestored condition, this time-warp example still retains its assembly crayon markings from factory, which are visible under the hood. The interior appears in showroom new condition with the seats, original carpet padding, door panels, dash and center console left nearly untouched after

40 years. This remarkably original car is free of rust, with its only deviation from factory delivery being an exterior repaint it received approximately 10 years ago, being painted again in Solar Yellow.

Mechanically, this car also remains in excellent condition. More recent mechanical services include a new master cylinder, wheel cylinders, a complete fluid exchange, and a new battery. The engine is said to run very strong with the car covering less than 35,000 miles from new. Included with the sale is the original tool kit and Owner's Manual.

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



21.**2008 BENTLEY ARNAGE R CONCOURS EDITION**

VIN. SCBLC47J68CX12813

Engine no. 200875

6,753cc OHV Twin Turbo V8 Engine
 Computer Controlled Fuel Injection
 450bhp at 4,150rpm
 6-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Power Assisted Disc Brakes

- ★ 8,500 miles from new
- ★ Highly optioned, handmade Bentley of the finest quality
- ★ One of forty Concours Edition models produced worldwide
- ★ Extremely luxurious with every imaginable amenity fitted
- ★ Cost nearly \$275,000 when new

**THE BENTLEY ARNAGE**

Emphasizing its racing heritage, Bentley Motors unveiled the new Arnage in April 1998 at Le Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs in the 1920s. Bentley, together with parent company Rolls-Royce Motors, was in collaboration with BMW at this time, and the Arnage was the first Bentley to benefit from the Munich firm's engine technology in the form of an all-new 4.4-liter 32-valve twin-turbocharged V8 power unit. In March 2002, a heavily revised version - the Arnage R - was introduced at the Geneva Salon. Gone was the original's single Garrett T4 turbocharger, which had been replaced by a pair of smaller T3s providing superior throttle response and higher catalytic converter temperatures for reduced emissions.

THE MOTORCAR OFFERED

One of just 40 hand-built examples produced at the Crewe Bentley works for the worldwide market in its sole year of production, this Moonbeam Silver Bentley Arnage R Concours Edition shows under 18,500 original miles from new. This special edition features a completely hand-stitched extended full-leather interior in Porpoise Grey, including seats, dashboard, vertical and lower console, door panels, roof liner and more. Additional premium stylistic details include Bentley embroidered Concours Edition head rests and bespoke Bentley high finish aluminum wheels. Adding distinction are such special touches as the \$3,600 optional retractable Bentley Flying B Hood ornament and Concours-Edition Bentley picnic equipment including place settings, hand carved crystal, and four

matching Bentley umbrellas. An extensive history file, factory build sheet, and stamped service book accompany this exquisite automobile.

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

22.**1930 CHRYSLER SERIES 77 PHAETON**

Chassis no. C157PH

268ci L-Head Inline 6-Cylinder Engine

Single Carburetor

93bhp at 3,200rpm

4-Speed Manual Transmission

4-Wheel Semi Elliptic Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully restored example of a desirable, Classic-era Chrysler
- ★ Previously owned by legendary collector Bill Harrah
- ★ One of just 173 Phaeton examples produced
- ★ Excellent car for tours and parades

**THE CHRYSLER SERIES 77**

The Chrysler Corporation was officially founded in 1925 after Walter P. Chrysler took the job of re-organizing the ailing Maxwell Motor Company. However, development of an all-new model was already well underway, as Mr. Chrysler had plans to build a revolutionary mass-market car that was designed to be higher quality than the commonly seen Fords yet more affordable than the likes of Cadillac and Buick. The first Chryslers actually appeared the year before the company was made official.

Produced at the old Chalmers plant in Detroit and introduced in January 1924, Walter P. Chrysler's first automobile was an innovative, medium priced, six-cylinder car of better-than-average performance as numerous motor sport successes would soon demonstrate. Offering a \$5,000 specification for under

\$1,500, the Chrysler featured hydraulic brakes, aluminum pistons, full-pressure lubrication, a tubular front axle, and was able to reach 70mph comfortably. The Chrysler Series 77 was introduced for the 1930 model year and offered a wide variety of factory body styles. The model features a 4-speed transmission, double-drop frame, parking lamps on the front upper corner pillars, and distinctive concave moldings on the open-top models. Pennon-type hood louvers were used on early production units, while later cars switched to a vertical design.

THE MOTORCAR OFFERED

This lovely 1930 Chrysler Series 77 is one of just 173 Phaeton-bodied examples completed in 1930. The car formed part of the famous pioneering automobile collection of William Fish 'Bill' Harrah for many years and was later sold to a private collector who put the car up for storage. A recent recommissioning of the elegant Chrysler included attention to the fuel and braking systems, as well as cosmetic detailing. The works was performed by renowned restorer Chris Kidd of Tired Iron Works in Monrovia, California. Chrysler 77s are highly event eligible and offer excellent value for the money. The opportunity to acquire this rare Phaeton example should not be missed.

\$60,000 - 90,000
WITHOUT RESERVE

The Ted Gildred Collection

Ted Gildred was, in the words of the President of the San Diego Air & Space Museum, “a larger-than-life guy.”

In the fields of business, diplomacy, education, philanthropy and sport, he was a person of tremendous accomplishment. More importantly, Ted was a family man and friend who was loved and respected – quite literally – around the world.

Born in Mexico to American parents, he attended Stanford University in California, the Sorbonne in France, and Heidelberg University in Germany. In between those studies he even found time to serve in the US Army.

As a businessman, Ted became a prominent developer in San Diego and was responsible for, among many projects the Lomas Santa Fe in Solana Beach, which included 2,000 housing units, two shopping centers, two golf courses, and a country club. Not one to slow down, he also founded Torrey Pines Bank, which was later sold to Wells Fargo Bank.

As a diplomat, Ted was appointed by President Ronald Reagan to be the US Ambassador to Argentina at a crucial moment in time. Having just lost the Falklands War, heavily in debt, and transitioning from a military dictatorship to democracy, Argentina was a critical concern and Ted was just the man for the job. His deep love for Latin America and extraordinary work ethic resulted in a successful three year appointment that the Buenos Aires Herald said created “a relationship between the two countries that had rarely been so good.”

In education and philanthropy, Ted founded the Institute of the Americas at the University of California San Diego, and endowed professorships in Latin American Studies at UCSD and Stanford University.

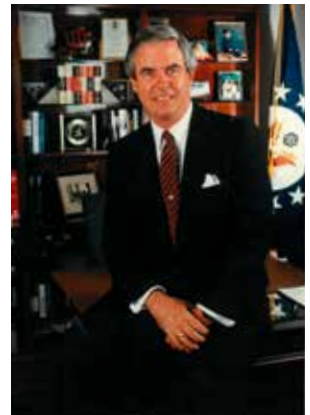
If that were not enough, Ted was born with a love for cars. As young as 4 years old, he could identify every car he saw on the road! He continued to develop and nurture a passion throughout his life for motoring as well as aviation.

An accomplished pilot, he twice re-created a voyage his father famously made in a single-engine aircraft from California to Ecuador in 1931, just four years after Charles Lindbergh’s Atlantic crossing – a feat that’s commemorated in the San Diego Air & Space Museum.

In motorsport, he was active in racing for over 40 years and even sponsored a team at the 24 Hours of Le Mans that clinched first in class and third overall. Ted was also an important and generous member of the Petersen Automotive Museum and Checkered Flag 200, and his personal car collection reflected this love of performance and racing, featuring, most notably, important models from Porsche and Ferrari.

Never one to let his foot off the gas, Ted was a positive force of nature and positively affected the lives of millions. His life was fully lived and he will be sorely missed.

Bonhams is honored to have been selected to pass Ted Gildred’s exceptional collection of sports and racing cars on to new custodians.



23.*Offered From The Ted Gildred Collection*
2010 PORSCHE 911 TURBO COUPE

VIN. WP0AD2A99AS766350

3,800cc DOHC Twin Turbo Flat 6-Cylinder Engine
Direct Electronic Fuel Injection
500 bhp at 6,000 rpm
7-Speed PDK Transaxle
4-Wheel Independent Suspension
4-Wheel Drive**Without Reserve**

- ★ *Delivered at the Porsche Factory to Ted Gildred from new*
- ★ *Exceptional example of the fully-evolved, 2nd generation 997.2 Turbo*
- ★ *Striking and classic Porsche Silver over Red livery.*
- ★ *Diligently maintained by authorized Porsche service centers*

**THE PORSCHE 997.2**

The facelifted version of the 997 Turbo was unveiled at the 2009 Frankfurt Auto Show. It received a completely new 3.8 liter engine generating a maximum power output of 500 bhp, thanks to a revised BorgWarner variable turbine geometry (VTG) turbochargers, while the optional 7-speed PDK dual-clutch gearbox replaced the Tiptronic. With PDK and the also optional sport-chrono package, which includes the availability of an electronically controlled launch control and an overboost-function for temporarily increasing the turbo-pressure, Porsche claimed the 911 turbo would accelerate from 0-100 km/h (0-62 mph) in 3.4 seconds and attain a top-speed of a staggering 312 km/h (194 mph).

THE MOTORCAR OFFERED

Completed at the Porsche factory in February of 2010, this powerful and sporting second generation 997 Turbo was purchased new by Ted Gildred, and was indeed a very special car for him. While stationed in Germany in the 1950s, Mr. Gildred had a silver Porsche 356, which he famously raced and toured around Europe. Some 50 years later, Ted wanted to relive that experience, and ordered this Porsche, in the same color as his old 356 he had over there and took factory delivery to then tour some of the same areas as he had many years earlier. Ted had the car optioned very well, with the newly introduced 7-Speed PDK transmission, and trimmed in a striking red interior. After the tour of Europe, he had the Porsche shipped to San Diego, where it has remained in his care ever since. The racing driver he was, he later had a Akropovic titanium exhaust fitted,

and the ECU programmed for even more performance. Today the 997.2 Turbo presents beautifully throughout, and just 27,177 miles are clocked on the odometer at the time of cataloging. The Porsche has been treated to regular maintenance by authorized Porsche service centers. The perfect steed for blasting around the backroads - or indeed zipping to the grocery store given the frunk and package shelf when the rear seats are folded - this 911 Turbo is now offered with all of the speed and style it had when new.

\$60,000 - 75,000
WITHOUT RESERVE

24.*Offered From The Ted Gildred Collection***1957 PORSCHE 356A T2 1600 SPEEDSTER****Coachwork By Reutter**

Chassis No. 84142

Engine No. 17193

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-Choke Carburetors

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Beautifully presented example of the iconic 356 Speedster
- ★ Desirable, fully-evolved T2 model
- ★ Porsche Club Concours award winner
- ★ Offered with matching numbers engine and transaxle

**THE PORSCHE 356 SPEEDSTER**

Instantly recognizable by virtue of its low, wraparound windscreen, smaller and entirely retractable top, lower door waistline and twin bucket seats - all of which served to emphasize its sporting image - the Speedster was, in effect, an 'economy' model from Porsche intended to compete with the less-expensive British sports cars. The Speedster was powered initially by the 1.5-liter version of Porsche's horizontally opposed four, gaining the new 1.6-liter, 60bhp engine with the introduction of the improved 356A for 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant 100mph was possible. Combined with its renowned handling characteristics, the Speedster became an instant success in the burgeoning American sports car racing scene.

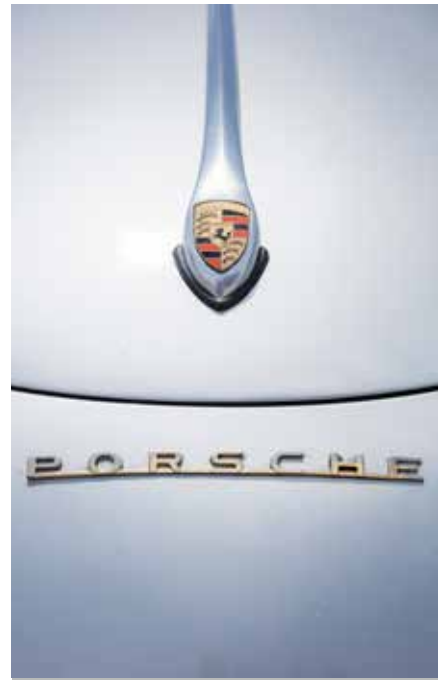
Testing the Speedster alongside its Coupe sibling in 1956, *Road & Track* magazine wrote: "A more comfortable sports car for long, high-speed journeys would be very hard to find and certainly no other car achieves the combination of comfort, performance and fuel economy of the Porsche Continental Speedster or Coupé."

Its combination of style, performance and value for money made the Speedster deservedly popular - 4,822 examples being constructed between 1954 and 1958 - and today this most handsome of the 356 variants enjoys iconic status.

THE MOTORCAR OFFERED

Built in November of 1957 in the desirable, fully-evolved T2 model-range featuring improved transmission and steering units, the sporting 356A Speedster was delivered through Max Hoffman's New York-based import agency. It was finished in Ruby red, fitted with US-specification Fahrenheit gauges and miles per hour speedometer, along with sealed beam headlights. It was fitted with engine no. 67751, which still accompanies the car and will be sold together with it. The new Speedster is believed to have been purchased by a Californian first owner shortly after arriving on US shores, but from that point the early ownership history remains unknown.

The history picks up a few decades later, when the Speedster was exported to Australia, where it came into the collection of noted collector and enthusiast, Mr. Brian



Jones. Jones enjoyed the Porsche before selling it on to Sydney-based collector, Mr. Kazacos in 2002. Needing some refurbishment, the new owner entrusted the Speedster to Porsche specialist Morton Automotive, who carried out a full restoration and a professional conversion to right hand drive (now back to original steering configuration). When stripping the old paint, it was found that the bodywork was in fine shape, with very little rust, and no major accident damage. The Speedster was finished in the period-correct silver exterior color, trimmed with red interior and grey German square weave carpeting, and fitted with black top and side curtains. Mechanically the car received the same level of attention; a lightly tuned 912 engine and transaxle was installed, while the original, matching numbers engine and transaxle was packed up and kept with the car.

The freshly restored Speedster was shown at the 2005 356 Porsche Club of Australia National event in Melbourne, where it was deservedly awarded the Gold Class Award. Mr. Kazacos sold the car to a Mr. Alexander in 2009, who would continue to use the car for classic car shows and rallies. The service work was at this time entrusted to renowned Melbourne-based 356 expert Rob Fores. The Speedster remained in Australia for the next few years, before returning to North America, where it was acquired by a collector in Toronto. The Silver T2 Speedster has resided since in the Gildred Collections for several years now, while on a diligent exercise and maintenance schedule.

Offered here is an excellent example of Porsche's iconic Speedster, the ideal choice for driving events, where it will surely run in

front of the pack among other 356s. Offered with its original, matching numbers engine and transmission, none of the car's crucial components have been altered or lost. Expertly restored and ready to take on rallies such as the Colorado Grand and Copperstate 1000, here is a fine Speedster that would fit well in any collection of sports cars

**\$375,000 - 450,000
WITHOUT RESERVE**

25.*Offered From The Ted Gildred Collection***1995 PORSCHE 911 CARRERA RS 3.8**

VIN. WP0ZZZ99ZTS390226

Engine No. 63S85817

3,746cc DOHC Flat 6-Cylinder Engine
 Varioram and Motronic Engine Management
 300bhp at 6,500rpm
 6-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Highly original example of the rare and desirable 993 Carrera RS 3.8*
- ★ *Just 68,000 kilometers (42,553 miles) from new*
- ★ *Highly optioned from the factory .*
- ★ *Offered with owner's manuals, service records and Porsche COA*

**THE PORSCHE CARRERA RS**

Following in the footsteps of the legendary Carrera RS 2.7, Porsche would reinterpret the Rennsport-spec 911 for the 1990's. The result was the Stuttgart firm's most pure and refined form of the final generation air-cooled 911.

While the 964 Carrera RS that debuted several years earlier is seen as uncompromisingly hardcore, the 1995 model year benefitted from all the work that had been done producing the 993 platform. Nearly 80% of the parts were specifically engineered for this next generation. A new alloy subframe served as the base for the redesigned multilink rear suspension. Generally, this improved stability, ride quality, and reduced the tendency for the car to oversteer off-throttle like previous 911s. Along with the other improvements, to quantifiably large to list, Porsche had created the best 911 to date.

It would only get better with the RS. Much of the focus was spent on reducing the greatest killer of performance: weight. Electric power windows, adjustable mirrors, central locking, headlight washers, and audio system speakers were all luxuries sacrificed in the name of speed. However, the extensive diet did not stop there. Porsche even went so far as to reduce the size of the windshield washer bottle and decrease the thickness of the glass. Well bolstered leather bucket seats saved an additional 66lbs and sound insulation was removed throughout the car. Simple door cards with pull straps instead of door handles rounded off the extensive weight saving measures.

THE MOTORCAR OFFERED

Completed at the factory in Stuttgart July, 1995, 993 Carrera RS 3.8 #390226 received a good variety of options available to purchasers. Degrees of comfort were added thanks to the re-installation of essentials such as automatic air conditioning, radio, power windows, and power steering. On the performance end, this RS received the large fixed wing on the back of the car with integrated ram intakes, and a deeper chin spoiler compliments up front. Together, both elements work to increase stability at speed and increase downforce. Originally delivered to a Japanese customer on August 30th, 1995 via the Yuzuki Pro Co. Ltd., he clocked just over 64,000 kilometers with his time spent with the car.

Today, this rare and desirable, air-cooled 911 Carrera RS 3.8 shows extremely well



throughout, with just the type of wear you would expect from a vehicle with this low mileage. Outside, the Polar Silver metallic paint appears in largely original condition and the body is straight with proper panel fitment. Inside, the original interior has also been looked after with great attention, while the Blue/Black leatherette and Alcantara seats certainly add a bit of flare to what is for the most part a car with a buttoned-up, Teutonic demeanor. Throughout the car one finds original factory and service applied decals and markings, further speaking to this cars originality. The iconic RS alloy wheels appears unmarked, and the car retains its original matching numbers engine.

This sporting 993 Carrera RS was imported to the U.S. a few years back, and has since resided in the Ted Gildred Collection. Well

taken care of during this period, an invoice dated to February 2017 shows the Porsche received both a new battery and a thorough inspection. Additional work done to the car include the installation of new door trim and window switches. With a Certificate of Authenticity from Porsche, the 993 Carrera RS also carries a correct set of manuals, Porsche radio, jack, and service records that go back all the way to 1998. The odometer reading of less than 68,000 kilometers (42,553 miles) at the time of cataloging is indeed believed to be the distance this highly original Porsche has traveled since new. This 993 Carrera RS 3.8 occupies a nice middle ground with both the street-oriented comfort options and race track readiness. A new owner should be able to easily find purpose with the car doing either, and pride her or himself with owning a limited-production, highly sought-after Porsche.

It should be noted that the car was imported under show and display laws, as the vehicle was originally not intended to be sold in the U.S. market. While this makes the car an exceedingly rare sight on the road stateside, new owners will have to apply and be granted Show and Display Status with the NHTSA. This is subject to change once the car hits its quarter century in 2020. A UK V5 was issued for the car in 2015.

**\$275,000 - 325,000
WITHOUT RESERVE**

26.*Offered From The Ted Gildred Collection*1966 FERRARI 330 GTC
Coachwork By Pininfarina

Chassis No. 9333

Engine No. 9333

3,967cc SOHC V12 Engine

300bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Lovely example of the classic Pininfarina-penned and built 330 Grand Touring Coupe*
- ★ *Fitted with Borrani wire wheels, power windows and period Becker Europa radio*
- ★ *Ideal for high-speed tours and rallies such as the Copperstate 1000*
- ★ *Offered with Marcel Massini's History Report*

**THE FERRARI 330GTC**

'At the top - at the absolute top - in the automotive enthusiasts' hierarchy of the cars of the world, there is only one. Ferrari. Is there really any question?' Thirty-plus years after *Car and Driver* magazine voiced that rhetorical inquiry the answer, of course, remains the same. And the car that prompted that eulogy? The Ferrari 330GTC.

The two-seat 330GTC debuted at the Geneva Motor Show in March 1966 and was essentially a closed version of the 275GTS. Beneath its hood resided the 4.0-liter, 300bhp version of Ferrari's familiar 60-degree V12, as used in the 330GT 2+2. The short (94.5" wheelbase) chassis followed Ferrari's established practice of tying together sturdy oval-section main tubes in a steel spaceframe, while the suspension was independent all round by means of wishbones and coil springs.

First introduced on a road-going Ferrari (the 275GTB) in 1964, the rear suspension incorporated the five-speed gearbox in a transaxle, an arrangement that created an inherently better-balanced car. Much development work had concentrated on the reduction of noise levels in the cabin, which was luxuriously equipped in the best Gran Turismo manner: leather seats, electric windows and heated rear screen were standard; radio, air conditioning and Borrani wire wheels the options. With a top speed in excess of 150mph, excellent ride comfort and sure-footed handling, Ferrari could justifiably claim the 330GTC to be the finest of high-speed conveyances for two people and their luggage.







THE MOTORCAR OFFERED

330 GTC Chassis number 9333 was sent to Carrozzeria Pininfarina, Torino, in September of 1966, and would return to the Maranello-based Ferrari factory for its engine install and final assembly in November that year. The completed 330 GTC rolled out of the factory just before Christmas of 1966, finished in a striking Azzurro exterior color, while the interior was trimmed in Beige Connolly leather. The car was the 126th example made.

The new Ferrari was delivered through the Official Swiss Ferrari dealer, J.H. Keller AG, domiciled in Zurich, and most likely found its first owner in that area. 330 GTC chassis number 9333 would return to Ferrari in Maranello in July of 1970, for service and maintenance at the Factory Assistenza Clienti facility, showing just over 29,000 kilometers on the clock at the time.

The 330 GTC was exported to the United States in the early 1970s, where it was owned in 1975 by commissioner of professional racing with American Motorcycle Association, Mr. Douglas A. J. Mockett of Manhattan Beach, California. By the late 1970s, the Ferrari was still in Mr. Mockett's ownership, and retained its original Azzurro livery. In 1980, the car was owned by Mr. Michael C. Pace of Irvine, California, before relocating to Texas during the mid-1980s.

The Ferrari 330 GTC would relocate further east during the 1990s, and was shown at the first annual Cavallino Classic event in Palm Beach Florida, on February 22nd, 1992. Classic Coach of New Jersey would perform a restoration on the 330 GTC during the mid-1990s. By the 2000s, the Ferrari was in the North East, and Marjan Kraljevic of Vantage Motors would carry out a comprehensive

2-year mechanical restoration of the car. It should be noted, that the engine number on the engine block appears to have been re-stamped at some point. The car was shown at the 2013 Greenwich Concours d'Elegance, and later relocated to California where it joined the Ted Gildred Collection.

This lovely GT Berlinetta is ready for touring or outings at Concours d'Elegance events, and perfectly paints the image of a classic V12 Ferrari. Highly regarded for their excellent driving characteristics, this highly collectible Ferrari is the perfect balance between new and old.

**\$550,000 - 650,000
WITHOUT RESERVE**

27.*Offered From The Ted Gildred Collection***1998 FERRARI F355 SPIDER**

Design By Pininfarina

VIN. ZFFXR48A5W0109833

3,496cc DOHC 40-Valve V8 Engine

Bosch Motronic Fuel Injection

375bhp at 8,250rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Fitted with the desirable gated manual transmission*
- ★ *Classic Rosso Corsa over Biscuit livery*
- ★ *Elegant and timeless 'no-frills' Pininfarina design*
- ★ *One of the best sounding Ferraris of the modern era*

**THE FERRARI F355**

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mold of that great driver's car, the Dino 246 GT. The heart of the F355 though, was its phenomenal 3.5-liter V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 375bhp. A semi-automatic paddle shift or six-speed manual gearbox ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

THE MOTORCAR OFFERED

This stylish F355 Spider was completed at the Maranello Ferrari works in July of 1997 as a 1998 model-year car and finished in the classic color scheme of Rosso Corsa red over light tan leather interior. While the new semi-automatic F1 gearbox was now available in the F355, the original owner seems to have made the wise choice and saved himself the optional-F1 gearbox's extra cost and gone for the now much more desirable standard 6-speed gated manual. According to the CARFAX report on file, the F355 Spider was delivered new to Illinois in January of 1998, where it would stay with first owner for 4 years, before relocating to Minnesota with the second owner for another 4 years. This Ferrari went back to Illinois for a year, during which time an electrical fire in the car was reported, before relocating west to Southern California, where it was purchased by Ted Gildred in

2007. Serviced at authorized Ferrari dealers in Newport Beach and San Diego on several occasions, the Ferrari F355 Spider looks and feels just right in the classic Rosso Corsa Red exterior with Beige leather.

Now showing just 10,624 miles on the odometer, this beautifully kept example remains in largely original condition throughout. Widely considered one of the best looking and most exciting mid-engined Ferraris to come from the wizards in Maranello in the last 30 years, this F355 Spider is ready to snick through twisty mountain roads with a smile inducing driving experience and beautiful music erupting from the quad tailpipes.

\$70,000 - 90,000
WITHOUT RESERVE

- ★ *Expertly build Performance Street Rod by Dave Hayward, El Cajon, Calif.*
- ★ *Equipped with powerful 455ci Oldsmobile engine and various performance upgrades to chassis*
- ★ *Completed the 2,250-mile Route 66 Rally*
- ★ *Awarded many Best in Class and First Place awards*

Offered from the Ted Gildred Collection
1950 OLDSMOBILE 88 CLUB COUPE STREET ROD

Chassis no. 503727D

455ci OHV Hi-Po V8 Engine
Single 4-Barrel Carburetor
470bhp at 6,000rpm
Turbo 400 GM Automatic Transmission
Mustang II Front Suspension - Ford 9" Rear Axle
4-Wheel Wilwood Power Disc Brakes



THE OLDSMOBILE 88

Launched in 1950, the new Rocket 88 overhead-valve V8 engine fitted in cool body styling gave Oldsmobile a package that was the envy of its rivals. Among the hottest and best performing cars off the showroom floor in 1950, a tricked-out Oldsmobile 88 Holiday Coupe won the first-ever Carrera Panamericana race - quite an accomplishment indeed, both in terms of performance and reliability. From about the time these cars were coming off the production line, Hot Rodders and performance-oriented enthusiasts started to enhance them even further, by fitting with even hotter engines, trick suspension and other neat speed equipment. They were indeed a spectacular canvas for such works.

THE MOTORCAR OFFERED

This 1950 Oldsmobile 88 Club Coupe has been treated to a comprehensive restoration and tasteful street rod modification. Dave Hayward of El Cajon, California carried out the works, which included installing a 1972 455ci Oldsmobile V8 engine putting out some 470 horsepower, mated to a GM Turbo 400 automatic transmission. A Ford 9-inch rear axle was fitted, while the front suspension was upgraded with Mustang II components and rack and pinion steering by Fat Man Fabrications. The chassis frame was fully boxed and sectioned, and a Wilwood 4-wheel disc brake system was fitted to give adequate stopping power. Interior amenities fitted includes power windows, air conditioning and an impressive sound system. Many car show awards and Best of Show wins has been given the stunning Oldsmobile 88, and the car successfully completed the 2009-running

of the Route 66 Rally, covering some 2,250 miles from Chicago to Santa Monica with Ted Gildred behind the wheel. Finished in a cool powder blue color with a grey interior, the car carries a period yellow and black CA plate, and while keeping a stock, "sleeper" appearance, it certainly is a car to watch out for at the stoplight.

\$60,000 - 80,000
WITHOUT RESERVE

29.*Offered From The Ted Gildred Collection*

1956 PORSCHE 356A 1500 CARRERA GS COUPE

Coachwork By Reutter

Chassis no. 56118

Engine no. 90702 (see text)

1,498cc DOHC Flat 4-Cylinder Engine

2 Dual-throat Solex Carburetors

100bhp at 7,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *One of the most collectible Porsches ever produced*
- ★ *Eligible for highly exclusive vintage rallies and concours events*
- ★ *High-revving 4-Cam 356 with exceptional driving characteristics.*
- ★ *Very authentic example, documented by Kardex, COA and FIVA passport*

**THE CARRERA GS 1500**

Originally introduced at the 1955 Frankfurt Motor Show, the 356 Carrera was the first edition of Porsche's long-running prestige performance car, featuring a special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with determining just how much power the classic Porsche flat-four motor could develop, and in this pursuit he made some fundamental engineering adjustments over the basic pushrod engine. These modifications included the addition of twin ignition, two twin-throat carburetors, and dry-sump lubrication. The most important development, however, was the implementation of dual overhead camshafts. With precision and reliability being the two main goals for an engine destined for competition, normal chain or belt driven timing was curbed and a complex system of shafts and bevel gears kept the valves moving

instead. The intricacy of the system makes assembly a rather time intensive activity, but it proved worthwhile in the end.

The 550's originally fitted with this motor were true giant killers. The proven combination of light weight and supreme power proved to be immense advantage over the heavier, larger displacement opposition and allowed the nimble racers to carve up the competition all across Europe. Victories were scored at famous events such as the 1000km of Nürburgring and even the notorious Targa Florio. With many private owners of the 550 being able to drive to the tracks, compete, and then arrive home all in the same car, the reliability of the dual cam engine proved useful enough for road use.

Porsche factory staff arrived at a similar conclusion and began to test the engine as an alternative to the pushrod motor in their own personal cars. Eventually determining that the 356-based road car was the most opportune platform for the type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, which was named for the famously grueling Mexican road race at which Porsche had dominated the 2-liter class. From the factory, the full range of 356s body styles, Coupe, Cabriolet and the open Speedster, could be ordered as Carreras. However, only 225 of these Coupes were produced during the initial production run, making them a rare sight on the roads. The motor even allowed the 356 to further remain a competent racer on the track with many owners taking part in motorsport





THE MOTORCAR OFFERED

events in anything from near stock examples to fully specified race cars. Porsche would continue to produce the Carrera throughout the various generations of 356, eventually increasing the displacement all the way up to 2 liters.

The 4-cam motor is truly the star of the show on the legendary 356 Carrera models. Delivering an approximate 100 horsepower, it is a delight to wring out all the way to its 7,500 rpm redline. Porsche, seeking to deliver the most well-rounded car they could, also fitted wider tires, and with increased power and a well sorted chassis, the Carrera models make for unique and desirable Porsche driving experience.

The rare and desirable 356 Carrera available here - chassis no. 56118 - is one of the earlier 1500 GS spec Carreras, the letters standing for 'Grand Sport.' The new Carrera Coupe left the Porsche factory on April 5th, 1956.

This Carrera had spent a large portion of its life within the well-known Rene Mauries collection. After 20-odd years, the car left France in 2001 for Italy where it was picked up by Sig. Vincenzo Di Leo. His short ownership ended in 2002 when Enrico Consoli of Brescia acquired the car for his own collection. Under his care the car received a thorough restoration to the state in which it sits today and also a FIVA identity passport. Consoli let go of the Porsche in 2014 when another Porsche enthusiast exchanged the car for his 911 Carrera RS 2.7. While in the Ted Gildred Collection, the

Carrera has been treated to additional care in the way of continued inspections and maintenance. Invoices dated within the last two years show a new battery being installed and the transaxle received fresh oil. The cam covers were also given some attention with the studs being cleaned and refitted in order to prevent oil weeping.

Presented in the splendid code 535 Silver Metallic (just like the car is believed to have left the Zuffenhausen-based factory over 60 years ago) the Carrera looks appropriate and correct. A look inside will reveal the well-maintained interior with blue Rexin leatherette, and door cards and dashboard knobs believed to be original to the car. Generally, this holds true as a theme of the car, as noted by Porsche expert Taylor K Shannon who inspected to the car in May



2017, "Overall this is a great example of a very rare model that still retains a lot of originality." His findings concluded that the car was fitted with the correct type 547/1 Carrera GS engine, although it is not the original unit the car left the factory with from new. The motor found in the car today - stamped 90702 - is believed to have originally started its life in 356A Carrera GS Speedster chassis no. 82031. The transmission, however, is the matching numbers unit installed by Porsche in the 1956. Further close inspection of this exceptional Carrera GS Coupe reveals that the front bonnet, rear engine cover, and both the drivers and passenger doors are stamped with the last two or three digits of the chassis number, indicating that they are the original factory installed components.

This rare and desirable Carrera GS Coupe is offered with a substantial history file, containing a copy of the original Kardex built sheet, the Porsche issued Certificate of Authenticity, and the aforementioned FIVA Passport. A combination of rarity and originality make this particular example a must-have for any Porsche enthusiast, and eligibility in any number of classic motorsport and rally events internationally only sweeten the deal further.

\$500,000 - 600,000
WITHOUT RESERVE

30.*Offered From The Ted Gildred Collection***1959 PORSCHE 356A 1600 CONVERTIBLE D****Coachwork By Drauz**

Chassis no. 86154

Engine no. 741460

1,582cc OHV Flat 4-Cylinder Engine

Dual Twin-choke Carburetors

60bhp at 4,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Beautifully restored example of the desirable Convertible D*
- ★ *One of only 1,331 examples made*
- ★ *Exercised on many tours and rallies.*
- ★ *Accompanied by original engine case*

**THE 356 CONVERTIBLE D**

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time greatest sports car: the Porsche 356. Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupe at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then, from 1955 onwards, in its original factory at Zuffenhausen.

The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father and, like the immortal 'Beetle', employed a platform-type chassis with a rear-mounted air-cooled engine and an all-independent torsion bar suspension. Regularly

revised and updated, Porsche's landmark sports car would remain in production well into the 911-era, the final examples being built in 1965.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster. It was introduced in 1954, following the successful reception in the USA of a batch of 15 special roadsters. With its sales declining, however, the Speedster was dropped in 1958 and replaced by the more civilized Convertible D. The Convertible D differed principally by virtue of its larger windscreen and winding side windows, the latter replacing the Speedster's side screens. Overall, the new car was 3½ inches taller. All in all, the 356A Convertible D was a somewhat more practical car than

the Speedster, boasting a more protective windscreen, proper side windows and more comfortable seats while retaining the original's beautiful body lines and downward sloping waistline beloved of Type 356 enthusiasts.

With its preferred coachbuilder Reutter struggling to keep up with the ever-increasing demand, Porsche sub-contracted cabriolet body construction to a number of different coachbuilders. The Convertible D production was undertaken by Drauz of Heilbronn (hence the 'D' suffix) until the restyled Porsche 356B arrived in September 1959, when convertible production transferred to d'Ieteren of Brussels. The 356A Convertible D model remains one of the rarest of Porsche 356 models, with only 1,331 made between August 1958 and September 1959.



THE MOTORCAR OFFERED

This Porsche 356, chassis number 86154, was completed at the Porsche factory in March of 1959, and imported into the United States through the Hoffman Motor Car Company in New York. Finished in a light ivory exterior color, this 356 was delivered with Sealed Beam headlights and US-Specification bumpers for United States importation.

The rare Convertible D is believed to have remained stateside since new and is recorded by the early 1990s to having been owned by Mr. Gregory Warner, CEO of Kia Motors, in Huntington Beach, California. Reportedly, Mr. Warner had purchased the car from a Los Angeles based man, with whom the car had been enjoyed for about 15 years. Mr. Warner would start a comprehensive restoration of the Convertible D, but then sold the car before completing the restoration, in 1995, to a Mari

Johnson of San Francisco. Ms. Johnson would then entrust the Porsche with German car specialist Alex Bivens of West Coast Haus, to have the restoration completed. The car later relocated to Nevada, where it was owned by a Mr. Glenn Schaffer.

The sporting and elegant Porsche 356A 1600 Convertible D joined the Gildred Collection more than a decade ago, and has since been toured on many rallies, including the California Mille and Copperstate 1000. A period engine with desirable performance enhancements is fitted, while the original engine is offered with the car. Presented in the same correct Ivory color as when the rolled out of the Drauz coachbuilding works in 1959, the Convertible D looks beautiful and very appropriate for the period. The interior is trimmed in black, and chrome wheels are fitted. Ready for

further touring or concours showing, this rare Convertible D was one of Mr. Gildred's favorite cars and will surely be appreciated by the next owner as well.

**\$180,000 - 220,000
WITHOUT RESERVE**

31.*Offered from the Ted Gildred Collection***1963 ALFA ROMEO GIULIA COMPETIZIONE SPIDER**

Coachwork by Pininfarina

Chassis no. AR390534

1,570cc DOHC Inline 4-Cylinder Engine

2 Weber Twin-choke Carburetors

Approximately 130bhp at 5,800rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Disc Brakes

- ★ Race prepared Alfa Romeo Spider with much potential
- ★ A historic racing veteran with many outings in past decades
- ★ Equipped with a host of performance upgrades and enhancements
- ★ Excellent weekend-warrior for the vintage racing circuit

**THE ALFA ROMEO GIULIA**

Sporting elegant coachwork designed and built by Pininfarina, the 1.3-liter 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. 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 cylinder from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced, and the larger engine was noticeably smoother and less fussy. The Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded among collectors around the world.

THE MOTORCAR OFFERED

This sporting, vintage racing prepared Giulia benefits from having received a host of both cosmetic and mechanical performance enhancing upgrades. A period-correct, all-alloy DOHC Alfa Romeo 1,570cc engine is fitted, which was prepared for racing and fast street driving, when assembled some years ago. It breathes through a set of twin-choke Weber 40 DCOE carburetors, while race headers and a performance exhaust system has been fitted to exit the combustion. Electronic ignition is fitted, along with an oil cooler and Accusump oil system. An Alfa Romeo 4-speed gearbox is fitted, running into a posi-traction differential, while the suspension has been upgraded with Heim-joints, heavy-duty sway bar and Koni shock absorbers. Braking is handled by disc brakes in all four corners, and Panosport Alloy wheels puts the rubber to the ground.

Excess road trim such as bumpers and windscreen has been removed, and the Pininfarina-designed and built Spider bodywork is painted in a very appropriate Italian flag livery, with yellow added to the mix. The cockpit sports Autometer gauges with shift light, a Recaro racing seat and Sparco steering wheel. A roll cage, fuel cell and onboard fire system is installed for safety. Many tech inspection and scrutineering labels are affixed to the roll bar, showing the Alfa Romeo has been raced for decades at many prominent vintage race meets. Here is a fun and competitive Alfa Romeo Spider for track use in the many vintage racing events held around the world.

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

Offered on a Bill of Sale

32.

Offered from the Ted Gildred Collection
1950 OLDSMOBILE 88 HOLIDAY COUPE

Chassis no. 508W9128

303ci OHV V8 Engine

Single Carter Twin-choke Carburetor

135bhp at 3,600rpm

Hydra-Matic Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Beautifully presented example of stunning Jet-age styling
- ★ Equipped with powerful OHV Oldsmobile Rocket Engine
- ★ Striking Silver Metallic over Chariot Red leather
- ★ Considered by many to be the very first Muscle Car



THE OLDSMOBILE 88

Having survived the economic turmoil of the early 1930s, Oldsmobile had established itself as purveyor of worthy, if unspectacular, transportation by the time America entered WW2. The company faced the post-war world with essentially 1942 models, but in 1948 came up with something that would dramatically change its image: the 'Futuramic'-styled Ninety-Eight. When the new Rocket 88 overhead-valve V8 engine arrived the following year, the stage was set for a sales renaissance. Displacing 303.7ci (5.0 liters) the all-new powerplant went into the top-of-the-range Ninety-Eight and, in true American hot-rodding tradition, was combined with the Seventy-Six's lightweight six-cylinder chassis to produce the legendary Eighty-Eight, one of the hottest performers of its day. The firm had introduced one of the first practical fully-automatic transmissions – the

Hydra-Matic – back in 1940 which, combined with the new Rocket V8 engine, gave Oldsmobile a package that was the envy of its rivals. Featuring stylish jet-age styling, these spectacular automobiles came in several different body styles; a regular and a Club Sedan, Club Coupe, Holiday Coupe, Station Wagon and Convertible. They remain among the most collectible early 1950s American cars ever made.

THE MOTORCAR OFFERED

An Oldsmobile 88 Holiday Coupe won the first-ever Carrera Panamericana race, which is surely why Mr. Gildred liked these cars so much. This fine 1950 model-year 88 was completed at the Wilmington, Del. factory, and carries body style number 50-3737, indicating it is a 2-door Holiday Coupe. This lovely example was previously part of the David G. Strang collection and is beautifully finished in striking silver metallic over Chariot Red leather with matching headliner. The dash is fitted with a Deluxe radio and dash mounted clock, and the wheels neatly decorated with a burgundy center and dog-dich chrome hubcap. This would have been one of the hottest performers available off the showroom floor in 1950 and it remains a very fun car out on the road.

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

33.*Offered From The Ted Gildred Collection*
1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113601446

Engine no. 6631401

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Beautifully restored example of the legendary '73 RS 2.7
- ★ Presented in its factory delivered appearance
- ★ One of the most iconic sports cars of all time
- ★ Offered with Certificate of Authenticity

**THE PORSCHE 911 CARRERA RS 2.7**

If there is a single model of Porsche that exemplifies the true dual-use sports car - everything that the Stuttgart automaker stands for - it is the brilliantly-conceived 911 Carrera RS 2.7. Today the RS 2.7 sits atop the Porsche pedestal as the company's most-replicated design.

The RS (for Rennsport), was the fully street-able homologation series Porsche had to build in order to qualify its pure racing 2.8-liter 911 RSR for Group 5 competition. The FIA mandated that at least 500 examples of the RS were required, so Porsche went to work. Two versions were offered; both based on the 1973 911S 2.4 Coupe: the Lightweight/Sport option M471 was the racing-oriented basis for the RSR, while the Touring option, package M472, retained much of the interior trim and features of the standard car. Both

differed visually from the 911S with rear quarter panels widened to accept seven-inch Fuchs alloy wheels, and a distinctive fiberglass front bumper with space to install an auxiliary oil radiator if desired. The rear bumper was steel on the Touring coupes, and fiberglass on the Lightweights. The engine covers were also fiberglass, reinforced with balsawood strips, and nearly all RS's sported the iconic "ducktail" spoiler that had been demonstrated in both wind-tunnel and track testing to greatly reduce rear end lift and thus improve stability at higher speeds. A small number of Touring versions were delivered without the rear spoiler, but most of those were subsequently retro-fitted by their owners. The Lightweight RS was fitted with thinner steel body panels, specially-made thinner window glass, and a stripped interior with racing bucket seats. Many examples were also fitted

with alloy roll-over bars in anticipation of their owner's desire to enter competitions.

At the heart of the new RS was a new and much more powerful engine. The standard 190bhp 2.4 of the 911S was given larger cylinders with 90mm pistons, taking the displacement to a hair under 2.7 liters. The cylinder bores were coated with a new anti-friction material called Nikasil, which had been developed in Porsche's racing department to allow aluminum pistons and cylinders to co-exist. With a compression ratio of 8.5:1 and Bosch mechanical fuel injection, the new engine developed a lusty 210bhp at 6,300rpm along with 202 foot-pounds of torque at 5,100rpm. The RS retained Porsche's proven Type 915 five-speed manual transaxle and powerful four-wheel disc brakes. Up front, the fully independent suspension featured





McPherson struts, longitudinal torsion bars, and an anti-roll bar. The independent rear suspension used trailing arms with transverse torsion bars, tubular shock absorbers, and an anti-roll bar. This impressive package provided the lucky owner with a car that offered brilliant acceleration (0-60 in 5.5 seconds) and a maximum velocity of 149mph with excellent stability and road behavior, numbers that are admirable today but were nothing short of amazing when the RS first appeared. Contemporary road testers raved over the car's performance.

As word of the new model emerged, orders began pouring in. The first production run of 500 units sold out before the car's formal unveiling at the 1972 Paris Auto Show. Porsche management quickly realized it had a winner on its hands and a second run of 500

cars was quickly approved at a higher price - those too were quickly snapped up. A third series of 500 even more costly cars got the green light; eventually a total of 1590 RS 2.7 Coupes were produced.

The 2.7 RS could be ordered in a variety of colors, but only those delivered in Grand Prix white left the factory with a choice of black, blue, red, or green "negative" graphics with wheel centers painted to match. Porsche wanted this new, very special 911 to be noticed - the Carrera stripes helped ensure that they were. The striping packages were available separately, and today almost all factory-built RS coupes (and literally thousands of RS clones around the world), no matter their color, proudly wear Carrera stripes, thus proving the foresight of Tony Lapine's Styling department.



THE MOTORCAR OFFERED

Even with a considerably high production number for the legendary 1973 911 Carrera RS 2.7, it has become increasingly hard to locate examples with good provenance. The beautiful example offered here, chassis no. 9113601446, must be considered among the best examples of this iconic model.

Completed at Porsche's Zuffenhausen factory in June of 1973, chassis no. 9113601446 was among the final examples of the Carrera RS 2.7 produced. Built to the Touring code 472 specifications, 1446 was completed much as it appears today. The outside is finished in Grand Prix white with neatly contrasted red painted wheels and Carrera script. The interior is upholstered in black and outfitted with sports seats in leatherette around corduroy inserts.

1446 remained in Germany for several years, and later migrated over to Great Britain where it is believed to have been owned by Porsche enthusiast Ian Fitzmartin during the 1980s. Mr. Fitzmartin moved to California in 1990, but is believed to have left 1446 in the UK, where it is said to have received a restoration in the mid-1990s. Like many high-end collector cars, the white Porsche 911 Carrera RS 2.7 was sold to a Japanese collector in the late 1990's, and is believed to have remained there until 2003, when 1446 then came to the US. By 2005, 1446 was owned by a Mr. Pierre Ehert of Santa Rosa, California, from whom Ted Gildred purchased the Porsche that same year.

Today, 1446 presents very well, with remarkable fit and finish throughout. It should be noted, that a Porsche expert has

expressed, that the engine number appears to have been re-stamped at some point. In the Gildred Collection for the past 14 years, the 911 Carrera RS 2.7 has been serviced and detailed as needed and exercised on vintage car rallies such as the Copperstate 1000 and Going To The Sun Rally. The car is naturally listed in the well-known book on the model, Carrera RS by Dr. Thomas Gruber and Dr. Georg Konradshelm.

1446 is offered with a set of tools and the Porsche-issued Certificate of Authenticity. A very good example of the legendary, one-year-only Carrera RS 2.7, 1446 will serve as a cornerstone, and a go-to driver's car, in nearly any collection.

**\$450,000 - 550,000
WITHOUT RESERVE**

34.*Offered From The Ted Gildred Collection*

2011 FERRARI 458 ITALIA

Design By Pininfarina

VIN. ZFF67NFA8B0180805

4,497cc DOHC 32-Valve V8 Engine
 Electronic Direct Fuel Injection
 570bhp at 9,000rpm
 7-Speed F1 Electrohydraulic Transaxle
 4-Wheel Independent Suspension
 4-Wheel Carbon Ceramic Disc Brakes

- ★ *Just over 5,600 miles from new*
- ★ *Serviced and maintained by authorized Ferrari dealerships*
- ★ *Striking Rosso Corsa exterior with neatly contrasting Black roof section*
- ★ *Accompanied by a set of Amani performance wheels*

**THE FERRARI 458 ITALIA**

The Ferrari 458 Italia was first officially unveiled at the 2009 Frankfurt Motor Show, and was the replacement for the F430, in the mid-engine, V8-powered model range. In keeping with Ferrari tradition, the body was designed by Pininfarina under the leadership of Donato Coco, the Ferrari design director. The car's exterior styling and features were designed for aerodynamic efficiency, producing a downforce of 140 kg (309 lb) at 200 km/h (120 mph). In particular, the front grille features deformable winglets that lower at high speeds, in order to offer reduced drag. The car's interior was designed using input from former Ferrari Formula 1 driver Michael Schumacher; in a layout common to racing cars, the new steering wheel incorporates many controls normally located on the dashboard or on stalks.

THE MOTORCAR OFFERED

Sporting a striking Ferrari Red exterior with black roof section, over a biscuit-colored Italian leather interior, this U.S. specification 458 Italia was completed at the Maranello-based Ferrari factory in 2011. This Ferrari was delivered new to the Sunshine State through Coral Gables based The Collection dealership in June of 2011, where it would remain according to the CARFAX report until 2014, while receiving regular service and maintenance. Ferrari of Fort Lauderdale would sell the car in 2015, while further service work was performed by them. The 458 Italia has remained in Southern California since 2016 when it joined the Ted Gildred Collection, and received maintenance by Ferrari of San Diego. Today the striking and extremely fast Ferrari 458 Italia appears in exceptional condition, with very little sign of use, and

just 5,664 miles recorded on the odometer at the time of cataloging. The Ferrari is well optioned, and comes with a set of Amani performance wheels. Featuring Formula 1 derived high-performance engineering and technology, while clothed in an aggressive yet elegant Pininfarina design, the 458 Italia will undoubtedly be a future collectible car.

\$160,000 - 190,000
WITHOUT RESERVE



35.*Proceeds from sale to benefit multiple philanthropic organizations***1989 PORSCHE 911 SPEEDSTER**

VIN. WP0EB0919KS173079

Engine no. 64K05455

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

217bhp at 5,900rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Purchased new by Roy Orbison's wife
- ★ Less than 20,000 original miles
- ★ Very well optioned
- ★ Extensive list of accompaniments and documentation

**THE PORSCHE 911 SPEEDSTER**

Porsche's first take on an open-top 911 had been the Targa model of 1965, a "halfway house" design chosen because of fears that a genuine soft-top would not meet U.S. federal safety regulations. By 1981, the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-liter form in 1982, the 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March. By the end of the 1983 model year, the 911 Cabriolet had sold over 4,000 units, a total some 50% higher than that achieved by the less expensive Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989 (the name previously having been applied to that most stylish of the many Type 356 variants). The 3.2-liter Speedster was

launched immediately prior to the introduction of the new Type 964 bodyshell; thus, was the last 911 model to feature the old-style body based on the original design of 1963. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial "camel hump" cowlings behind the seats that concealed the stowed-away manual top, a simplified affair described by the factory as for "temporary" use only. From 1984, Porsche had offered the "Turbo Look" body style—flared wheelarches, large rear wing and deeper front spoiler—on its normally aspirated models. This option was extended to the Speedster and the vast majority were ordered with it. One of the rarest of the 911 family, the Speedster was only built during 1989, and a mere 2,065 cars were completed.



THE MOTORCAR OFFERED

One of only 824 '89 Speedsters to come to the United States from new, this triple black example, according to the copy of the Manufacturer's Certificate of Original on file, was purchased new by Barbara Orbison, the wife of the legendary rock and roller Roy Orbison. While Roy achieved massive fame for his many hits, 22 of which would reach the Billboard Top 40 in the 1960s, Barbara (née Jakobs) was a successful music producer and entrepreneur in her own right managing and producing her husband's work both before and after his death as well other projects.

Mrs. Orbison was no stickler for options. According to a copy of the Porsche Certificate of Authenticity, when ordering the car new from Max Dial Porsche in Los Angeles, she selected the sport seats with electric height adjustment, rear seat delete, cruise control,

black velour trimmed trunk compartment, air conditioning, cruise control, and a factory alarm system. Not surprisingly, the standard Blaupunkt 'Charleston' radio didn't cut it, so she opted for the rarely seen and superior Blaupunkt Cheyenne unit.

Well kept in the ensuing years, the car remained in California until it joined the collection of the seller in January of 2016. Currently showing 19,250 miles from new, it is complete with the requisite factory accessories including the toolkit, books and manuals—including the Speedster supplemental manuals, and even the rarely seen Porsche-branded cassette tape cleaner kit. This is of course in addition to the copies of the MSO and COA as well as its clean CARFAX report that accompany the car.

Turn the radio to local rock station (or pop in your old Roy Orbison cassette tape), drop the top, and hit the road in this fine, rock and roll pedigreed Speedster.

**\$150,000 - 200,000
WITHOUT RESERVE**

36.**1977 FERRARI 308 GTB**
Coachwork by Scaglietti - Design by PininfarinaChassis no. 22475
Engine no. 026752,926cc DOHC V8 Engine
4 Twin-Choke Weber Carburetors
255bhp at 7,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Just one owner and less than 15,600 miles until 2018*
- ★ *Exceedingly original and preserved condition throughout*
- ★ *Recent mechanical refurbishment carried out*
- ★ *Desirable carbureted version of the 308 GTB*

**THE FERRARI 308**

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB, Ferrari's second V8 road car, marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune, this superbly engineered power unit produced 255bhp, an out-put good enough to propel the 308 GTB to a top speed of over 150mph. An exhilarating driver's car and a Ferrari purist's delight, the 308 and its many derivatives proved a huge commercial success for Maranello, with over 12,000 sold.

THE MOTORCAR OFFERED

This smart, early production 308 GTB was completed in August of 1977, in the elegant color combination of Argento Auteuil (silver) over black leather – just as it appears today. First purchased in 1978, this striking 308 GTB remained with its original owner until 2018. A lifelong Texas car, this 308 GTB was driven sparingly until 1992, when a valve issue prompted the owner to store the car, undisturbed, until his passing in 2018. Benefitting from the dry storage and Texas weather, this Ferrari remained solid and in very good condition throughout, though was in need of mechanical attention after such an extended dormant period.

The reanimation of this sleeping beauty was initiated by the descendants of the original owner before being sold to the consignor, who continued the rehabilitation process. The fuel system and brake systems

were addressed, and the engine was fully overhauled, with new pistons, rods, bearings, valves, and valve guides. The distributors were rebuilt, and the carburetors were expertly rebuilt to ensure this V8 breathes freely. Finished Argento Auteuil over the original leather interior, this remarkably original 308 is very well presented and, following its recent extensive mechanical work, runs beautifully. There are some signs of age and patina in the interior and engine bay consistent with the age of the car, and the sleek body is very straight, accentuated by seldom seen Auteuil Silver paintwork. This desirable carbureted Coupe with rare factory livery is one of the most collectible V8 Ferrari models and promises many more years of exhilarating driving to come

\$70,000 - 90,000
WITHOUT RESERVE

37.

2001 PORSCHE 911 TURBO

VIN. WPOAB29931S686844

3,600cc Twin Turbocharged DOHC Flat-6 Engine
Fuel Injection
415bhp at 6,000rpm
6-Speed Manual
Fully Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ Immensely well optioned
- ★ Just two owners from new
- ★ Roughly 10,000 original miles
- ★ A Investment grade Porsche



THE PORSCHE TYPE 996

Within Porsche, evolution not revolution has ruled as the primary directive in the development of their various offerings over the course of the company's 80-year history. With the design of the latest 996 generation of the perennial 911 model, the platform would see its greatest single leap forward yet. Being the first clean sheet design since the original in 1965, Porsche was given the opportunity to greatly modernize their beloved, yet aged product. While the rear engine layout was retained, a fully water cooled flat six now powered the rear wheels. From a design perspective, the lines maintained the immediately recognizable 911 shape, but with a clean, succinct modern twist. Gone were the dual circular headlights of old with detached corner lights, instead a fully integrated lighting cluster formed the primary characteristic of the new Porsche face.

THE MOTORCAR OFFERED

Originally ordered by the owner of a St. Louis area Porsche dealership, the car would be used sparingly in its first term. To date, just a little over 10,000 miles show on the odometer and as a result, the 911 appears in remarkable condition. Free from major wear unlike most 996's, this example's interior appears to have not seen too many occupants over the years and is free from any sort of serious deterioration. Just 3 years ago, its most recent owner purchased the Turbo, and went about cleaning the car up. Furthermore, the hydraulic spoiler also received some mechanical servicing.

Featuring what must have been a wallet shrinking amount of options back in the 2000, the Turbo comes incredibly well appointed. With leather as far as the eye can see, even surrounding the ignition switch, and carbon

fiber coating nearly every trim piece, this vehicle is an excellent display of how Porsche would've intended for every 911 leaving its factory doors. It is recommended to gander at the option tag affixed to the car, as it is truly extensive, and fully displays the extent of the specifications.

When it comes to collector quality Porsches, having a well optioned car ensures continued desirability going into the future. This is the perfect opportunity to get ahead of the market on this top of the range model for the 2001 model year.

**\$60,000 - 70,000
WITHOUT RESERVE**

38.

2003 BMW Z8 ROADSTER

Design by Henrik Fisker

VIN. WBAEJ13403AH62055

4,941cc 32-Valve DOHC V8 Engine
Bosch Motronic Fuel Injection
400bhp at 6,600rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Just one owner and less than 8,000 miles from new*
- ★ *Desirable one-year-only Stratus Grey over Crema livery*
- ★ *Offered with Hard Top and a host of factory accessories*
- ★ *Offered from the collection of Frank Darabont*



THE BMW Z8

In 1956, BMW released the 507, a stunning two-seat roadster that delivered exhilarating performance, luxury, and rarity and remains one of the most coveted BMW models ever produced. At the 1997 Tokyo Auto Show, BMW displayed a stylish retro-inspired concept car, the Z07. The Henrik Fisker-designed concept was initially intended to merely exist as a sole concept, however the incredible reception and overwhelmingly positive acclaim spurred the decision to put it into limited serial production in 1999.

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek

and taught bodywork was all wrought in aluminum, as was the spaceframe chassis. The 4,941cc V8 engine was aluminum as well, a 400 horsepower powerplant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out,

with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.



THE MOTORCAR OFFERED

Originally delivered new in the latter part of 2002, this incredibly well-presented example of BMW's retro-inspired flagship is being offered for sale by the original owner, acclaimed director Frank Darabont. The Shawshank Redemption director – as well as creator of the Walking Dead series - had taken meticulous care of this Z8 over the past 17 years and it remains in excellent condition, with fewer than 8,000 miles since new, and complete with its factory hard top and accessories.

Mechanically, this Z8 has been fitted with the Performance Package to add rigidity to the frame and reinforce the chassis and has been serviced regularly at BMW dealerships in California. Cosmetically, the convertible top was replaced by BMW to correct a

stitching defect and the sun visors, normally emblazoned with large warning stickers, have been replaced with authentic BMW examples with no warnings for a sleeker look altogether. Clearly, lots of attention was paid to every detail of this car, resulting in its beautiful presentation today.

The aluminum bodywork is finished in its original Stratus Grey paintwork over a warm Crema interior, making this one of fewer than 50 of the 5703 Z8s in this combination. The body panels are arrow straight and the paintwork is excellent, emblematic of a cosseted life of garage storage. The interior shows as if the car was brand new, and really compliments the Stratus Grey exterior color perfectly. Overall, this is an excellent Z8. There is a host of accessories accompanying the

car, including the hard top, car phone, tool kit, unique owners' book and an extensive history file.

This particular Z8 is a great opportunity to acquire a rare color combination, single owner, low mileage, meticulously maintained example of BMW's retro-modern roadster, complete with its hardtop and equipped with the Performance Package. After 17 years, it is ready to be enjoyed by its next owner, perhaps in Zihuatanejo.

\$180,000 - 220,000

39.**1968 PORSCHE 911L 2.0 COUPE**

Chassis no. 11805305

Engine no. 3281047

1,991cc SOHC Flat 6-Cylinder Engine

2 Triple-choke Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Beautifully restored numbers matching, short-wheelbase 911*
- ★ *One-year only 2.0 L model*
- ★ *Excellent Porsche for road rallies or Sunday drives*
- ★ *Offered with Porsche-issued Certificate of Authenticity, original tools, and spares*

**THE PORSCHE 911L**

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These 'giant killers' could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and their dedicated following of Porsche enthusiasts. The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S, which featured a better-equipped interior and a heavily revised engine producing 160bhp. By this time around half of all 911s produced were being exported to the USA, where increasingly stringent regulation demanded that changes be made to the original design, the most significant being the adoption of dual-circuit brakes. However, it took time for Porsche's engineers to get

the newly introduced 'S' engine to meet emissions targets, so as an interim measure the 911L was introduced featuring the 911S's superior equipment level but retaining the original 130bhp engine, pending the arrival of the de-toxed US-specification 911S for 1969.

THE MOTORCAR OFFERED

Completed at Porsches Zuffenhausen-based works on April 24th, 1968, this rare one-year-only 911L was finished in the same gorgeous combination that it currently sports today; Burgundy Red over a black leather interior. The car was equipped for the US market and optioned with a steering wheel lock, tinted Glass, Becker radio with antenna, fog lamps, leather headrests, an exterior mirror, and Dunlop tires.

The car is believed to have spent the majority, if not all, of its life in California. After having heard rumors from a friend that a 911 that was lying dormant in a California garage for the last 10 plus years, in April of 2014, the consignor was able to strike a deal and purchase the incredibly original and unmolested 911L. Upon acquiring the car, a full nut-and-bolt restoration was begun. The body was



taken down to the bare metal before being refinished in its original color, and the interior was re-trimmed in black leather. While the car was disassembled, virtually every piece of rubber was renewed. The original, numbers drivetrain was also fully rebuilt. The engine was line bored, the crankshaft ground, and hardened cylinders honed with new "JE" forged pistons with 9.5-1 compression ratio were fitted. During the rebuild, the engine was upgraded with "E" cams and big valve "S" type heads – the original heads and cams were retained and will accompany the car along with an original tool roll, jack and spare, and COA. All of the machine work was completed by Lesco in San Luis Obispo. The transmission was rebuilt by Porsche mechanic and racer, Greg Smith of Morro Bay. During the assembly, new brakes, a new clutch, pressure plate, and exhaust system was fitted.

The serious Porsche collector seeking an early 911 coupe ready to be enjoyed on their favorite backroad or competing for trophies at their local gatherings need to look no further than this outstanding example. With its handsome color combination and excellent details, this restored, sorted coupe is ready to make its next owner proud.

**\$75,000 - 95,000
WITHOUT RESERVE**

40.**1962 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER**

Chassis no. 877154

Engine no. R5230-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

★ *Beautifully preserved Series 1 E-Type*★ *Less than 23,000 miles covered from new*★ *Stunning color combination of black over red leather*★ *Well-kept example in running order***THE JAGUAR E-TYPE**

In 1958, Jaguar technical director William Heynes and designer Malcolm Sayer convinced their boss, Sir William Lyons, that a new production sports model was needed. Thus was born the E-Type, one of Jaguar's longest-running and most revered models.

Actually, the E-Type already existed as a concept. Developed from the racing D-Type in 1956, it had been put aside when Lyons abruptly canceled the competition program. Dusting off the prototype, an aluminum-bodied roadster with 3.4-liter XK engine and independent front and rear suspension, Heynes and Sayer reengineered it for steel, and a 3.8-liter engine as used in the Mk IX saloon.

The engine and transmission aside, the production E-Type was all new. It combined

a multi-tube front chassis with a monocoque center section. Front suspension was similar to the XK 150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshafts, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disk brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the

E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

From the start there were two models, a soft top with roll-up windows, called "roadster," and a fixed-head coupe. At \$5,595 for the roadster and \$300 more for the coupe it was more than twice the price of an MGA but also twice the car. On the other hand, its sticker was barely half that of a 300SL.



THE MOTORCAR OFFERED

Offered here is an incredibly well-preserved, time capsule Jaguar E-Type Series 1 3.8 Roadster. Presented in a rarely seen color combination from new, this car was completed in black over red leather interior. Well kept under long term ownership, the red leather interior has stood the test of time and proudly wears nearly 60 years of patina, as does the exterior paint which is mostly original to the car, making the car a great candidate for preservation class. All chrome and interior accessories show very little wear or oxidation, consistent with claims of secure storage its entire life.

Having covered fewer than 23,000 miles from new, this E-Type is numbers matching, as confirmed in the Jaguar heritage certificate, but also seen on the date plate with matching chassis and engine numbers. Mechanically,

the car is in very original condition, being maintained in running order. Under the bonnet you'll also see signs of 60 years of meticulous maintenance, giving this car personality that can't be seen in a restored example. In the rear of the car, the tan carpeting is a lovely contrast to the black body and the car retains a spare tire.

This open two-seater roadster, being an early first-generation E Type with covered headlights and dainty tail lights, is considered by many to be the definitive example of the model. In order to keep torsional rigidity in the roadster, design elements needed to be functional as well as aesthetically pleasing. Details like this can be seen in areas like the boot lid, which is a gently curved panel with edges turned over a cruciform pressing, which leave the car with a pleasant, and stiff external structure.

Tasteful chrome touches iconic to the E-Type are seen in beautifully preserved condition, running across the base of the windscreen, top of the doors, door handles, tail light trim rings, three-piece chrome beading around the top and sides of the tonneau panel edge and in the number plate area, a Jaguar chrome plated script on the boot lid.

This beautifully preserved Series I E-Type is fit for the finest collection of Jaguars or enthusiast looking for exquisite preservation examples of the marque. This example offers originality without cosmetic condition being compromised, showing very little signs of use in its 60 years of life, available now for use in vintage rallying or as a cornerstone to any fine collection..

**\$150,000 - 180,000
WITHOUT RESERVE**

41.

1964 FERRARI 330 GT 2+2 SERIES I Coachwork by Pininfarina

Chassis no. 5973
Engine no. 5973

3,967cc SOHC V12 Engine
3 Weber Carburetors
300bhp at 7,000rpm
4-Speed Manual Transmission with Overdrive
Front Independent Suspension - Live Rear Axle
4-Wheel Disc Brakes

- ★ *Exquisite, nut-and-bolt restoration performed by Steve Babinsky*
- ★ *Matching numbers, Platinum Award winning example*
- ★ *Delivered new through Luigi Chinetti to the North American Market*
- ★ *Stunning, period-correct livery of Verde Pinot over Caramel*
- ★ *Offered with books, tools and Massini Report*



THE FERRARI 330 GT

Introduced in January 1964, the 330 GT 2+2 was based on the preceding 250 GTE 2+2, Ferrari's first four-seater road car. Pininfarina was once again entrusted with the styling, adopting a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 'Series 1' 330 GT has become truly evocative of 1960s fashion, lauded both for its individuality and Pininfarina's purity of design.

Like its predecessor, the 330 GT employed a tubular chassis; the newcomer's though, was 50mm longer in the wheelbase, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted front and rear.

The 330's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a re-engined 250 GTE 2+2) in 1963. Displacing 3,967cc, the overhead cam all-alloy unit was good for 300-plus horsepower at 6,600rpm, an output sufficient to propel the 330 GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari.

Built alongside the ultra-exclusive Superamerica models, the 330 GT was Ferrari's ultimate grand tourer for the sophisticated client during the era known in Europe as 'La Dolce Vita'. A favorite of Enzo Ferrari, these fine motorcars cost more than the contemporary 275 GTB.

THE MOTORCAR OFFERED

According to respected Ferrari historian Marcel Massini, chassis number 5973 was conceived at the Pininfarina coachworks during the Spring of 1964 as first-series 330 GT. The finished Azzurro blue body with matching blue leather hides was then shipped to the Ferrari factory in Maranello, where it was completed in June of 1964. 5973 was the 181st example completed in the series, and received US-market equipment, seat belts and overdrive transmission.

Originally supplied new to the USA and Luigi Chinetti Motors, 5973 was sold in the latter half of 1964 to the first owner, a gentleman by the name of Mr. Fazio, resident of New York, NY. By July of 1973, the 330 GT had migrated to California, where it was in the hands of a Mr. Daniel J. Plebanek for a short amount of time, before being purchased



by Mr. Charles M. Holder of Kalamazoo, Michigan. 5973 was later acquired by the consignor, a Philadelphia-based collector of exceptional collectors' motorcars of all eras. While in his care, the 330 GT has been treated to a complete, nut-and-bolt restoration by renowned New Jersey-based Automotive Restorations headed by Mr. Steve Babinsky. The work was carried out to the highest possible standards, with an eye for the fine details. The result is exceptionally good, with the Pininfarina bodywork finished in a rich Pinot Verde Dark Green color, and the interior appointed in plush new caramel-colored leather; a combination that is both understated and classy, as well as accenting the chrome trim and overall design of the elegant Coupe. Of course, it is mounted with desirable chrome Borrani wire wheels, fitted with period-correct Pirelli tires.

On completion, 330 GT chassis 5973 was showcased at the world famous Cavallino Classic, and later at the Ferrari Concours in Skipjack, PA, where it scored the FCA Platinum honors. This tremendous 330 GT is restored to the absolute highest level and is offered with owner's manuals as well as comprehensive history file including Marcel Massini's report. Superbly presented through and through, 5973 must be the best restored 330 GT on the market today.

\$375,000 - 450,000

42.**1986 MERCEDES-BENZ 560 SL**

VIN. WDBBA48D9GA051956

Engine no. 11796712010398

5,549cc SOHC V8 Engine

Bosch Fuel Injection

225bhp at 5,200rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Exceedingly original example, with just two owners and less than 9,950 miles*
- ★ *Well-Documented provenance and service History*
- ★ *Offered with hard top, soft top, books, tools and jack*
- ★ *Mercedes-Benz "the best or nothing"*

**THE MERCEDES-BENZ R107**

When Mercedes-Benz redesigned its famed SL in 1971, there was a lot of equity behind it. After all, when the incomparable 300 SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes-Benz to date.

By the late 1980s, the SL had gotten various updates and new engines over the years, yet it was still fundamentally the same car Mercedes-Benz had introduced back in 1972. Despite its age, the final iteration—the 560 SL—remained a prized automotive status symbol and an iconic part of the brand's lineup, until it was finally replaced by the all-new fourth-generation SL in 1990.

THE MOTORCAR OFFERED

This spectacular Mercedes-Benz 560 SL was produced on June 16, 1986 and sold new on August 12th of that same year. Intending to preserve the car and keep it for his planned collection, first owner Joseph Charles Taddeo of Studio City, CA stored the car in a climate-controlled facility, and had it serviced by the Mercedes-Benz Classic Center in Irvine, CA. Unfortunately, due to illness, Taddeo decided he would sell the car in 2009, having only 7,058 original miles at this time. Under the current ownership, the car has been driven sparingly, and has a total of just 9,909 documented miles at the time of cataloging.

This 560 SL, dressed exceptionally well in its original black paint over a nearly flawless original black leather interior, presents almost identically to the day it was delivered new. It still displays many original factory markings and tags. This Mercedes-Benz has all the

hallmarks of a car that has been subject to the very best in discerning levels of care from the day it was taken home from the dealership. With just two owners from new, this car comes fully serviced, ready for show or open top cruising. It is accompanied by both hard and soft tops, tools and jack, and an impressive history file documenting the miles, service and maintenance history. A better preserved and more original example will be hard to find anywhere.

\$70,000 - 90,000
WITHOUT RESERVE

43.

1999 FERRARI F355 SPIDER F1

VIN. ZFFXR48A7X0113089

3,496cc DOHC 40-Valve V8 Engine
Bosch Motronic Fuel Injection
375bhp at 8,250rpm
6-Speed F1 Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ Less than 19,500 miles from new
- ★ Two owner example
- ★ Recent major engine service complete
- ★ Beautifully presented in Grigio Titanio



THE FERRARI F355

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mold of that great driver's car, the Dino 246 GT. The heart of the F355 was its phenomenal 3.5-liter V8 engine. Equipped with four overhead camshafts and five valves per cylinder, this remarkable unit produced a claimed 375bhp.

THE MOTORCAR OFFERED

The F355 Spider offered here is being sold in very well-preserved condition, having seen less than 19,500 miles of road use from new between its two owners. A stunning color combination of Grigio Titanio over black leather interior and fitted with a 6 speed F1 transmission, the car has been well maintained its entire life, both mechanically and cosmetically, with presentation today consistent with its low mileage. The seller of this F355 has cared for the car for nearly thirteen years of ownership. Most recently, this car has benefited from a major engine service.

This F355 is being sold with its original window sticker, luggage, books, spare keys, a clean CARFAX, and service records. Widely considered one of the best looking and most exciting mid-engine Ferraris to come from Maranello in the last 30 years, this F355

Spider, with an open air driving experience, the power of the mid-engine V8, and the quick shifting of the F1 style transmission is fit to run in anger at the local track or place into any tasteful Ferrari collection, complementing well with its low mileage.

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



44.

1931 BENTLEY 4½ LITER SUPERCHARGED BIRKIN LE MANS REPLICA

Coachwork in the style of Vanden Plas

Chassis no. MS 3942

Engine no. MS 3950

4½ Liter SOHC Inline 4-Cylinder Engine - 4 Overhead Valves Per Cylinder

Amherst Villiers Roots Type IV Supercharger (#142)

182bhp with 10 lbs Boost at 3,900rpm

4-Speed 'D' Type Close-ratio Gearbox

4-Wheel Drum Brakes

- ★ *Brooklands Race Winner*
- ★ *Ex Fred Simeone and Virgil Millett*
- ★ *Continuous history, with Clare Hay Report*
- ★ *Superb example of one of the most iconic cars of the twentieth century*
- ★ *Eligible for Mille Miglia and more*



SUPERCHARGED 4½ LITER BENTLEY

The "Blower" Bentley is one of the most masculine, muscular, and sporting motorcars ever built. Where some companies hid their superchargers behind the radiator grill, the Bentley wears it right out front, and that statement alone says it all about the car and its creators.

First shown at the 1929 London Motor Show, it was developed as a private venture by 'Bentley Boy' Sir Henry 'Tim' Birkin in order to extract more performance from the proven 4½-Liter model. Tim Birkin had taken his personal 4 1/2 to the Nurburgring in 1928 and even though he was able to complete the race, he was hopelessly outclassed by the larger and more powerful SSK fielded by Mercedes-Benz. His aim was to produce a British car that would enable British drivers to continue to win races as spectacularly as the 4½-Liter that had won the 1928 Le Mans

24-Hour race. The supercharger installation was engineered by the brilliant Amherst Villiers, who modestly claimed that it was 'recognized in engineering circles as a definite landmark in automobile construction.' W.O. Bentley never supported the development of the supercharged car and was quoted as saying how much he 'disliked the easy short cut provided by the supercharger,' preferring to increase engine capacity, as evidenced by the 6½-Liter and 8-Liter cars. Fortunately, 'W.O.' did not control the purse strings at Bentley Motors, and the influence of Birkin, backed by the fabulously wealthy Honorable Dorothy Paget and Woolf Barnato, saw the Supercharged 4½-Liter Bentley come to fruition.

Its potential was emphatically demonstrated when Tim Birkin took 2nd place in the French Grand Prix at Pau with a supercharged

4½-Liter tourer amid a field of monoposto GP racers. The production Blower Bentley was intrinsically linked to Le Mans, quite simply due to the fact Bentley Motors built the 50 production supercharged 4½-Liter Bentleys to support the homologation of five Birkin team cars. When Birkin campaigned his Blower at Le Mans in 1930 his car retired after 138 laps and almost 20 hours of Racing. Yet, in an incredibly heroic effort he passed the leading 7-Liter Supercharged Mercedes driven by Rudolf Caracciola on the Hunaudières Straight. The pass at over 125mph shocked Caracciola and caused him to over stress the Mercedes engine in efforts to keep up with the Bentleys. This effort and the continual Bentley pressure caused the Mercedes to fail and withdraw from the race with a blown gasket. Birkin therefore eased the way for the Works Speed Six to win the marque's final Le Mans victory until this century. It should be noted





that Birkin set the Fastest Lap in the Race and broke the Lap Record at 89.696mph in his No. 9 supercharged 4½ liter Bentley. His time of 6 min. 48 sec. was never beaten on the 10.153-mile circuit. The fifty production cars were fitted with Roots type with twin paddle rotor Amherst Villiers Mark IV Superchargers which drew mixture from twin SU carburetors and were driven off the front of the crankshaft. The latter having been substantially strengthened to accommodate the increased power. With 9½ lbs boost at 3,500rpm the blown Bentley developed 175bhp, a healthy increase over the production 4½-Liter's 110 horsepower, while with 10lbs boost at 3,900rpm, 182bhp was produced. The Birkin Team cars with tuned engines, heavy duty connecting rods, and larger carburetors were said to develop well over 200hp.

Despite representing the epitome of 'Boys Own' motoring and providing the heart and soul of the hobby, selling the requisite fifty cars that had needed to be built in the dire economic climate of the late 1920s proved hard work for Bentley Motors. As a result, though it may seem improbable today, over half of the blower Bentley chassis were unsold at the time Bentley went into receivership.

Among the few cars that were capable of over 100mph on the open road, Blowers have always been regarded as the Supercars of their era. In period, the British magazine Motor Sport spoke of the Blower's 'remarkable acceleration' and 'ancestry of well-tried racers' calling it 'a car for the connoisseur of sporting cars...' - Nothing has changed today!

THE MOTORCAR OFFERED

This particular Blower 4 1/2 is one of the 50 factory blowers built by Bentley Motors in order to homologate for the Le Mans race.

The chassis was completed in March of 1931. It was purchased as stock for London Bentley Dealer Jack Barclay who ordered it bodied by Vanden Plas. The particular Vanden Plas body that was ordered was a particular devastating two door design with flared wings, the same as MS3941, the Blower Bentley owned by the REVS Institute. Vanden Plas built three bodies to this pattern and many consider them to be one of the most attractive designs produced by the firm. It was also fitted with special pattern racing seats, and the larger 25-gallon gas tank. The original color as noted by Vanden Plas records was egg shell black with mottled grey leather upholstery.



MS 3942 wearing its original Vanden Plas coachwork, 1934. (Hay)

Jack Barclay was able to sell MS3942 in December of 1931 to Mr. David Baker of Letcombe Manor. According to the Clare Hay report and Bentley Motors records, a five-year guarantee was issued on December 14, before the Bentley Motors reformulated its guarantee policy that no guarantees were issued to supercharged cars.

For some reason Mr. Baker did not keep the car long and returned it to Jack Barclay's in January of 1932. The car was then sold to French & Foxwell in February 1932, a firm based in Burgh Heath and Surrey, and were presumably agents for Mr. Bantoft, the cars second owner.

In 1933 the service record indicates that a Cambridge water temperature gauge and a six-inch rev counter were fitted. The car was

offered for sale by H.M. Bentley and Partners in 1934 and featured in The Autocar in their issue of July 20. This is also the only currently known photograph of MS3942 in original condition.

In 1937 the car passed into the ownership of Sir Westrow Hulse. At this time, it was very much as it was when it left the factory, but its flared wings had been replaced by lightweight cycle pattern fenders. A photograph of the car is available in the BRDC archive of the car at this time with both Westrow and Lady Hulse. Sir Westrow was a very sporting individual and he campaigned the car at Brooklands. Its crowning achievement was finishing first in the Easter Short Handicap on April 18th, 1938.

As with many Bentleys, the records from 1939 to 1945 are nonexistent. The last entry before

the war was in January 9, 1939. With petrol rationing in effect, and civilian use of cars severely restricted, almost all Blower 4 1/2 and other big Bentleys were taken off the road.

After the war the car was rebuilt by BDC legend Sydney Lawrence and Vanden Plas. The results of this restoration were documented in a February 1947 issue of The Autocar, in an article titled Return to Glory, which detailed the work done. Syd Lawrence included many racing modifications such as extra dampeners and a Birkin style boost gauge during this restoration.

This work was carried out for its then owner, a Mr. Victor Doland. According to historical records Mr. Doland had survived polio. He had always desired a Blower 4.5, and the



car was modified to make it easier for him to use which included the fitting of an ENV Preselector gearbox. To make the car easier to handle, the chassis and original body were shortened to 9'9.5, the length of the two Birkin Team road racing cars. When the work was completed, the car was presented to Mr. Doland at a party and was christened with a bottle of Champagne. Unfortunately for Mr. Doland, even with these modifications the car was too much for him and sold it shortly after, to Mr. Tom Walker.

According to a letter from Mr. Walker, the car provided an enormous amount of fun. He campaigned the car on a great amount of events, including the BDC Eastborne Rally in 1953. During this time Mr. Walker also purchased MS3945, a Blower Bentley that was being broken up for parts. Mr. Walker notes in letters that the preselector gearbox

was very troublesome and he chose to refit a D Type gearbox. It was at this time that the engine and gearbox from MS3945 were fitted to MS3942. This work was most likely carried out by Mr. Walker mechanic Eddie Bowler. These two units are still fitted today. The original engine from MS3942, was fitted to Gordon McDonald's 3-4 1/2 race car chassis DE1207 - this engine's whereabouts today are not known.

In 1954 Mr. Walker sold MS3942 to Mr. Robert A. Wimbush in New York State. Its next owner was Robert de Graff, also in the states, and then to Mr. A Boyer in 1962. Mr. Boyer retained the car until 1973. When the car was returned to the UK, it was purchased by G.T. Tait. In the early 1980s the car was subject to a full restoration and rebuilt as a Birkin Short Chassis replica. At this time, the original body was transferred to 4 1/2 chassis

Number HF3189. This body is still fitted to this 4 1/2 today. The rebuild to Birkin specification was done to a very high standard and is very authentic.

After this restoration the car was acquired by famed collector Thomas Perkins and was part of his collection of various supercharged cars. In late 1988 Perkins decided to sell most of his cars. It was at this time that the car was acquired by legendary collector Dr. Fred Simeone. Dr. Simeone was looking for a Blower 4 1/2 to trade to his friend and fellow collector Virgil Millett.

After some negotiation the trade was finalized, and Virgil Millett took delivery. The blower quickly became Virgil's favorite Bentley. He enjoyed the car regularly on weekends and showed the car at various RROC meets. It was also occasionally taken to meets and



maintained by Steve Babinski. It awarded first place in 1994 in RROC Vintage Bentley Touring class at the National Meet.

After Virgil Millett's passing, the car was carefully put into static storage on the Millett family farm, where it would remain for close to 20 years. Recently the car was taken out of storage and put through an extensive recommissioning, by a Vintage Bentley specialist. This work included, checking suspension, valve clearances, fuel system, changing all fluids, adjusting clutch, relining the clutch stop, and a full chassis inspection. A new set of proper 21-inch wheels were also purchased and installed with new Blockley tires. Today MS3942 presents extremely well, with just the right amount of patina, a testament to the quality of the restoration and work performed by Hoffman and Mountford, and maintenance by Steve

Babinski. Since its recommissioning, it has been on a few test drives. It is beautifully set up and the chassis has excellent road manners. The gearbox is absolutely lovely, and the engine pulls very well. It is also surprisingly nimble thanks to the short chassis. Anyone who has ever driven a well-set blower 4 1/2 will tell you that they are an utterly seductive driving experience. They have an immense amount of torque and accelerate beautifully from a standing start. Up to 2000 rpm they are incredibly smooth, once you pass 2000 rpm and get them on boost they really come into their own. The exhaust note turns into an angry snarl and flow of power, combined with the wine of the supercharger make them truly unforgettable. It is no wonder that when Ian Fleming first wrote Casino Royal, 007's personal car was a Blower. Original factory blowers are extremely event eligible. This particular car would be

very well suited for the Mille Miglia or the Le Mans Classic, or as great car for numerous Bentley Drivers Club, or various other drivers events. Furthermore, this particular example's original body is still in existence and if ever reunited with the chassis, it would be a worthy effort to restore the car to as new specification.

Original factory blowers do not come on the open market that often. This superb example has been in single family ownership for over thirty years and is very well set up. A Blower 4 1/2 is a cornerstone of many collections worldwide. As this is the 100th anniversary of Bentley Motors the opportunity to add this superb factory blower to one stable should not be missed.

\$2,750,000 - 3,750,000

45.**1965 VOLKSWAGEN TYPE 2 DE LUXE SAMBA BUS**

Chassis no. CA397005

Engine no. AE225322

1,584cc OHV Flat-4-Cylinder Engine

Single Carburetor

39bhp at 3,000rpm

4-Speed Manual Transmission

Independent Torsion Bar Suspension

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully refurbished, 21-window De Luxe Samba bus
- ★ Attractive Sea Blue and Pearl White exterior
- ★ Lovely weekend getaway vehicle
- ★ Offered with Volkswagen-issued Certificate

**THE VOLKSWAGEN TYPE 2**

One of the 20th century's great automobile manufacturers, Volkswagen transcended its origins as the German 'people's car,' going on to become an all-time best-seller and cult classic. Originally conceived by Dr. Ferdinand Porsche, the Volkswagen inspired great loyalty and enthusiasm based on its practicality, reliability, adaptability and affordability. As readily recognizable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of

models catering for an enormous range of commercial and domestic activities. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide.

THE MOTORCAR OFFERED

According to the Volkswagen-issued Certificate on file, this Samba Bus was completed at the VW works in October of 1964. The new bus was finished in Sea Blue with Pearl White contrasts, much as it appears today, and fitted with a long list of desirable optional extras, including the M081 Walkthrough option, white wall tires, six hinged side windows, step to lead area and US market equipment. Purchased by the consignor in 2004 - a prominent Reno-based collector of exceptional collector cars - the Samba has seen a recent major service and cosmetic freshening. A California state issued VIN has been issued to the car, which it is titled under. This VW 21 Window bus is a lovely representation of 1960's icon.

\$70,000 - 90,000
WITHOUT RESERVE

46.

1963 LANCIA FLAMINIA 2.8 3C SPIDER
Coachwork by Touring

Chassis No. 8261001420

2,775cc OHV V6 Engine
3 Dual-Throat Weber Carburetors
150bhp at 5,200rpm

4-Speed Manual Transaxle
Independent Front Suspension - Di Dion Rear Axle
4-Wheel Disc Brakes - Inboard Rear

- ★ *Sophisticated Flaminia with desirable 2.8-Liter engine and 3C induction*
- ★ *Elegant Touring Superleggera Spider coachwork*
- ★ *One of just 180 examples produced*
- ★ *Eligible for many tours and concours events*



THE LANCIA FLAMINIA

Introduced at the 1956 Turin Motor Show, the Antonio Fessia-designed Flaminia retained its Aurelia predecessor's mechanical layout and unitary construction, though Lancia's traditional 'sliding pillar' independent front suspension introduced in 1922 gave way to a more modern double wishbone arrangement. Aurelia carry-overs were the overhead-valve, all-alloy V6 engine and De Dion rear transaxle with inboard brakes, although the former had been extensively reworked by Fessia, resulting in a much stronger power unit than that designed by his predecessor, Vittorio Jano. The sporty Flaminias were capable of around 210km/h (130mph) and was Lancia's top-of-the-range Gran Turismo for the era.

THE MOTORCAR OFFERED

The beautiful Flaminia Spider offered here is equipped with the desirable 3C carburetor set-up, as well as the larger, 2.8 Liter V6 engine. The car is one of approximately 180 built in this highly desirable specification. The elegant Touring coachwork is crisp and properly aligned, while an inspection of the undercarriage shows it to be remarkably clean with signs of regular care and maintenance. The black paintwork is in fine condition, showing quite well for its age with a deep gloss. There are some minor touchups and blemishes found, though they do little to detract from what is overall a lovely presentation. Brightwork and body trim are in wonderful original condition, appearing consistent and straight with lightly care-worn plating in places. It rides on a set of correct steel wheels, finished in original off-white and shod with correct hubcaps and trim rings.

Michelin X radial tires lend it the proper stance and authentic handling characteristics. Red leather upholstery on the seats and interior panels provides a striking contrast against the black paintwork.

With highly sophisticated and well-engineered mechanicals - such as the De Dion rear axle with inboard-mounted disc brakes and all-alloy V6 engine topped by the triple carburetor setup - and striking coachbuilt Touring-penned Spider bodywork; this combination of power and elegance is indeed on par with the contemporary Maserati 3500 GT Spider and Ferrari 250 GT Cabriolet. Eligible for many rallies and concours events around the world, this fine Lancia would be a nice addition any collection.

\$125,000 - 175,000

47.

1928 CADILLAC 341-A V-8 DUAL COWL PHAETON Coachwork by Fisher

Chassis no. 316796
Engine no. 300194
Body no. 187

314.5ci Side Valve V8 Engine
Single Updraft Carburetor
83bhp at 3,000rpm
3-Speed Manual Transmission
Front and Rear Semi-Elliptical Leaf Spring Suspension
4-Wheel Mechanical Drum Brakes

- ★ Offered from the Thomas Family Cadillac Collection
- ★ Single family ownership since 1975; acquired from Movieworld
- ★ Older restoration in charming colors
- ★ Documented by a copy of its Cadillac build sheet



THE CADILLAC DUAL COWL PHAETON

Showing the early influence of Harley Earl, the dual cowl phaeton featured a cowl that curves down into a relatively low, long beltline, which along with a well-designed top essentially offered the grace of a roadster in a four-door car. A fillet panel at the top of the rear door on each side served to hold a bright spot of accent color.

THE MOTORCAR OFFERED

The Dual Cowl Phaeton offered here is verified as an authentic dual-cowl model, with a “B” following its style number on the body tag – matching the original build sheet, a copy of which accompanies. It is likely a lifelong Southern California car, having first been delivered in Los Angeles on April 24, 1928, finished in the appropriately Spring-themed color scheme of Atoll Green and Cream with black wire wheels and a grey cloth top.

The car was formerly part of the renowned Brucker Family collection at Movieworld, the famous old museum in Buena Park, California, that doubled as a supplier of automobiles to the film industry and as a hotbed of early “kustom kulture.” It was acquired from Movieworld in 1975 by LaRue C. Thomas, the well-known proprietor of the Thomas Cadillac dealership in downtown Los Angeles from

1965 until 1989. Thomas Cadillac featured a large private collection of its founder’s prized antique Cadillacs and other special automobiles on the building’s sixth floor. While much of the collection was dispersed after the dealership closed its doors, several favorite automobiles were preserved by the family and have remained in storage since, including this dual cowl phaeton.

The car’s restoration, completed in the early 1980s, is considerably older, in green with grey fenders, brown upholstery, tan top, and green wire wheels, as well as a Goddess radiator mascot and a trunk rack. A replacement engine of the correct type is fitted, and as indicated by the purchase correspondence it has been in the car at least since the Thomas Family acquired the Cadillac from Movieworld. While the



potential exists to freshen the car for touring and preserve what could be considered a historic restoration, the car is also ready for a modern concours restoration and subsequent show appearances. In addition to the aforementioned copy of the build sheet, it is accompanied by the Thomas' small history file, including some older invoices for maintenance work and paperwork relating to the car's acquisition.

**\$50,000 - 75,000
WITHOUT RESERVE**

48.**1987 PORSCHE 930 TURBO SLANT NOSE CABRIOLET**

VIN. WP0EB0937HS070141

Engine no. 68H01609

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brake

- ★ *Desirable Factory-optional M505 Slant Nose 930 Cabriolet*
- ★ *Largely original and well-preserved condition with less than 31,900 miles on the odometer*
- ★ *Period-appropriate Guards Red over Black livery*
- ★ *Offered with Porsche Certificate of Authenticity and CARFAX*

**THE PORSCHE 930**

"It offers the finest blend of ultimate performance and refinement I have ever come across..." – Paul Frère on the Porsche 911 Turbo.

What set the 911 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 "hurts 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."

The Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high-performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.

THE MOTORCAR OFFERED

According to the Porsche-issued Certificate of Authenticity of file, this 930 was completed at the Zuffenhausen-based Porsche factory during the Summer of 1986 as it appears today; a 1987 model-year 930 3.3-Liter Turbo Cabriolet with the special-order M505 'Flachbau' or 'Slant Nose' front bodywork. The new, limited-edition Porsche was finished in Guards Red over a Black partial leather interior, and equipped a Blaupunkt Reno radio, power operation soft top, alarm system and Goodyear tires.

The new Porsche had been completed to US specifications and was according to the CARFAX report on file delivered new in Florida in August of 1987. The Guards Red Porsche Slant Nose Cabriolet had relocated to California by 1990, where it appears to



have remained until 2002. The car went up to Oregon for some time, before going back to Florida in 2014, where it appears to have resided since.

Presented in largely original and extraordinarily well-kept and serviced condition, this 930 Slant Nose is offered with Porsches Certificate of Authenticity and its CARFAX report. Looking period correct with black-center Fuchs wheels, and showing just 31,872 miles at the time of cataloging - a figure corroborated as original by its clean CARFAX report - this largely original 1987 Porsche 930 3.3 Turbo Slant Nose Cabriolet will no doubt continue to thrill and excite. The experience at the wheel of this high-performance Porsche will provide the closest thing to a time machine, taking you back to an era when

electric nannies like stability control were barely wisps in the burnt rubber emanating from this Turbo's massive rear tires.

**\$140,000 - 170,000
WITHOUT RESERVE**

49.

1972 DE TOMASO PANTERA L Coachwork by Ghia

Chassis no. THPNML04424

351ci OHV Ford V8 Engine
Single 4-Barrel Autolite Carburetor
310bhp at 5,400rpm
5-Speed Manual Transaxle
4 Wheel Independent Suspension
4 Wheel Disc Brakes

- ★ Displaying just over 7,800 miles from new
- ★ Accompanied by original MSO and window sticker
- ★ Iconic Italian design powered by American Muscle
- ★ Recent service work complete



THE MOTORCAR OFFERED

This 1972 De Tomaso Pantera sold new to Meyer Lincoln / Mercury of Lock Haven, Pennsylvania. An early "L" model this car uses the early "stitched" dashboard with separate gauge pods as opposed to the later molded dash. This particular example is a largely original car that has covered just over 7,800 miles from new.

The car is largely original with a respray being the only cosmetic restoration work performed. The paintwork was done to very good standards and remains nearly unmarked. It appears that the original paint was saved in a few areas such as on the cowl and the center rear panel. The body is straight and solid with no corrosion and great panel fit and gaps throughout. The brightwork is in excellent original condition throughout save for some pitting on the side mirror. The wheels appear

to be original and unrestored and are showing some age, fitted with period Goodyear Arrivas tires. Looking inside the cabin, this low mileage example shows nearly no major signs of wear.

In 2011, this Pantera received an impressive list of mechanical updates such as a rebuilt clutch slave cylinder, rebuilt brake master cylinder, restoration of the brake booster, two rebuilt brake calipers, ceramic coating of the headers, new steering rack bushings, new sway bar bushings, new steering rack boots, new AC compressor, new AC dryer, replacement of some water pipes, and servicing of the radiator. Since, the car has had regular fluid changes. Most recently, in 2014, the head gasket was replaced with the current seller of the car, keeping this example in running order throughout.

This Pantera is complete with original MSO, window sticker, owner's manual, and service records from the last few years showing mechanical servicing. Today, the Pantera remains a favorite amongst many automotive enthusiasts. This well preserved, low mileage example is a step back to a beautiful time in automotive design with a collaboration of American Muscle with Italian design.

**\$80,000 - 120,000
WITHOUT RESERVE**

50.

1961 RENAULT 4CV "JOLLY"

Chassis no. 3607778

747cc OHV Inline 4-Cylinder engine
Single Carburetor

28bhp

3-Speed Manual Transmission

Independent Front with Swing Axle Rear Suspension

4-Wheel Drum Brakes

- ★ Perfect for the beach
- ★ Charming French creation
- ★ Fully developed final model year example



THE MOTORCAR OFFERED

In late 1946, Renault of France announced an all-new automobile with a rear-mounted 760cc four-cylinder engine driving the rear wheels through a three-speed manual transmission. It was small, inexpensive and very frugal. It also put tens of thousands of the French on wheels. Although initial prototypes had just two doors, when production commenced, four-doors were the norm.

Though very economical to buy and run, that economy-up to 50mpg--had a price in terms of performance. Power output of the overhead-valve four was a meager 19 horsepower and torque was a paltry 32.6 pound-feet.

By 1961, the final year of 4CV production, displacement had long been 747cc and

power had recently been boosted to 28hp thanks to higher compression. The tiny car would also reach a top speed of 66 mph, which was no small feat for such a tiny power unit.

This particular 4CV can easily be mistaken for a Fiat 500 or 600 thanks to its Jolly-style run-about body. In fact, the body is so similar to that used on the Italian cars, that it is believed to have been modified by Ghia. The doors of this fascinating yellow Renault are cut away, the seats are wicker and the sun is kept at bay by a white surrey top.

Perfect for use at a beach or island home, this rare Jolly spent a good bit of its time in Hawaii, where it was rumored to have been used on the governor's estate. Subsequently,

it was owned by a Los Angeles Company which rented vehicles to movie sets. Repainted many years ago, this Renault shows no signs of rust ever and runs and drives well.

\$75,000 - 95,000

51.**1937 CORD 812 SUPERCHARGED PHAETON**

Chassis no. 812 31415 H

Engine no. FC 2944M

290ci Supercharged Flathead V-8 Engine

Single Stromberg Carburetor

170bhp at 4,250rpm

4-Speed Pre-Selector Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *Iconic American Classic Era design*
- ★ *Well-restored and maintained; desirable supercharged drivetrain*
- ★ *Auburn Cord Duesenberg (ACD) Club Certified Category 1*
- ★ *Classic Car Club of America (CCCA) Full Classic*

**THE SUPERCHARGED CORD**

One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognized American car of all time, the Cord 810 debuted in November 1935, where it received a rapturous reception at US automobile shows. Originally conceived as a baby Duesenberg, this amazing design was the work of a team headed by Gordon Buehrig, who had previously designed the famous Duesenberg Beverly style and the stupendous Duesenberg "Twenty Grand" for the 1933 Chicago World's Fair.

The 810 body style with its louvered "coffin" nose, streamlined wings, concealed gas filler under a modern flap, headlamps that opened by means of hand-cranks on either side of the airplane-style engine-turned aluminum dash and the absence of running boards would

prove immensely influential. The following model year, cars all over the world suddenly had horizontal chrome strips along the hood, squared-off grilles and more shapely side treatments. None however, could aspire to the clean, simple and timeless beauty of the original. A front-wheel-drive car like the L-29, the 810 differed from its predecessor by virtue of its more compact Lycoming V-8 engine and 4-speed, pre-selector electric gearbox, modelled on the French Cotal.

The Cord was re-designated 812 for 1937 when custom sedans on a longer wheelbase joined the range, although it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Supercharging was made available on the 1937 812 model, and these can be distinguished from the normally

aspirated 812s by the chrome-plated external exhaust pipes mounted on each side of the hood and grille. Priced competitively in the USD 2,000 - 3,000 range, the 810/812 should have been a huge success, but this was not to be. The Cord Corporation was in deep financial trouble, and when Mr. Cord sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.



THE MOTORCAR OFFERED

This particular Cord phaeton, the four-passenger convertible model with a “disappearing” top, is recorded by ACD Club historian Ron Irwin as having been a 1936 810 model, which remained unsold at the end of the year and was returned to the factory for renumbering and sale as a 1937 812. At a later point it was upgraded as the most desirable supercharged model, with a correct “FC” engine and front sub frame donated from a Custom Beverly Sedan, and in this form was noted by Mr. Irwin as being owned by longtime Cord collector Dr. Fay Culbreth of North Carolina, in 1971. Subsequent owners were Henry Delmar Clayton and the late Cord expert, Doug Johnson of New Jersey, highly respected for his dedication to the history and maintenance of his favorite automobile.

The car was then purchased by Ralph Helm of Scottsdale, Arizona, who decided to return the Cord to beautiful original condition. In this spirit he undertook its restoration in the early 1990s at the hands of second-generation Cord mechanic, Paul Kaufmann of Manitowoc, Wisconsin, in the beautiful factory-correct color of Geneva Blue, with accessory front and rear bumper guards and a tan top. Mr. Helm researched the Cord’s history carefully; with the original serial number unknown, he corresponded with Mr. Irwin regarding a correct identity, eventually settling upon 812 31415 H as an appropriate, unclaimed number. In this form and with the restoration completed, the car was awarded ACD Club Certification as a Category 1 Original Car. This important designation verified and documented the history of the car for future generations.

Mr. Helms estate has had the mechanical integrity of the car highly scrutinized by PDH Automotive of Glendale, Arizona, including having the transmission sorted to function properly, as well as select cosmetic improvements. Accompanying the car is its complete ACD Club Certification paperwork, detailing the research into its history and specification, as well as rare Cord specification sheets and extensive receipts and invoices from its restoration, showing the level of workmanship involved.

A high-quality, mechanically sound driver, this Cord should be a joy for ACD Club tours, CCCA CARavans, and other events for which these exceptionally modern Classics are well-suited.

**\$125,000 - 150,000
WITHOUT RESERVE**

52.

1970 PORSCHE 914/6

Chassis no. 9140430259

1,991cc SOHC Flat 6-Cylinder Engine
Twin Carburetors
110bhp at 5,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Highly desirable 6-Cylinder 914*
- ★ *Period Race history*
- ★ *Well documented example*
- ★ *Recipient of restoration*



THE PORSCHE 914-6

Porsche's strong historical links with Volkswagen were reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabruck. At the time, Volkswagen needed a new car to replace the ageing Karmann-Ghia, while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411. The 914's reputation for excellent handling was somewhat challenged by criticism that the four-cylinder version was too slow, though lack of speed was never a shortcoming of the 914/6. Fitted with the 2-liter Type 901/36 six-cylinder and drivetrain lifted directly from the 911T, the 914/6 developed 110bhp at 5800rpm and breathed through twin triple choke Weber carburetors,

good enough for a top speed of 123mph. Although a healthy number (2,657) were made in 1970, sales quickly fell off and just 3,318 914/6s were built in total. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which were married four-wheel disc brakes and a five-speed gearbox.

Porsche being Porsche there was, inevitably, a competition version of the 914/6 - the 914/6 GT - a small batch of which was built in 1970. The GT's engine was tuned for around 220bhp, while glassfiber panels and Plexiglas windows helped get the weight down, and dramatically flared arches accommodated wider wheels. In addition, the factory offered a GT kit that could be ordered with a regular 914/6 to be installed by designated Porsche dealers. Today the 914/6 is accepted by purists as a true Porsche and has been

steadily appreciating in value. Many have found their way onto the track, exploiting the excellent handling characteristics of the model - indeed Porsche themselves homologated the 914/6 for racing in March 1970.



THE MOTORCAR OFFERED

Taking full advantage of Porsche's latest creation capabilities, the 914-6 presented here carries with it the distinction of having been a competitive race car for a number of years. Thanks to the good deal of documentation on file, including a race contract and even qualifying results from the American Road Race of Champions 1970, the sporting history of the car has been well tracked.

According to a file, the original owner is believed to be a man by the name of Bill Stroh. He had been a competitor in the SCCA and fielded this 914-6 in the waning years of his racing career. Allegedly a questionable legal sway bar has helped him gather a race win, but a protest resulted in his points being ultimately taken away. Soon after he quit the SCCA and never raced again.

Eventually, another gentleman who was from his neighborhood in Northbrook, Illinois, and had helped work on the car would go on to take ownership of the Porsche. This occurred after years of searching and the vehicle was eventually located under the care of Randy Johnson. More recently in the past 10 years, the 914-6 was a recipient of a restoration. As shown in the history file, the car was taken down to bare metal and fully stripped to its bare unibody before being pieced back together. In 2015, the car was acquired by the consigner, who has used the car very sparingly. However, he reports that the Porsche is in good order and is ready to be enjoyed by its next owner.

\$125,000 - 145,000

53.**1948 FORD PICKUP**

Chassis no. 88RC28441

239ci Flathead V8
 100bhp at 3,800rpm
 3-Speed Manual Transmission
 Solid Front Axle and Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ *Comprehensive restoration*
- ★ *Sold from prominent collection*
- ★ *Handsome color combination*
- ★ *Retains magnificent flathead V8 engine*

**THE 1948 FORD TRUCK**

Ford introduced their last pre-war model in 1941, with a design by Bob Gregorie. The 1942 Fords were the last produced before civilian production was shut down in favor of supporting the war effort. For the return to civilian production in 1946, the design was refreshed, with the final 1947 refresh lasting until the 1949 model year. While the styling was long-lived, it still inspired others – the Swedish Volvo 444 being one such vehicle apparently influenced by Ford's styling.

The first-generation F-Series truck was introduced in late 1947, replacing Ford trucks introduced in 1941. From 1948 to 1950, the grill was a series of horizontal bars and the headlights were set into the fenders. Other modification included increased interior dimensions, which started with a seven-inch stretch in cab width, and by positioning the

door hinges three inches farther forward, easier entry was obtained. The steering wheel was more horizontal and mounted closer to the driver, and a three-person bench seat moved back and forward. To help isolate frame flex, rubber mounts were used between cab and frame.

THE MOTORCAR OFFERED

This beautiful 1948 Ford pickup is being sold in incredibly well restored condition, finished in contrasting burgundy and black exterior paint finish. The truck's bed is finished with Oak wooden slats which nicely compliment the tanned interior that covers the bench seat in the cab. Comprehensively restored, there was not a single component of the truck that was overlooked.

This pickup also retains a Ford flathead V8, delivering power to the rear wheels through a 3-speed manual transmission which was standard in the F-1 truck. Little is known about this truck's early history, but in recent years, it has been well preserved in a prominent private collection where it has been routinely maintained and exercised.

\$35,000 - 45,000
WITHOUT RESERVE

54.

1986 FERRARI MONDIAL CABRIOLET
Coachwork by Pininfarina

VIN. ZFFWC26B000061073

3,185cc DOHC V8 Engine

Bosch K-Jetronic

266bhp at 7,000rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- ★ Unrestored example showing less than 5,800 miles
- ★ A fine example of Ferrari's only Cabriolet from the 1980s
- ★ Italian style and power at attainable prices
- ★ Often considered the most useful car out of Maranello



THE FERRARI MONDIAL

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 Mondial 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. The slightly longer wheelbase did not negatively affect handling, but did lead to phenomenal high speed stability. A well sorted Mondial is truly a great GT car.

THE MOTORCAR OFFERED

The 1986 Ferrari Mondial Cabriolet offered here is seen in preservation condition, original down to the tire. With just 5,800 miles on the odometer, the entire car presents today in nearly untouched condition, especially considering its age. This special example is offered in red over black interior, fitted with the famed Quattrovalvole engine, delivering power through a 5-speed manual gearbox. Included of the sale of the Mondial are its manuals, tool kit, jack, spare wheel, a clean CARFAX, and soft top.

**\$45,000 - 60,000
WITHOUT RESERVE**

55.**1991 NISSAN PRESIDENT SOVEREIGN**

Chassis no. JHG50-004220 .

4,494cc DOHC Aluminum V8 Engine
 Computer Controlled Fuel Injection
 278bhp at 4,000rpm
 4-Speed Automatic
 4-Wheel Multlink Hydraulic Active Independent Suspension
 4-Wheel Disc Brakes

- ★ Well documented from new
- ★ Not sold new outside of Japan
- ★ Incredibly rare in the US
- ★ Perfect for Radwood, JDM shows, or general driving luxury

**THE NISSAN PRESIDENT**

The Nissan President was introduced in 1965 as the first full-sized luxury car specifically made for the Japanese Domestic Market, beating the Toyota Century to the market by two years. Save for cosmetic and mechanical updates, the original architecture would soldier on for 24 years until G50 platform was released in October of 1989. A completely new vehicle powered by the new VH45DE V8 engine, the new President was created for the world market as the basis (in short wheelbase form) for Infiniti's new top-of-the-line model, the Q45. The new President featured a whisper-quiet cabin that ensconced its occupants in either silk wool or option Connolly leather seats – power operated for all four occupants—and a central control console for the rear passengers. The hydraulic active suspension with V-TSC traction control and viscous limited slip differential ensured a smooth ride no matter what the conditions.

THE MOTORCAR OFFERED

This elegant bit of Japanese Domestic Market forbidden fruit was delivered new on June 25th, 1991 to an owner just outside of Tokyo. According to its factory certificate, the original of which accompanies the car, it was ordered with an extended 5-year warranty. Finished in Dark Bluish Black Pearl paint (KJ6) over optional grey Connolly leather seating, it is the apogee of understated luxury.

Well maintained, as documented by numerous service records and inspection sheets that accompany the car, it was brought stateside in August 2016 and acquired by the current owner in January of 2017 with 39,082 kilometers. Kept in a climate-controlled garage since purchase, an additional 1,200 kilometers have been added, for a total of 40,300 showing today (about 25,041 miles). Retaining ample paperwork from its time in

Japan, it even has its original extra set of keys, rear audio/visual remote, owner's handbooks, and the special President key wallet with accompanying box that would have come with the car when new. Perfect for Radwood or just riding around in the pinnacle of 1990s comfort, this President is ready to glide into the care of its next lucky owner.

\$20,000 - 30,000
WITHOUT RESERVE

56.

1993 LAND ROVER DEFENDER 110 NAS

VIN. SALDH1284PA920276

3,950cc DOHC V8 Engine

Multi-port Fuel Injection

182bhp at 4750rpm

5-Speed Manual Transmission

Solid Axle Front and Rear with Coil Spring Suspension

Front Disc - Rear Drum Brakes

Without Reserve

- ★ Single family ownership from new
- ★ Just over 15,000 miles
- ★ Number 244 of only 500 produced for America
- ★ Incredibly preserved example
- ★ Unique, special edition Land Rover



THE LAND ROVER DEFENDER 110 NAS

When Land-Rover brought the Defender to the U.S. for the model year 1993, they did it through their existing Range Rover dealerships. At that time the company was still called Range Rover of North America. Land-Rover and the newly formed Land Rover North America (LRNA) had new models coming to the USA, and to draw attention to the brand they came out with a limited run of 500 Defender 110s. They were big, had a massive roll cage, a powerful 3.9 liter EFI V8 engine, a 5-speed gearbox, and came in any color you wanted, as long as it was white. Imported to be an "image car," and the launching point for the new Defender 90 and Discovery line in North America, the NAS Defender 110s are highly sought after today. The NAS Defender 110s were like no other 110 ever built, and it took the factory considerable effort to hand-build these unique trucks for North America.

THE MOTORCAR OFFERED

Bonhams is pleased to offer this outstanding Land Rover Defender 110 NAS. This particular truck is number 244 or the 500-unit production run. The truck was ordered new in the land of enchantment and would remain there with its original family for the majority of its life. At just over 14,000 miles, the truck was brought to Land Rover Santa Fe, where it received its 15,000-mile service. In 2017, the truck was relocated to the family's home in Colorado. At the time of cataloging, the odometer showed an incredibly low 15,009 miles. The Alpine White paint presents beautifully, as does the grey hounds-tooth cloth/gray vinyl interior. Aside from the single upgrade to a more modern stereo, number 244 is essentially as it left the factory.

This is an outstanding opportunity to obtain a highly sought after, limited production example of what is perhaps the best 4x4xFar.

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

57.

1930 BENTLEY SPEED SIX 'LE MANS REPLICA' TOURER Coachwork in the style of Vanden Plas

Chassis no. SB 2754

Engine no. SB 2763

6,597cc SOHC Inline 6-Cylinder Engine
4 Overhead Per Cylinder
180bhp at 3,500rpm
4-Speed 'C' Gearbox
Front and Rear Leaf Spring Suspension
Four-Wheel Drum Brakes with Servo Assist

- ★ Matching numbers Speed Six, documented by Clare Hay Report
- ★ Desirable late specification fitted with single port block
- ★ Previously owned by Fred Simeone, and Virgil Millett
- ★ Fresh engine rebuild, by Steve Babinski
- ★ An excellent car for numerous international motoring events



THE SPEED SIX BENTLEY

Walter Owen Bentley established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3-liter car, was powered by a four-cylinder, single overhead camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 6½-Liter model of 1926. The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3-Liter was conceived. W.O. saw a great deal of sporting potential in the 6 1/2 model. So in late 1928 the Speed Six was announced, and the first chassis delivered in 1929. The changes to increase power and create a sports car, was the fitment of dual S.U. carburetors, and square shouldered radiator wearing a green badge. In Speed Six form it proved admirably suited to competition: in 1929 Barnato/

Birkin's Speed Six won the Le Mans 24 Hour Race ahead of a trio of 4½-Liter Bentleys and Barnato/Kidston repeated the feat in the following year's Grand Prix d'Endurance at the Sarthe circuit ahead of similarly-mounted Clement/Watney. The 6½-Liter was produced for four years, during which time 544 chassis were completed, 182 of these to Speed Six specification. But the survival rate has not been good, and by the late 1990s only 185 of all types could be accounted for. As noted by Jonnie Green in 50 years of the Marque "The Speed Six was W.O.'s favorite among his illustrious machines, can be readily understood by anyone who has driven any distance to the accompaniment of the gentle roar and almost turbine-like never ending surge of power from beneath that long slim bonnet"

THE MOTORCAR OFFERED

SB2754 was completed on September 6, 1929 and was one of 121 6 1/2 Bentleys erected on a short 11'6 chassis. As it is a 1930 model, the motorcar was also delivered with the more refined single port block, which increased horsepower from 160 to 180bhp.

The car was dispatched to the prestigious coach builder Gurney Nutting. In the original factory records, it is listed as Weymann saloon. Unfortunately, no known photos of SB2754 as new survive. The agent for the car was none other than H.M. Bentley and Partners. This particular agency was set up by W.O.'s brother, H.M., and operated out of Pollen house, on Cork Street. The car was returned to Bentley Motors for its final test on 14 of November 1929. The car's five-year guarantee was issued on 15th November.

SB2754 was a custom order by its first owner





that Mr. Everard also owned a 4 1/2 saloon registration UT1, and had UT2 assigned to this car to match. Mr. Everard kept SB2754 for quite some time until April of 1936. The car likely found a new owner as it was re-registered. The Leicestershire records note a transfer to Leicester City Borough Council, this was dated on the 14, October 1937. The next change is dated on the 25th of July 1941, when the registration was transferred to Nottingham City Borough Council. The first mention of the car in Bentley Drivers Club Records appears in 1947. At this time, it was owned by Mr. William W. Cope in Nottingham. The next change of ownership was in 1949 when the car was acquired by Lachland McPherson, who retained the car until 1950 when the car was sold to E.N. David Pitts. In 1951 the car was advertised by Performance Cars Ltd, in Motor Sport in

March 1951. At this time the car was wearing a rather wide-open tourer body with cycle fenders. It is listed as ex-Davidge Pitts, and as a very fast, above average car. Currently, the ad serves as the earliest known image of SB2754. A letter from a Mr. Mark Joesland in the Bentley Drivers Club review No. 224 states that he was offered the car in 1951 when he was 23 for only 120 pounds. He also stated that car was offered with a certificate that it had lapped Brooklands at over 100mph. If this is indeed true then it is likely that the open body fitted in this photograph was fitted before the war, as it would have had a difficult time achieving this with its original body and gearing.

In 1973 the car was in the United States owned by Mr. L.D. Hopeman. Mr. Hopeman retained the car until the mid-1980s. it was

at this time that the car was purchased by Dr. Fred Simeone. According to Dr. Simeone it was an unfinished restoration project. Dr. Simeone hired the services of David George to complete the car to its current form. Shortly after its completion, the car was traded to Dr. Simeone's close friend Virgil Millett.

The completed restoration by David George was to a very high standard. The bodywork is very high quality and even fitted with Vanden Plas coach builder plates in the door sills. It was also fitted with quad Andre tele control dampeners. A very nice polished metal dashboard with large racing style tachometer and speedometer were fitted. To finish off the car's overall racing look, a dual Brooklands style fishtail exhaust was installed, as fitted to "Old Number One" for the 1929 Double Twelve race at Brooklands.



After taking delivery of the car, Virgil Millett had the car taken to Steve Babinski for further restoration work. This included a full rebuild of the engine. After the car was completed, according to Mr. Babinski, the car was driven to that year's RROC meet and then back to the Millett family farm.

After Virgil Millett's passing the car was carefully put into static storage. Earlier this year, the car was removed from storage and put through and extensive recommissioning by a Vintage Bentley specialist. This service has included: valve clearances, checking over the chassis, gearbox inspection, and new Excelsior Tires were fitted. It was at this time that all numbers on the car were inspected and it was confirmed that the car retained its original matching numbers, engine, gearbox, and axles. The car was also documented by noted Bentley Historian Clare Hay.

Today the car presents very well. The engine is very fresh as it is believed that the rebuild was performed less than 600 miles ago, and it has excellent oil pressure. At the time of cataloguing, the car was taken on an enjoyable test drive and performed beautifully. The engine pulls well, and the gearbox is lovely. Brakes are also very well set up and stop the car with a great deal of confidence. The chassis also handles extremely well, and the steering is very responsive.

The Speed Six Bentley is in many ways the car that cemented the Bentley Legend, winning Le Mans in both 1929 and 1930. They are fantastic touring and rally cars capable of covering long distance in an almost effortless manner. The engine's incredible amount of torque makes them incredibly easy to drive, and the more than ample power allows them to easily cope with modern road

conditions. Matching numbers Speed Sixes are rare cars. An excellent car for any number of driver events and tourers, and a great addition to almost any collection.

\$1,000,000 - 1,300,000

58.**1934 PACKARD EIGHT 1100 5-PASSENGER SEDAN**

Chassis no. 703707

320cid L-Head Inline Eight-Cylinder Engine

120bhp at 3,200rpm

3-Speed Selective Synchromesh Manual Transmission

Solid Front and Live Rear Axles with Semi-Elliptic Leaf Springs

4-Wheel Vacuum-Assisted Mechanical Drum Brakes

- ★ Quite rare as 1 of only 5,120 Eleventh Series Eights produced
- ★ Equipped with scarce Packard radio and Pilot Ray directional lights
- ★ Complete and very well-preserved older restoration
- ★ 1992 Lexington, KY VMCCA Golden Award of Excellence winner
- ★ Striking livery includes upholstery matched to original sample

**THE MOTORCAR OFFERED**

Continuing to epitomize America's fine-car market during the early 1930s, Packard applied a number of careful improvements to 1933's Tenth Series models and even more for 1934's Eleventh Series, which debuted in August 1933. Featuring outstanding styling, the Eleventh series Packard line benefited from Raymond Dietrich's foundational design work and the masterfully streamlined flourishes of multiple award-winning designer Alexis de Sakhnoffsky. Featuring beautifully skirted fenders and V-shaped radiator grilles, the Tenth- and Eleventh-Series Packards are rightly considered by today's collectors and marque enthusiasts as some of the company's finest models ever produced.

Renowned for their driving dynamics and mechanical sophistication, Packard's eight-cylinder models benefited from a number

of detail-oriented changes for the Eleventh Series to match their outer sophistication. Among the enhancements were the addition of an oil-temperature regulator, movement of the fuel filler into the left rear taillight assembly and electrical upgrades including an improved generator capable of powering the newly available vacuum-tube radio unit. Externally, new slotted bumpers provided a simulated double-bar look. Three new model numbers defined the Eleventh Series Packard Eight lineup for 1934, with Model 1100 utilizing a 129 ½-inch wheelbase mounting a highly versatile five-passenger sedan – the sole body style offered. The Model 1102 chassis carried a long 141 ¼-inch wheelbase for a sedan and seven-passenger sedan-limousine. Model 1101 bridged both extremes, with a complete line of 10 body styles, riding a generous 136 ¼-inch wheelbase length. Introduced during

August 1933, the 1100, 1101 and 1102 Eleventh Series Packard Eights were the company's most important models and helped keep the company afloat during the worst of the Great Depression until the "Junior" models arrived for 1935.

This 1934 Model 1101 Packard Eight 5-Passenger Sedan is a simply wonderful example. It was purchased by the current owner in September 1985, with a complete, body-off-frame restoration already in progress. Following acquisition, the Packard's restoration was brought to fruition, with all aspects of the vehicle inspected and restored over a 3 ½-year timeframe by Barry Keating at Classic Crossroads in Salt Lake City, Utah, with body and paint performed by Danzie Antique Auto, upholstery by Berling Custom Auto and restoration of the engine, chassis



and running gear by Keating. According to oral history, the Packard was reportedly owned by MGM Studios until 1960 and then sold to gentleman from Tucson, Arizona, who retained the car until early 1970s when he sold it a man from Salt Lake City, who never registered it and disassembled it, with the car passed through three more owners until the current owner acquired it.

Following restoration, the venerable Packard was awarded the Veteran Motor Car Club of America (VMCCA) Golden Award of Excellence VMCCA at the 1992 Glidden Tour in Lexington, Kentucky. Only sparingly driven to maintain its splendid older restoration, the Packard has enjoyed proper storage and pampering ever since it was completed. Attractively finished in Maroon with black fenders, the Packard features an outstanding

blue-grey cloth interior, with the upholstery carefully matched to an original sample found inside the car prior to restoration, plus such desirable accessories as a scarce original dash-mounted Packard radio, Pilot-Ray directional lights and comprehensive standard features including power-assisted brakes, adjustable shock absorbers, Bijur chassis lubrication system and a dual-purpose fuel- and oil-level gauge. A study in effective design and featuring Packard's characteristic engineering prowess, this 1934 Packard 1100 5-Passenger Sedan enjoys Classic Car Club of America Full Classic® status and will provide both a wonderful touring experience and a welcome entry to a multitude of enjoyable shows and events.

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



59.

2003 ASTON MARTIN DB AR1

Design by Zagato

VIN. SCFAE623X3K800007

Engine no. 04387

5,935cc DOHC 48-Valve V12 Engine

Electronic Fuel Injection

435bhp at 6,000rpm

5-Speed ZF Tip-Tronic Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Chassis number 007 of only 99 made
- ★ Just 1,075 miles and single ownership from new
- ★ Desirable and rare, Zagato styled Aston Martin with massive V12 power
- ★ Complete with books, tools, custom car cover and umbrellas



THE ASTON MARTIN ZAGATO DB AR1

Aston Martin renewed its fruitful relationship with renowned Italian styling house of Zagato, most famously begun with the DB4GT Zagato of the 1960s, after a meeting between Elio Zagato's son Andrea and Aston Martin CEO Dr Ulrich Bez at the Pebble Beach Concours d'Élégance in 2001. The result was a stylish Coupe, based on the DB7 V12 Vantage supercar, recalling the sublime looks of the original DB4GT Zagato. So favorable was the DB7 Zagato's reception that it was decided to produce an open car in similar vein: the DB AR1.

Designed with the California weather in mind, and a Roadster in the proper tradition with no hood and space for just two people, the Aston Martin Zagato DB AR1 – or DB American Roadster 1 – was previewed by a select group of potential customers to gauge reaction. The car was so well received on its debut at the Los Angeles Auto Show in 2002,

that all 99 of the proposed limited editions were purchased.

Powering the new open supercar was a developed version of Aston's state-of-the-art, 6.0-liter V12 enjoying a boost in maximum power to 435bhp, some 20 horsepower more than the DB7 Vantage. This power increase together with more torque, a revised final drive ratio and 'active' sports exhaust system produce a noticeable improvement in mid-range performance, where it is most useful in everyday driving.

Acceleration can only be described as stunning, 60mph arriving in just 4.9 seconds, while its top speed of 185mph makes the DB AR1 the world's fastest true Roadster. Above all, the DB AR1 was designed to be a true 'driver's car', equally at home on the autobahn or challenging back road. This is a car that beckons you to look for places to go.

Restraining this superlative high performance are equally exalted brakes: Brembo racing-style grooved discs - 335mm at the front, 330mm at the rear - gripped by alloy four-pot calipers assisted by an improved brake booster unit and moderated by Teves ABS. Power is transmitted to the road via a limited-slip differential to special multi-spoke 19" alloy wheels (8"/9.5" F/R) incorporating revised offset to give a wider track, shod with low profile Yokohama tires.

As one would expect of a modern supercar, there was electronic traction control and power-assisted rack and pinion steering, while the well-appointed interior boasted electrically controlled sports seats, six-speaker Becker stereo radio cassette system with 6-CD changer, and alarm/immobilizer with remote central locking and boot release.



THE MOTORCAR OFFERED

As the AR1 featured no roof of any kind as stock from the factory, most of the examples sold in the United States found themselves destined to the sunbelt where limited precipitation would guarantee yearlong usability. Evidently, the one on offer was delivered new to a collector in Dallas Texas. Since, chassis number 007 (Indeed: Bond, James Bond) has had the privilege of remaining under single ownership as part of a displayed collection of fine automobiles for the entirety of its life. Just 1,075 miles have been accrued on the odometer, leaving the car in a truly remarkable state. The Italian crafted, Mendip Blue Zagato body work appears largely flawless throughout, and the Cream Truffle Leather interior presents in equally showroom fresh condition. Of utmost importance to vehicles of this low mileage, is continued maintenance. Credit to

the owner, who has done the due diligence, it can be comfortably reported that this rare twelve-cylinder Aston Martin is up to date. In addition, the car will arrive with books, tools, its custom fitted car cover and its umbrellas.

The partnership of Zagato and Aston Martin is truly one of the most endearing and coveted combinations in the automotive world. A soaring V12 motor, curvaceous lines, and wind in your hair could not make for a better driving experience. Do not miss this opportunity to get behind the wheel of this modern collectible.

\$250,000 - 300,000

The following 9 lots are offered from a Southern California collection of exceptional Sports and Racing cars.



60.**1962 LOTUS SUPER 7 S2 ROADSTER**

Chassis no. SB1401

1,500cc Lotus-Cosworth Twin-Cam Inline 4-Cylinder Engine
65bhp (est.)

4-Speed Manual Gearbox

Independent Front Suspension with Wishbones and Coil Springs
Live Rear Axle with Radius Arms, Panhard Rod and Coil Springs

4-Wheel Girling Hydraulic Drum Brakes

- ★ *Graham Chapman's most important early Lotus model*
- ★ *Completely restored and ready to enjoy*
- ★ *Offered from 18 years of single-owner care*
- ★ *Legendary race-derived handling and performance*
- ★ *Accompanied by 1982-dated letter confirming original sale*

**THE MOTORCAR OFFERED**

Bearing Serial Number SB1401, this original right-hand drive 1962 Lotus Super 7 is one of only an approximate 1,310 S2 examples produced in all by Lotus Cars between June 1960 and August 1968. According to a January 1982-dated letter on file from

Caterham Cars, SB1401 was finished in green and sold new by Lotus Cars Ltd. on March 3, 1962 with original engine number S251938E to first owner D.H. Meldrum of Middlesex, England. At a subsequent point, SB1401 was sold to the United States and at the time of the aforementioned letter, the car was owned by Alan Wertheimer, an attorney in Beverly Hills. Now offered from 18 years of single ownership and care, this 1962 Lotus Super 7 features British Racing Green and

natural alloy finishes over the red-trimmed cockpit, which is complete with a set of Simpson racing harnesses. As offered, this Super Seven continues to benefit handsomely from a complete restoration and features a desirable lightweight alloy hood. Power is provided by a high-revving 1500 cc Cosworth

Twin-Cam engine with twin Weber carburetors that delivers exceptional performance in concert with the lightweight chassis and body design. In contrast to many other examples, this Lotus-built Super 7 importantly retains the stamped chassis plate, the number of which matches the serial number stamped on the vehicle's ID tag. Agile, extremely responsive to driver inputs and startlingly capable of out-accelerating, out-handling and out-braking far more-powerful opposition, the Super 7

delivers a thrilling driving experience in all disciplines and remains coveted by hardcore sports-car enthusiasts today. Accordingly, this very fine example is certainly one of the best available today.

\$35,000 - 55,000
WITHOUT RESERVE

61.

The Ex-George Nixon, Ian Burgess

1959 COOPER-CLIMAX TYPE 51 FORMULA 1 RACING SINGLE-SEATER

Chassis no. F2/3/59

2-Liter Coventry-Climax FPF 4-Cylinder Engine
170bhp

4-Speed Citroen-ERSA Gearbox with Reverse

Double Wishbone, Front Suspension with Coil Springs and Damper -

Double Wishbone, Rear with Leafspring and Damper

4-Wheel Disc Brakes

- ★ *Absolutely iconic Championship winning design*
- ★ *T51s driven by Jack Brabham, Bruce McLaren, Stirling Moss and Masten Gregory helped secure both 1959 F1 World titles*
- ★ *Wonderfully useable Vintage race car, eligible for all manner of international events*
- ★ *Known history, cosseted over many years by well-known owners*



THE MOTORCAR OFFERED

The Cooper Car Company was launched as early as 1946. It was the product of father and son duo, Charles and John Cooper.

These two gathered around them a dedicated group of like-minded men and as a unit they escaped the immediate post-war cares and gloom and austerity of Great Britain 1946-1952 by building pioneering new race cars for sale to like-minded sportsmen. Some of those customers just aimed to enjoy some race driving sport just as a weekend pastime. Others – including such legendary names as Stirling Moss and Peter Collins – raced Cooper cars to first launch and then build a professional race-driving career; and both would use the Cooper launchpad to achieve eventual Grand Prix-winning status.

Charles Cooper first helped son John and the

boy's schoolfriend Eric Brandon build a pair of lightweight motor-cycle engined open-wheeler race cars in 1946. To expedite construction, they took the front ends of two Fiat 500 Topolino road cars and welded them together back-to-back to create a simple chassis frame with transverse-leafspring independent suspension at each end. They then fitted a

single-cylinder 500cc air-cooled JAP engine behind the driver's cockpit, so it could conveniently drive by chain to the back axle.

These little cars were built low, light, slender and sleek – and they became the machines to beat in 500cc 'poor man's racing. Customers flocked to Cooper's garage door to buy replicas. In 1948 the Cooper Car Company was launched to supply that demand. They

built rear-engined 500cc F3 cars in hundreds, plus some front-engined Formula 2 cars, road cars with engines both front and rear-mounted, then in 1955 the centre-seat 'Bobtail' sports car using a water-cooled Coventry-Climax 4-cylinder engine in the back. In 1956 the 'Bobtail' spawned the first water-cooled rear-engined Cooper-Climax for Formula 2 – the marque's Type 41.

And by 1959 the rear-engined Cooper-Climax theme had reached the Type 51 variant – as now offered here – and with full 2 1/2-liter Formula 1 Climax FPF engine – it would carry works No 1 driver Jack Brabham the Drivers' World Championship that year. The Cooper Car Company in parallel won the Formula 1 World Championship.

This particular Type 51 - chassis 'F2/3/59' -



is mentioned in the Cooper Car Company's surviving chassis book as having been sold to British garage proprietor and occasional privateer race driver George Nixon on January 7, 1959. It was delivered to him with Climax FPF engine '1085' – probably in 1 ½-liter Formula 2 specification, since the Type 51 was itself a dual-purpose Formula 2/Formula 1 design.

Race appearances for the car appear to have been as follows:

Amateur driver Chris Summers – of the Anstey Garage business, near Coventry – entered by Nixons Garages – race at Mallory Park, Leicestershire, on May 18, 1959 – a club level event, DNF

Professional driver – and Cooper Racing

Drivers' School instructor - Ian Burgess drove it in the Reims F2 Coupe de Vitesse race in France on July 5, 1959 - DNF

Ian Burgess drove it again at Rouen-les-Essarts, France, on July 12, 1959 - 8th

Ian Burgess at Clermont-Ferrand, France, on July 26, 1959 – finished, but too far behind to be classified

Ian Burgess in the Formula 2 Kentish Trophy International at Brands Hatch, England, on August 3, 1959 – a most commendable 5th
Ian Burgess at Brands Hatch, England, again on August 29 - 9th

This was a very respectable International career for a privately-entered Cooper-Climax at that time, and its career later continued in

private hands, at less elevated level for several years. It was eventually restored to full running order – we understand – by respected British specialist Peter Denty and became part of the private Cooper Collection owned by movie director David Cronenberg, based in Canada.

So here we offer a very nicely presented, well-preserved example of a truly iconic Cooper-Climax – an open-wheeler Formula road-racing car made absolutely by purebred Racers for fellow enthusiasts who also had the road-racing bug in their systems. We commend this Type 51 as deserving the very closest consideration. As an ex-David Cronenberg Collection car it would surely grace any similar collector's garage, race shop, museum, office, or den...

\$150,000 - 200,000

62.*Originally supplied through Frank Williams Racing Cars*
1966 LOLA T62 FORMULA 3 RACING SINGLE-SEATER

Chassis no. SL62/11

1,498cc Lotus-Ford "Twin-Cam" Inline 4-Cylinder Engine
 Twin SU Carburetors
 100bhp
 5-Speed Hewland Mk V Gearbox and Manual Transaxle
 Independent Front Suspension with Inboard Rockers
 Independent Rear Suspension with Dual Trailing Arms
 4-Wheel Hydraulic Disc Brakes

- ★ 1 of just 12 T60/T61/T62 racing cars produced by Lola
- ★ Sold new to eventual F1 Champion Constructor, Frank Williams
- ★ Accompanied by September 1972-dated SCCA Vehicle Logbook
- ★ Purchased in England during 1968 by famed CA racer, Frank Scurria
- ★ Restored by noted racing-car specialist, Joe Cavaglieri

**THE MOTORCAR OFFERED**

Numbered SL62/11, this 1966 Lola T62, carries fascinating provenance. According to an article by marque historian Rob Shanahan published on the Lola Heritage website, supported by an image of the Lola factory's handwritten list of original owners, SL62/11 was painted green and sold new to none other than Frank Williams, the future Formula One World Champion Constructor. The Lola notes also document one R. Bailey as the next owner of SL62/11. In 1968, it was purchased in England by Frank Scurria, the famed Californian motorcycle racer and tuning wizard for Ducati during the 1960s. According to an autobiographical article, Mr. Scurria stated "In 1968 I went back to England, got married and bought a racecar – a Formula 2 Lola. I brought the Lola and the wife back to California. Both are gone now,

but I did win my first car race. It was at the old Ontario Motor Speedway in 1969." While he concentrated on car racing in 1970, Scurria did enter select motorcycle races that year with Norton and Aermacchi cycles, winning some races in the process. Eventually, at the end of 1972, he returned to England to race in F3 during 1973 and 1974. An SCCA logbook (Identity No. 19-439) accompanies this Lola T62, issued by the California Sports Car Club in September 1972, with SL62/11 categorized by the SCCA in Formula B (FB) and listed with Lotus-Ford power.

Subsequent history remains unknown until 2002, when SL62/11 was sold to the current owner following restoration by Joe Cavaglieri, the renowned former racing mechanic and crew chief, who in 2017 received the Racing

History Project's Peter Bryant Challenger Award. As offered, the Lola features a Lotus-Ford Twin-Cam powerplant displacing 1.5 liters and comes with a dossier including period photographs, "before and after" restoration photos, specification and set-up sheets and the aforementioned SCCA logbook for a compelling overall package.

\$60,000 - 80,000
WITHOUT RESERVE

63.**1948 MG TC ROADSTER**

Chassis no. TC/7040

1,250cc XPAG OHV Inline 4-Cylinder Engine

Twin SU Carburetors

54bhp at 5,500rpm

4-Speed Synchromesh Manual Gearbox

Solid Front and Live Rear Axles with Leaf Springs

4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ *Wonderful example of an unqualified sporting icon*
- ★ *Well-preserved and complete older restoration*
- ★ *Striking livery; accompanied by tonneau cover*
- ★ *Offered from nearly 10 years of careful single-owner care*

**THE MOTORCAR OFFERED**

The first of MG's definitive and long-running T-series "Midget" sports cars – the TA – arrived in 1936. Powered by a 1,292 cc OHV engine, it set MG's iconic styling direction for nearly the next 20 years with its upright grille, rakish deep-cut doors and slab-shaped petrol tank at the rear. As wartime loomed in 1939, the TB introduced the shorter-stroke but more-powerful 1,250 cc XPAG engine that went on to power MG's roadsters through 1954. The TC heralded MG's post-war return at the 1945 London Motor Show. Retaining the beloved styling of its predecessors, the TC was built through 1949 and brought a roomier cockpit and improved comfort with its wider body, while retaining all traditional T-Series MG virtues. Today, collectors and enthusiasts continue to covet the TC in particular, since it

is the MG model that almost singlehandedly inspired postwar America's passion for British sports cars. The relatively affordable TC also made it possible for owners to drive their cars to and from early races, compete there, and often win. Most of America's top racing drivers of the 1940s and 1950s cut their teeth with the TC, including John Fitch, Phil Hill, Carroll Shelby, Dick Thompson, John von Neumann, and many others, at a time when raw enthusiasm and skill often prevailed over horsepower and money. The TC also spawned the sports-car parts and service industry in America, led on the West Coast by early TC owner Al Moss. Offered from nearly 10 years of knowledgeable single-owner care, this 1948 MG TC is simply a wonderful example throughout. Continuing to

benefit handsomely from an older complete restoration, it features a striking black paint finish over rich Burgundy upholstery, accented by a chrome radiator grille with red inserts and comes with a tonneau cover. While carefully preserved and only sparingly used under the current ownership, this MG TC is understood to run and drive as it should, making it an ideal classic sports-car purchase. Timeless, charming, and utterly fun, this 1948 MG TC Roadster is an excellent example of the car that ignited America's sports-car movement and launched the careers of so many of America's greatest racing drivers. As such, no serious collection can be considered complete without this quality example.

\$35,000 - 45,000
WITHOUT RESERVE

64.

1956 COOPER-CLIMAX 1.5-LITER T39 'BOBTAIL' SPORTS RACER

Chassis no. CS/9/56

1,460cc Coventry Climax SOHC Inline 4-Cylinder Engine
Twin SU Carburetors
108bhp at 6,400rpm
4-Speed Manual Gearbox
4-Wheel Disc Brakes
4-Wheel Independent Suspension

- ★ *Highly engaging example of Cooper's definitive 1950s sports-racer*
- ★ *Long-term component in several California private collections*
- ★ *A fantastic entry point into high-level vintage racing events*
- ★ *Outstanding livery, presentation and renowned Coventry Climax power*



THE MOTORCAR OFFERED

Established by Charles and John Cooper following WW II and immediately renowned for innovation, the Cooper Car Company was one of the world's most successful racing-car constructors through the early 1960s. Famous for perfecting the mid-engine chassis layout, beginning with their dominant chain-driven 500-cc F3 cars, the Coopers also sought to dominate F2, F1 and sports-car racing. By 1954, their chief designer, Owen Maddock, designed an all-new lightweight spaceframe, in concert with sleek, form-fitting bodywork, and central driver seating.

The Coopers' final ingredient for success in F2 and sports-car racing came in the form of the Coventry Climax FWA (Feather Weight Automotive) inline four-cylinder racing engine. Directly based on the Coventry Climax FW (Feather Weight), designed by engineer Walter

Hassan who also was part of the Jaguar 'XK' project and would go on to design Jaguar's V-12. Built to Ministry of Defense requirements for a compact and lightweight, yet powerful fire-pump engine, the FWA immediately attracted the attention of the racing fraternity when it was first displayed at the London Motor Show.

Designated 'T39', the new Cooper sports-racer was soon commonly known as the "Manx tail" or "Bobtail," inspired by its abruptly cut-off, yet extremely aerodynamic rear bodywork. Inspired by the groundbreaking prewar work of Dr. Wunibald Kamm, this unique design feature was yet another of Maddock's cutting-edge ideas that would yield a decisive advantage over the far less forward-looking designs of the competition. Cunningly, Charles Cooper reportedly

dismissed the car's radical rear bodywork as a simple expedient to getting the car to fit properly onto its race transporter!

To say Cooper's new sports-racer created a sensation would be a severe understatement. As successful on the track as it was visually stunning, the T39 was a force to be reckoned with from launch, qualifying 1st, finishing 1st in class and 3rd overall on its first race outing in the hands of Ivor Bueb at the Goodwood Easter races. Two T39s entered the tragic 1955 Le Mans 24 Hours, with the T39's best performance there in 1957 with Jack Brabham and Ian Raby finishing 15th overall and 3rd in class. Only an estimated 50 examples of the T39 were produced, yet the car cast a huge shadow during its front-line racing years from 1955 to 1962, with over 600 race entries, 9 poles, 83 wins and 216 podium finishes in all.



Predictably, the fast and nimble T39 found favor Stateside in SCCA competition. While earlier history remains unknown at this time, this T39 – numbered CS/9/56 – has enjoyed long-term care within three California-based private collections for many years. According to known history, it was sold from southern California to Mario Suraci of Northern California, who restored the car before selling it in 2005 to the current owner, who has continued to admirably maintain its restoration. Maintained in running order and powered by a correct Coventry Climax 1.5-liter engine, and now upgraded with disc brakes all round, CS/9/56 simply marks an outstanding example of one of the most successful and evocative British sports-racers of the 1950s and early 1960s.

\$125,000 - 150,000

65.

1967 JAGUAR-HWM SPECIAL RECREATION

Chassis no. 1F3945DN

4.2-Liter Jaguar 'XK' DOHC Inline 6-Cylinder Engine
 Triple SU Carburetors
 246bhp
 4-Speed Manual Gearbox with Overdrive
 4-Wheel Independent Suspension
 4-Wheel Hydraulic Drum Brakes

- ★ *Highly Evocative Recreation of the HWM "Scragg Jag"*
- ★ *Built by the Renowned Tempero Coachbuilding Firm of New Zealand*
- ★ *Mechanicals from Late-1960s Jaguar 420 Donor.*
- ★ *Equipped with 4.2-Liter 'XK' Engine, 4-Speed, Overdrive, Disc Brakes*
- ★ *Currently Titled in California as a 1967 Jaguar*



THE MOTORCAR OFFERED

A circuit-racing "ace" in postwar racing circles in England behind the wheel of such racing legends as the Jaguar SS 100, Jaguar XK120 and a Jaguar-powered Alta from 1950-54, Phil Scragg went on to become even better-known in hill climbs through the 1960s. One of those hill climb machines he piloted to particularly great effect was a fierce Jaguar-powered HWM special, known to many as the "Scragg Jag." Established in 1946 at Walton-on-Thames England, Hershams & Walton Motors, best-known as "HWM," was founded by prewar racing driver George Abecassis and John Heath.

The racing stable that gave Stirling Moss, Peter Collins and Paul Frere their first rides in Grand Prix racing, HWM was a small, but highly respected concern that built fewer than two dozen cars over its seven years

as a constructor. While small in numbers, HWMs were highly effective everywhere they appeared and the majority of them survive today as cherished collector cars. The tragic death of Heath in a crash at the 1956 Mille Miglia was a primary factor in the cessation of racing at HWM. Another was the marriage of Abecassis to the daughter of David Brown, Aston Martin's then-owner, and a shift from racing to managing the company's road-car dealership thereafter. Nonetheless, HWM continues today as the world's oldest Aston Martin dealer, with HWM having held the rights to sell the revered brand's motorcars since 1951.

Today, among the best-known HWMs produced are the Chevrolet-powered "Stovebolt Special" and the colorfully-named "Scragg Jag" of circuit- and hill climb "ace"

Phil Scragg. Highly successful, Scragg's fearsome torpedo-shaped, cycle-fender HWM-Jaguar has never failed to evoke stirring memories for hard-core fans of postwar British motor racing. Barry Gurdler was one particularly impressionable soul, who commissioned the Tempero family's coachbuilding company, located in Omaru, New Zealand, to recreate the famous HWM "Scragg Jag."

A wonderfully evocative blend of classic 1950s racecar style and presence with a more powerful 4.2-liter Jaguar 'XK' DOHC engine and the flexibility of an overdrive gearbox from a Jaguar 420 donor car, this recreation of the "Scragg Jag" is further equipped with triple carburetors and the stopping power afforded by a set of inboard four-wheel disc brakes. Bodywork is all-alloy, secured by



Dzus quarter-turn quick-release fasteners. Most recently, the current owner had the car repainted in period-correct British Racing Green. While businesslike, the cockpit nonetheless features a smart engine-turned dash panel, comprehensive instrumentation, finely trimmed leather upholstery, racing harnesses and a wood-rimmed, three-spoke steering wheel. Of course, the entire vehicle is a demonstration of Tempero's characteristically excellent design and construction techniques, and the vehicle displays an uncommon presence that will surely generate admiration everywhere it is shown or driven. Best of all, it is an exclusive creation, believed the sole car of its kind produced. Accompanied by a document binder, this captivating recreation of the famed "Scragg Jag" is currently titled in California as a "1967 Jaguar" and stands ready for continued enjoyment and appreciation.

**\$75,000 - 125,000
WITHOUT RESERVE**

66.

The Ex-Timmy Mayer, Peter Revson Rev-Em Racing Team
 1962 COOPER-BMC TYPE 59 FORMULA JUNIOR
 RACING SINGLE-SEATER

Chassis no. FJ-7-62

1,095cc BMC-XSP Inline 4-Cylinder Engine
 Single, Twin-Choke Weber Carburetor
 5-Speed Citroen-ERSA Gearbox with Reverse
 Spaceframe Chassis Construction
 4-Wheel Disc Brakes

- ★ Well known car in Formula Junior circles
- ★ Superb and highly competitive Junior
- ★ Compelling, winning, star-driver period history.
- ★ Beautifully prepared example
- ★ Eligible for all manner of international events



THE MOTORCAR OFFERED

Two of America's finest open-wheeler road racing drivers of the 1960s/70s are represented, celebrated or commemorated by this most attractive Formula Junior Cooper. One of them was rated contemporarily as a potential superstar on the verge of great world-class success. The other was indeed a superstar who lived long enough to fulfil such promise.

Timmy Mayer was from a wealthy family living in Dalton Pennsylvania. He and his older brother Teddy became enthusiastic racing fans. They shared their enthusiasm with Peter Revson, whose father Martin had been a founding partner with his brother Charles of Revlon Cosmetics, before leaving that company in 1958 to become Chairman of Del Laboratories. As similarly well-heeled and aspiring young SCCA road racers - who had

met while students at Cornell University - they joined forces with another young driver, Bill Smith Jr, to create the Rev-Em Racing Team. They equipped themselves with three of the latest Cooper-BMC Type 59 Formula Junior cars to campaign in US events through 1962.

The Mayer brothers did not quite have to face the same challenges to their sporting ambitions that Peter Revson encountered. His family was opposed to him racing, and he had to fund his own activities through personal savings and education funds. But on track both Peter and Timmy showed innate talent - combined with burning ambition to progress onto the International stage.

With their FJ Coopers they both succeeded. Timmy Mayer won the Governor's Cup FJ race at Marlboro, Md, that April, beating

Mark Donohue. He and Peter finished 1-2 at Cumberland, Md, in May. Timmy won again at Bridgehampton, Long Island, in June, a week before team-mate 'Revvie' won the Player's '200' FJ race at Mosport in Canada. The following weekend then saw Timmy win at Elkhart Lake, and in August he won the Wisconsin Junior GP at Meadowdale.

In September at Meadowdale Mayer, Smith and Revson dominated the Thompson, Ct, race - finishing 1-2-3 in the matching Coopers, and so their one season progressed. In the Puerto Rico GP at Caguas on November 11, 1962, Timmy Mayer, Bill Smith and Peter Revson finished 1-2-3 yet again.

For 1963 'Revvie' then threw his remaining funds into taking an FJ Cooper around Europe



hoping to break through into Formula 2 and ultimately Formula 1 racing. Timmy Mayer was offered a drive with the major British-based Tyrrell Racing Organization to drive quasi-works FJ Coopers in that same European season. He showed great promise and would have taken the No 2 works Cooper F1 drive for 1964 as team-mate to Bruce McLaren. Brother Teddy became Bruce's business partner in founding their own McLaren racing team, initially to contest the Tasman Championship races in January-March 1964. Timmy continue to show immense promise, only to crash fatally during practice for the final Tasman round at Longford, Tasmania.

Peter Revson would race his own Formula 1 Lotus-BRM 24 during 1964 but failed to secure a factory drive so he turned to sports and endurance racing in which he slowly

matured, and eventually made his mark. Into the 1970s he became a McLaren works team star in Indianapolis, CanAm and ultimately Formula 1 and he won both the Canadian and British Grands Prix. For 1974 he moved to the UOP Shadow team, but during a test run before the South African GP at Kyalami, his car suffered a component failure, smashed into a trackside barrier and this late-developing but immensely handsome and celebrated American star driver was killed.

In that 1962 Puerto Rican GP at Caguas, the Rev-Em Racing team Cooper chassis Nos 'FJ-7-62' and 'FJ-8-62' were probably those driven to victory by Timmy Mayer, and third place by Peter Revson. Subsequently, as affirmed by Formula Junior Register principal Duncan Rabagliati, frontal damage to 'FJ-7-62' and rear-end damage to 'FJ-8-62'

saw the latter identity being sacrificed as the chassis were cut in half and amalgamated, back-to-back. Today 'FJ-7-62' as offered here comprises the original rear half of this chassis frame to which has been grafted the front half of 'FJ-8-62' - plus BMC engine plus Citroen-ERSA gearbox.

The reassembled car is well-known within American Vintage racing and Formula Junior circles, and as a fitting tribute to Rev-Em Racing and to its two illustrious, talented, highly successful - but ill-fated - star drivers, we recommend it as warranting the most serious consideration. This really is, on many levels, a highly significant Formula Junior race car.

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

67.**1962 COOPER T61 'MONACO'**

Chassis no. CM/2/62

3,528cc OHV Aluminum V8 Engine

Four Weber Twin-Choke Carburetors

250+bhp (Est.)

4-Speed Manual Gearbox and McKee Rear Transaxle

Independent Front Suspension with Wishbones, Coil Springs and Anti-Roll Bar

Independent Rear Suspension with Wishbones and Coil Springs

4-Wheel Hydraulic Disc Brakes

- ★ *Driven to numerous SCCA victories by Bill Sturgis during 1962-63*
- ★ *Driven by Graham Hill at two West Coast Pro Series races in 1962*
- ★ *Totally rebuilt 2000-2011 by former owner, racer David Springett*
- ★ *Recognized and accepted by the Cooper Car Club*
- ★ *Offered from a private collection of postwar racing icons*

**THE MOTORCAR OFFERED**

Famous for perfecting the mid-engine chassis layout during the 1950s, Cooper's T61 sports-racer was introduced in November 1958, named 'Monaco' in honor of Maurice Trigniant's victory for Cooper there. Featuring sleek bodywork and utilizing the gearbox and suspension of the 1958 Grand Prix cars, the T61 almost immediately chalked up an enviable victory tally in the hands of the era's top drivers including Roy Salvadori, Jim Russell, Jack Brabham and Stirling Moss. When FIA regulations for 1961 shifted focus to GT cars, Cooper Monacos were shipped to the United States to compete in the forerunner of FIA Group 7 Can-Am racing.

Originally imported by Von Housen Motors of Sacramento, California in 1962, CM/2/62 was equipped with the up-to-date coil-spring independent rear suspension configuration –

the preferred set-up in vintage racing circles then and now. According to Cooper chassis registers quoted by Doug Nye in his definitive book "Cooper Cars," first published in 1987, CM/2/62 was delivered from England with Coventry Climax 4-cylinder engine serial FPF/430/17/1236. It also featured the bold rear stabilizing fins specific to Monacos destined for the American market. It was successfully raced in SCCA competition by William Sturgis of Gardnerville, Nevada during the 1962 and 1963 racing seasons. Beginning with 1st overall at the July 7, 1962 SCCA Salt Lake Divisional, Sturgis and CM/2/62 placed 2nd overall the next week at the Oakland SCCA Regional, behind Billy Krause driving a 'Birdcage' Maserati. On October 10, 1962, the Monaco was entered by Sturgis into the 200-mile Los Angeles Times Grand Prix at Riverside for eventual Formula 1 and

Indianapolis '500' champion driver Graham Hill, who qualified 9th but did not finish due to brake issues. Hill would again drive the Monaco for Sturgis the next week in the Pacific Grand Prix at Laguna Seca, qualifying 7th but retiring in the first heat with gearbox issues. Sturgis drove the car and competed extensively through the 1963 season, finishing 1st Overall at Riverside on February 3 and placing 2nd Overall and 1st in D/Modified on March 31 at the Tucson SCCA Divisional. Next, Sturgis was the 5th fastest qualifier but unable to start at the June 9, 1963 USRRC races at Laguna Seca, followed by a DNF due to ignition problems on June 23 at Riverside but finding redemption with victory at the August 23 SCCA Divisional in Newport. In Sturgis' last race outing with



CM/2/62, he took the D/Modified win at the SCCA Divisional races at San Francisco's Candlestick Park. On August 9, 1963 and November 15, 1963, CM/2/62 was listed as 1st in the Pacific Coast Class D-Modified points standings. In 1964, the Cooper was acquired by Washburn Motors of Santa Barbara, California, where a 327-cid Chevrolet V-8 engine and Halibrand-McKee four-speed gearbox were fitted. Noted mechanic Tony Settember performed the conversion, but the car was never raced, as Washburn soon switched attention to racing Camaros in SCCA Trans-Am. The Monaco was sold to George Lehman of Goleta, California in 1969, complete but not running. Lehman determined the old Cooper frame was unsafe, so he built a Group 7 aluminum

monocoque tub. The car was completed, but his money ran out, so it was dismantled and stored for the next 28 years. According to a conversation conducted prior to the Monaco's last sale offering in 2011, Scott Vilander, Lehman's son-in-law related, "The purpose was to enter Cal Club Regional and National ASR 'open' class competitions (but) George took the car apart, stored the frame, body and components in 1972 and never raced it. He moved to a new home in 1973 and the Cooper was split up. The main chassis and body was lost in the move. However, the remainder of the car was kept in storage in our home until 1999..." On February 1, 2000, the remains of the Monaco were sold to racer David Springett by Lehman's widow, together with original documentation from Washburn Chevrolet. Racer David Springett bought the Cooper Monaco from George Lehman's family

in 2000 and rebuilt the car over the next 11 years. As offered, the Monaco is powered by a rebuilt period style Buick aluminum V-8 and equipped with a Halibrand magnesium transmission and Hurst Airheart twin-pot alloy brakes. Acquired by the Consignor in 2012, CM/2/62 has been properly stored and maintained. As offered, it is in sound running order and delivers a sensory overload with its striking alloy bodywork, aggressive tail fins and unbridled open exhaust note. Carrying excellent and confirmed racing history in the hands of Bill Sturgis and Graham Hill, this glorious Cooper sports-racer will provide an outstanding potential entry into a host of desirable vintage-racing events, where it will surely create a sensation.

**\$100,000 - 150,000
WITHOUT RESERVE**

68.

The Ex-Bernard Collomb

1961 COOPER-CLIMAX T53P "LOWLINE"
FORMULA 1 & 2 RACING SINGLE-SEATER T53

Chassis no. F1/9/61

2.5-Liter Coventry-Climax Inline 4-Cylinder Engine

180bhp

5-Speed Cooper-Knight C5S Gearbox with Reverse

Spaceframe chassis construction

4-Wheel Girling Disc Brakes

★ *Evocative early 1960s Formula 1 car*

★ *Other 'Lowline' drivers include World Champions Brabham and Surtees, Bandini and McLaren!*

★ *Formula 1 World Championship-winning design*

★ *From the zenith of this legendary marque's history*

★ *As campaigned in Formula 1, Tasman and InterContinental*



THE MOTORCAR OFFERED

Following the success of the 1959 Type 51 Cooper-Climax in winning both the Formula 1 Constructors' World Championship title for its manufacturer, and the Formula 1 Drivers' World Championship title for the works team's No 1 star Jack Brabham, the company's chief designer Owen Maddock sat down with 'Black Jack' and John Cooper to devise a replacement car for the 1960 season.

The car they envisaged would be somewhat more sophisticated than the Type 51, with the driver seated lower in flatter-profile multi-tubular chassis frame. The appearance of the rival new rear-engined Lotus 18 in the 1960 Argentine Grand Prix really accelerated Cooper development of this new design. When Jack Brabham and John Cooper returned to London on March 17 they immediately began work on the new car to match Lotus's finest. The first prototype Typ

53 would be ready and racing by May 14 that year – and it earned the nickname of 'the Lowline Cooper'.

In the works team Type 53 'Lowline' cars Jack Brabham and his talented number 2, Bruce McLaren, would prove to be the class of the 1960 Formula 1 field. Jack went on to win the year's Dutch, Belgian, French British and Portuguese Grand Prix races – the first four in unbroken succession – to clinch the second consecutive Drivers' World Championship title for himself and the Constructors' crown for the Cooper Car Company. Into 1961 the Formula 1 technical regulations changed. The former 2.5-liter engine capacity ceiling was slashed down to just 1.5-liters, and for the new year Cooper produced svelte little Type 55 works team cars for

Brabham and McLaren, while offering its many customers the parallel Type 53P 'Lowline' as now offered here.

This particular car was supplied new from the Hollyfield Road, Surbiton, Surrey factory to French garagiste and private owner/driver Bernard Collomb. It was completed and collected by him in April 1961 – originally fitted with Coventry Climax FPF 4-cylinder engine 'No 430/26/1189'. He made an early appearance in the French-blue car on April 16, 1961 in the non-Championship Vienna Grand Prix, run on the Aspern aerodrome circuit just outside the Austrian capital. And there he immediately finished 3rd, returning to his French base in considerable triumph with a trophy, a podium wreath and satisfying start and prize money...



The very next weekend saw him racing again in the non-Championship Aintree '200' event at Liverpool, England. Jack Brabham won there and set fastest race lap in his brand-new works Cooper T55, but for Collomb in his T53 there was little luck and he failed to finish. On May 14 Bernard Collomb drove his car home 6th in the non-Championship Naples GP on the tortuous Possillippo street circuit

in Italy. The Crystal Palace parkland course in London, England, then saw Collomb take 9th place in the following weekend's London Trophy race. He retired from the Silver City Trophy at Brands Hatch, England, on June 3, then from the World Championship-qualifying French GP at Reims-Gueux on July 2. He started the gruelling German GP at the Nürburgring on August 6 only to strike myriad problems which left him too far behind to be

classified at race finish, and thereafter confined himself to a few local events in France. Early in 1962 Bernard Collomb entered his Cooper 'Lowline' for the non-Championship Brussels Grand Prix around a street and autoroute circuit close beneath the shadow of the Belgian capital's mighty Atomium structure. However, during practice he had a minor incident during which a fuel pipe was dragged loose or a fuel tank punctured. The leaking fuel ignited and a furious fire broke out. Bernard Collomb was able to scramble clear, but the fire burned for some considerable time before the untrained marshals succeeded in quelling the flames.

The car was damaged beyond immediate economical repair and its remains were sold reputedly to a Swiss dealer/enthusiast who began to rebuild it as a special, supposedly

for mountain-climb competition, against the clock. The car passed subsequently through the Swiss trade and was eventually reconstructed and restored to its original Formula 1 racing form by expert British specialist and Historic racing star John Harper. The car has since enjoyed a long and successful career within Historic and Vintage racing circles. Upon close and detailed inspection it certainly has many surviving original features which are a tribute to the skill with which it was rescued from near oblivion in the 1960s.

As offered now it is powered by a Coventry-Climax FPF engine and again it is a rear-engined Grand Prix car which would grace any discriminating connoisseur's race car collection.

\$140,000 - 180,000

69.

1937 HORCH 853 SPEZIAL STREAMLINED COUPE 'MANUELA' Coachwork in the Style of Erdmann & Rossi

Chassis no. 853433

4,494cc SOHC Inline 8-Cylinder Engine
Single Carburetor
100bhp at 3,600rpm
5-Speed Manual Transmission
Independent Front Suspension – DeDion Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ Well-preserved restoration by Horch Classic
- ★ Resurrection of an iconic design created for racing ace Bernd Rosemeyer
- ★ Exquisite details, including an original Gülde fabric sunroof



THE HORCH 'MANUELA'

One of the most famous German racing aces of the prewar era, Bernd Rosemeyer was amazingly successful behind the wheel of Auto Union's mid-engined "Silver Arrow," winning the German, Swiss, and Italian Grand Prix races which handed him the European driver's championship that year. Additionally, he piloted an Auto Union to four of the five victories against the Mercedes-Benz W125 in 1937.

Auto Union commissioned for their star driver his own special automobile, a spectacular streamlined coupe that rivaled anything else on the road. With coachwork constructed by Erdmann & Rossi to a design by their employee Johannes Beeskow, it was built on a special shortened 130-inch, 120-horsepower 853 chassis. The body featured the elegantly tapered pontoon-

style front fenders and short rear fenders of Beeskow's Spezialroadsters on the same chassis, the most enormously valuable of all Horchs. Combined with the smooth, curving roofline and gentle chrome accents, the result was sporting and highly pleasing to the eye – and it looked the part of a racing driver's everyday automobile.

Rosemeyer dubbed the car 'Manuela,' and photographs survive of him with the car in-period, wearing a racing uniform and looking very proud of his new toy- especially when winning his class as well as the people's choice award at the 1937 Concours d'Elegance in Brünn. Unfortunately, he was unable to enjoy it for long, his career cut short during a land speed record attempt in a special streamlined Auto Union. The original 'Manuela' did not survive the Second World War.

THE MOTORCAR OFFERED

The example offered was constructed by the German firm of Horch-Classical on an original 853 chassis, reportedly sourced from a barn in Belarus without bodywork, and appropriately shortened to 130 inches, the same specification as employed on the original 'Manuela.' Correct bodywork was recreated to very near the original Beeskow design, first by constructing a wooden mock-up that matched the original lines, then using it as the basis for a wooden body frame of the correct type. This was then covered in metal paneling, doors, bonnet, and rear deck lid, all recreated out of aluminum as per the original car. Further artful touches include swiveling windows with delicate turns, as per the original design. A rear-mounted spare was fitted, nearly smoothly inset into the rear deck, as per the original design.



The original Steamliner with Bernd Rosemeyer



Restoration photos on file show the chassis having been stripped and reinforced with new metal as necessary, then properly primed and finished. The engine was completely rebuilt, including installation of new bearings and pistons, overhauling of the camshaft and valve gear, fitting new radial oil seals, and balancing the crankshaft with the flywheel. Attention to correct details included recreating the original wiring system, including the proper woven covering for the loom. With the desirable five-speed manual transmission, the result has extraordinary smooth performance.

Finishing the body were lustrous coats of dark blue paint, with a hand-applied pale coachline accenting a broad sweep of chrome trim; individually adjustable armchair-style front seats with beautiful black leather upholstery; new carpets piped in ivory leather; and a set

of period-correct fitted luggage, all overseen by an original Gülde fabric sunroof, acquired after lengthy searching and adapted to fit. The dashboard features beautiful oversized gold-toned gauges, set into a rich leather backing. The impressive result is offered with a file that includes period images and photographs of the restoration and build.

With the original 'Manuela' lost to history, this delightful recreation, carefully constructed to honor a wonderful German Full Classic built for one of the greatest drivers of his time, is an automobile worthy of the Rosemeyer legend.

\$400,000 - 600,000



70.

2019 PORSCHE 911 GT3 RS

VIN. WP0AF2A93KS164202

3,996cc DOHC Flat 6-Cylinder Engine
520bhp at 8,250rpm
7-Speed Electro-Hydraulic Paddle-Shift Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Showroom-fresh 991.2 GT3 RS with just 350 miles and one owner from new*
- ★ *Extremely fast and advance 911*
- ★ *Striking GT Silver Metallic paintwork*
- ★ *Offered with factory accessories*



THE 911 GT3 RS

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These 'giant killers' could outperform cars with much larger engines by making lighter cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and dedicated following of Porsche enthusiasts.

Since the introduction of the original 901 in 1963, Porsche has produced a line of six-cylinder rear-engine sports cars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling and offered a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

Starting with the 2.7 Carrera RS, 'RS' variants of the 911 have become coveted for their track readiness, precision and power. With that original RS, a strong formula was developed, involving a distinctive rear wing and aerodynamic enhancements, a potent engine, a stripped-down interior, large side sill graphics, and, importantly, unparalleled performance. Throughout the succeeding generations of 911s, the 'RS' badge remained reserved for only the most hardcore, purpose-built roadcars in Porsche's portfolio and have become highly coveted by Porsche collectors and Porsche drivers.

The latest, the 991.2 GT3 RS, fits this role well. With a giant rear wing, large intakes and NACA ducts, arresting graphics, and a wide track, the GT3 RS certainly looks the part. The naturally aspirated 6-cylinder engine motivates the GT3 RS to 60 in 3 seconds

flat- impressive, but this car is about track performance and handling. Along with stiff springs, solid mounts, and many manually adjustable settings to tune the car to suit the task at hand, one of very few roadcars allowed to have these race-derived refinements. Adding to the manual adjustments, trick technology like an electronically locking rear differential and rear wheel steering transform the GT3 RS a formidable track weapon, lapping the Nurburgring in 6:56.4 - faster than the venerable Porsche 918. True to RS form, it delivers unparalleled performance on the track. Alongside the aggressiveness and racing prowess, the GT3 RS is built for the road, offering thrilling performance off the track and relative comfort for daily duties.

Porsche's GT3 RS continues to set the standard for roadworthy cars with uncompromising on-track performance.



THE MOTORCAR OFFERED

Through blending analog adjustments with cutting edge technology and purposeful, lightweight sensibilities with modern comfort and drivability, the GT3 RS provides a unique driving experience in many situations.

This 991.2 GT3 RS indicates just 350 miles on the odometer and is essentially like new. The purposeful magnesium, carbon, and aluminum bodywork is painted in GT Silver Metallic, which accentuates the curves and venting of the bodywork well, and the black painted wheels tucked inside the flared arches add to the decidedly modern appearance of this GT3 RS. Of course, the sides are emblazoned with retro 'GT3 RS' graphics in black, harkening back to the original Carrera RS. The interior- Spartan as a modern Porsche can be- is trimmed in black Alcantara and leather with carbon fiber bucket seats. As in all GT3 RS examples, the rear seats of a standard 911 have been removed to save weight and to make room for a roll cage. From the driver's seat, the Alcantara clad steering wheel feels purposeful, with a yellow stripe at 12 o'clock to remind the driver of their

steering angle. Behind the wheel, the shifting paddles are large and immediate, allowing the driver to confidently row through the 7-speed PDK transmission on track or during a daily commute.

This GT3 RS is being offered by the original owner in like new condition, complete with its original books and tool kit and is entirely ready for its next owner to enjoy its visceral driving experience.

\$225,000 - 275,000

71.

1989 ASTON MARTIN V8 VOLANTE "PRINCE OF WALES"

VIN. SCFCV81C6KTL15782

Engine no. V/585/5782/LFA

5,340cc DOHC V8 Engine

Weber-Marelli Fuel Injection

300bhp at 6,000rpm

3-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ One of five left hand drive "Prince of Wales"-spec V8s
- ★ Recipient of a 2-year refurbishment by Aston Martin of New England
- ★ Fewer than 16,000 miles from new
- ★ Documented by copies of its Aston Martin build records



THE ASTON MARTIN V8 VOLANTE

Although introduced in 1978, the Volante (convertible) did not become available to high-performance Vantage specification until 1986. Along with the more powerful Vantage engine and its associated bonnet came flared wheel arches, a boot spoiler (a feature the Volante had previously lacked) and an extended front spoiler, while fiberglass extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible.

Not all Aston Martin customers found the new look to their liking however, preferring the more restrained appearance of the earlier model. Foremost among these was His Royal Highness The Prince of Wales, who ordered his Volante with Vantage engine and bonnet but otherwise effectively to standard

specification. For many the jewel in the Aston crown, the Vantage Volante to "Prince of Wales" specification was produced for only two years from 1988, drawing uniquely from the best of the Volante and Vantage features. In the US, the package was largely cosmetic as the European Vantage-spec motor did not meet US emissions restrictions. The factory went on to build 27 examples of the 'Prince of Wales' specification Vantage Volante before V8 production finally ceased in December 1989.

THE MOTORCAR OFFERED

According to copies of Aston Martin's factory build records, this elegant V8 Volante was hand built at Aston Martin's Newport Pagnell plant during the spring of 1989 and was among the last 70 cars produced in the final production year. The car received the final inspections in April of 1989 and was then shipped from the UK to its destination, the US. The car was equipped with a left-hand-drive steering arrangement and the desirable "Prince of Wales" package. It was finished in Cannock Black over a tan colored leather interior, beige carpeting and a Tan Everflex convertible top, just as it appears today. This car was among just 5 "Prince of Wales" produced for the US market in 1989, of which only one other example was equipped with an automatic transmission.



The new V8 Volante was delivered to its first owner, Dr. Thomas H. Mallory—a successful and pioneering orthopedic hip surgeon in Columbus, Ohio, on May 24, 1989 through Aston Martin of Cincinnati. Dr. Mallory appears to have kept the V8 down in south Florida but only appears to have kept the car for about a year before selling it. In 1991 the Aston head up north to Chicago and the next year out east to Greenwich, Connecticut. It would return to the sunshine state at the turn of the century and remain there until the current owner purchased the car in August of 2012 with 15,431 miles on clock.

Sparingly driven and enjoyed, a small engine fire in 2015 lightly seared the aft portion of the engine bay and hood. A two-year restoration by Aston Martin of New England of the engine, engine bay, and front of the car—

which is documented in pictures immediately following the car-b-que right up to the completion of the work—brought the car back up to snuff. The Aston has been stored in climate-controlled comfort, as it always has been, and minimally driven since the refreshing was completed.

As a desirably equipped example built in the final year of the V8 Volante model production run, this superb Aston Martin features all the refinements carried out during the evolution of the V8 era. Topped with factory left-hand-drive steering and “Prince of Wales” configuration, this example ticks all the boxes. A very rare Aston Martin from the final production year, that must be considered among the best examples marking the end of the era.

\$180,000 - 220,000

72.**1977 TOYOTA FJ40 LAND CRUISER**

Chassis no. FJ40249055

350ci OHV Ram Jet GM V8 Engine
 Single 4-Barrel Carburetor
 Automatic 700R4 Transmission
 Live Axle Suspension
 4-Wheel Drive
 4-Wheel Disc Brakes

- ★ Customized with American V8 Power and a host of desirable upgrades
- ★ 2-year restoration completed by specialists shop
- ★ Fun FJ with cool features
- ★ Toyota's off-road icon with a twist

**THE TOYOTA LAND CRUISER**

The Toyota Land Cruiser, in its many sizes and configurations has had a long and successful history of reliable service through the most rugged of conditions. Patterned after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars.

Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Toyota itself paid homage to the model in 2004 when it introduced the

retro-styled FJ Cruiser to capitalize on the continuing image and popularity of the Land Cruiser some twenty years after the original's production run ended.

The Land Cruiser's popularity and utility is reflected in the number of variants in which it was built. There were in fact so many that it is probably impossible to identify all of them, but they came in short, medium, long and extra long wheelbase, with a variety of roofs, half cabs, soft tops and doors, with four- and six-cylinder gasoline and diesel engines. They climb mountains, cross deserts, ford rivers, balance their way over rock falls – they are one of the archetypical utility vehicles and today finding a good vintage example can be difficult.

THE MOTORCAR OFFERED

The quintessential embodiment of unrestrained exploration, this left-hand drive 1977 Toyota FJ40 was delivered new from the factory wearing red paint over a grey interior. It has resided much of its life in the dry Southwest of the States, and was carefully maintained and cared for by two previous owners before it was purchased by the consignor – a Toyota FJ40 enthusiast with three other similar models in his current collection.

Purchased largely for its sound condition, this Land Cruiser was placed with a premier marque specialist for a comprehensive nut and bolt restoration, which took over two years complete. The body was disassembled and stripped to bare metal, then fully equipped with all new hardware, including the wiring harness. The exterior was redressed in



fabulous Patriot Blue Pearl polyurethane paint with a glass-like clear coat, while the interior, which features custom rear jump seats, sports eight hides of premium blue leather. The suspension underwent an OME 2.5 inch lift and was fitted with a custom-made 6-point RMC roll-cage and custom front bumper. The front and rear differentials were rebuilt, as was the transfer-case, and four-wheel disc brakes with new Bilstein shocks.

The steering system was upgraded with new steering components, including tilt column power-steering with stabilizer. A new vintage air conditioning unit was installed along with tinted windows, a satellite radio and a state-of-the-art audio system, featuring a Cerwin-Vega amplifier. To accommodate the audio system, the car was treated to extensive sound deadening throughout, facilitated by

premium quality carpet. A custom gauge cluster was formulated on the dashboard using Stuart Warner gauges. Front-facing and back-up cameras were installed along with a navigation system and high output lighting.

Most notably, this FJ40 was in receipt of a GM Ram Jet 350 V-8 crate motor coupled with a GM 700R4 automatic transmission. Lokar shifter, pedals and emergency brake handle were added and the car underwent stringent testing and a professional computer tune of the entire system by a specialist. Since installation, the engine has registered only 3,000 miles and breathes new life into this 1977 Toyota.

This gorgeous blue Land Cruiser comes with an invisible clear bar for protection and photographs attesting to its restoration

history. Clearly it will be the pride and joy of any collector with a zeal for adventure and the road less traveled.

**\$80,000 - 120,000
WITHOUT RESERVE**

73.**1971 DATSUN 240Z**

Chassis no. HLS30-01314280

Engine no. L24 041022

2393cc SOHC Inline 6-Cylinder Engine

151bhp at 5,600rpm

Twin Hitachi SU-Type Carburetors

4-Speed Manual Transmission

4-Wheel Independent Suspension with MacPherson Struts

Front Disc Brakes, Rear Drum Brakes

- ★ Fully restored by a marque expert
– approved by Nissan
- ★ A rapidly appreciating collectable
- ★ Maintained in excellent
mechanical condition
- ★ One of the finest examples of the
original Z-car

**CAR TITLE THE DATSUN 240Z**

Shaped by Nissan executive Yutaka Katayama's deep understanding of what Americans desired in a sports car, the Datsun 240Z was an overnight sensation on its arrival in the United States in January 1970. Its combination of good looks, 6-cylinder power and capable handling, coupled with an affordable price, put it miles ahead of its British, Italian and German competition, while changing American perceptions of the Japanese auto industry. It was a car to be reckoned with on the track, as well, dominating the Sports Car Club of America's C-Production category. The 240Z launched a line of performance cars that continues today, with the exhilarating, 332hp 370Z.

THE MOTORCAR OFFERED

This Sunshine Yellow example is the product of a restoration of such outstanding quality that it guided Nissan executives in their own Vintage Z program, which offered as-new 240Zs to American enthusiasts in the late 1990s. With the new 350Z still years away, and the 300ZX ending production, Nissan had decided that the best way to keep the sports-car flame burning in its showrooms would be to acquire, restore and sell to the public examples of the legendary 240Z. Seeking a shop that could produce as many as 200 fully restored cars, the executives located Pierre Perrot, the proprietor of Pierre Z Car Center in Hawthorne, California. Perrot showed them the photos of the car offered here, and was hired for the job. He would eventually turn out 37 examples for Nissan.

This Series 1 240Z, identifiable by the vents located in the hatchback, was acquired by an enthusiast in December 1991. He had become acquainted with Pierre Z Car Center when he acquired a 1974 Datsun 260Z some years earlier, and brought the car to Perrot in January 1992 for his expert evaluation. Perrot confirmed that the 240Z was an excellent candidate for restoration, with a straight body that indicated it had been in no accidents.

During the fully documented, nut-and-bolt restoration, the car was refinished in a single-stage urethane, for an authentic factory appearance. A new interior was installed, with matching black cloth inserts in the bucket seats in place of the original vinyl for the owner's comfort. The 240Z's original engine had been replaced at some point with an engine from a later 280Z, but Perrot



was able to supply a correct engine from his considerable inventory. The iron-block six was completely rebuilt, with new pistons, bearings and valves.

After several years of enjoying the car, the owner had the car refinished by Perrot in 2007, and had the original, discolored exhaust header replaced with one with a thermal coating developed by the aerospace industry. More recently, the engine has been fitted with an electronic distributor and upgraded fuse block from a Datsun 280Z, the SU carburetors have been cleaned, the radiator has been recored, and a reproduction rear muffler and mandrel-bent, stainless steel exhaust have been installed. The gas tank was removed for inspection, and reinstalled with new grommets and several new vent hoses. The consigner reports that the engine produced a

healthy 138.9hp at the rear wheels in a recent dynamometer test.

The car was featured in the February 1997 edition of *Road & Track* magazine, and its restoration was the subject of a six-page feature in *Hemmings Sports & Exotic Car* magazine in December 2007.

On the eve of this legendary model's 50th anniversary, it would be difficult to find a better example of Datsun's original Z-car to own and enjoy than this 240Z, which has been cared for by an enthusiast and tended to by a marque expert.

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

74.Ω

1970 MERCEDES-BENZ 600 PULLMAN 4-DOOR LIMOUSINE

Chassis no. 100.014-12-001655

6,332cc SOHC V8
Bosch mechanically Controlled Fuel Injection
300bhp at 4,100rpm
4-Speed Automatic
Independent Front and Swing Rear Axle Rear Suspension
4-Wheel Disco Brakes

- ★ One of only 304 4-door limousines built in the 17-year production run
- ★ Delivered new to the US
- ★ Over \$100,000 in receipts for mechanical work alone
- ★ Popular with Popes, Rock Stars, Business Magnates, Dictators, and World Leaders



THE PULLMAN 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-liter 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 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. Natural successor to the Mercedes-Benz 300 'Adenauer' limousine, its only credible rival was the Rolls-Royce Phantom V.

The most popular version was the 10.5 foot (3,200mm) wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20 feet 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 62mph (100km/h) in a little under 10 seconds and exceeding 124mph (200km/h) flat out. Only 2,677 examples were made, of which 2,190 were four-door saloons, 428 were Pullman limousines and 59 were landaulettes



THE MOTORCAR OFFERED

According to the copy of the Mercedes-Benz Classic Certificate on file, this Pullman Limousine was delivered new on May 29th, 1970 to Mercedes-Benz USA. Reported by the vendor to have been delivered new to Michael Pipella, Mr. Pipella was an executive at National Housewares, Inc—a company that distributed household products under brands like Emdeko that ranged from steak knives to smoke alarms. Clearly busy man, and one of tastes, he opted for the top-of-the-line four-door, long wheelbase Pullman limousine and ticked a number of additional option boxes including air conditioning, an intercom system, insulated glass, and a Becker Grand Prix radio.

The early history is not well known, but the Grosser Benz eventually made its way to Japan, where it was no doubt among the

largest vehicles on the roads there. The current owner purchased the car from Japan and commenced an extensive refurbishment and restoration of the machine between 2004 and 2014. Work was completed by the experts at Star Motors in Endicott, New York and the pages of receipts on file detail extensive grill-to-trunk mechanical work that includes expansive work to the complicated air suspension and hydraulic systems, an engine rebuild, brake work, and so much more. Over \$100,000 in mechanical work alone is evidenced.

Today the car shows beautifully in understated DB040 schwarz (black), its original color. Inside, brown leather graces the drivers compartment while rich, beige velour cloth ensconces the rear cabin. Rich wood trim abounds on the doors, dash, and between

the two, rear facing seats where it frames a period-correct Sony television and covers a cooler from which one may pull a bottle of Bollinger or Dom Pérignon upon the consummation of that 'big deal'.

Unquestionably the only car to be loved by everyone from the Hugh Hefner to the Pope and John Lennon to Saddam Hussein, this is the perfect car from which to run an empire—be it business, political, religious, or “other”—from the grand comfort of one of the most legendary luxury cars ever made.

\$225,000 - 275,000

75.**1963 CHEVROLET CORVAIR TURBO MONZA SPIDER**

Chassis no. 30967L108178

2,683cc Flat 6-Cylinder

150bhp at 4,400rpm

4-Speed Manual Transmission

Single Carter Side-Draft Carburetor

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Highly collectible turbocharged variant*
- ★ *Classic styling and color combination*
- ★ *Well maintained example*
- ★ *Guaranteed driving pleasure on any rally*

**THE MOTORCAR OFFERED**

This 1963 Chevrolet Corvair features the RPO 690 code spider package, which starting in 1962 was offered on only the top of the line Monza Club Coupes and limited-edition convertible cars. Wearing a glossy tuxedo black exterior, this spider is dressed in red Monza vinyl trim, including red vinyl wrapped bucket seats up front, and a bench seat in the rear. The contrasting white soft top gives this sports car a very eye-catching look. The red boot cover tucks the soft top safely away and blends in with the interior when being used. The most noticeable difference between the basic Corvair and the performance edition can be seen in the vastly different instrument cluster. Displaying slightly different engine gauges, it also features a 120 MPH speedometer with trip odometer and a 6000 RPM tachometer.

Equipped with a four-speed manual transmission and a performance oriented 3.55:1 gearset, the spider left the factory with a polished new turbocharger mounted neatly above the engine. This configuration, pulling air through a single carter side-draft carb, allows the turbo's 3-inch turbine impeller, capable of withstanding 70,000 RPM, to produce up to 10 pounds of boost and pushing a normally 104 hp engine, up nearly 50% to over 150 HP.

Overall, this Corvair Monza shows in beautifully restored condition, equipped with the turbocharged engine, the correct wire hubcaps, and a newer interior; Just a few of its more spectacular highlights. This example is being sold from a very respectable collection where it was under a watchful eye and comes complete with its owner's manual,

receipts, and has had a recent service completed. Ready to be added to another fine collection of cars or simply to be enjoyed on a weekend cruise, this Corvair Monza is sure to bring absolute joy wherever it is driven or seen.

\$25,000 - 35,000
WITHOUT RESERVE

76.

1973 MGB ROADSTER

Chassis no. GHN5UD300883 G
Engine no. 18V-672-Z-L/4891

1,799cc OHV Inline 4-Cylinder
Dual SU Carburetors
4-Speed Manual Transmission
Independent Front Leaf Spring Rear Suspension
Front Disc and Rear Drum Brakes

Without Reserve

- ★ *Three owners from new*
- ★ *Desirable, chromed bumper example*
- ★ *Largely original and unrestored*



THE MGB

Outstandingly successful despite, or perhaps because of, its relative simplicity, the perennially popular MGB remained in production for 18 years while rivals came and went. Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary construction bodyshell instead of its forebear's separate chassis. To compensate for the newcomer's increased weight, the existing four-cylinder B-Series engine was stretched to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the 95bhp available to achieve a top speed which just bested the magic 'ton'. A 'right first time' design that changed little over the years, the MGB had enjoyed sales totaling in excess of 500,000 cars by the time production ceased in 1980.

THE MOTORCAR OFFERED

This particular chromed bumper model 'B' roadster was built on October 23rd and 24th, 1972 bound for the United States. The current owner acquired the car three years ago from a friend who had previously bought the car from its original owner—making this MG a three-owner car from new.

Repainted the current orange prior to the present ownership, it was originally Harvest Yellow. The original navy trim on the interior is still in place, however, as is the black top. A nicely preserved and numbers matching machine, it is reported by the owner that the carburetors were recently rebuilt. MGBs are wonderful little sportscars and make the perfect start or addition to any collection!

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



77.

1931 CADILLAC 355-A V-8 ROADSTER Coachwork By Fleetwood

Engine No. 808162
Body No. 88

353ci L-Head V8 Engine
Single Updraft Carburetor
95bhp at 3,000rpm
3-Speed Manual Transmission
Front and Rear Semi-Elliptical Leaf Spring Suspension
4-Wheel Mechanical Drum Brakes

- ★ *Excellent largely original and unrestored condition*
- ★ *Formerly of the Brucker Family Collection; only four owners since the 1950s*
- ★ *Recently serviced and well-maintained*
- ★ *Classic Car Club of America (CCCA) Full Classic*



THE FLEETWOOD ROADSTER

While at first glance Cadillac's 1931 models resembled the 1930s, they were in fact all subtly lowered in design, and also featured a longer hood with ventilation louvers on each side, giving them more visually impressive proportions. Single-bar bumpers and standard dual horns were other visual changes. The result made a beautiful automobile even more striking, and this was never more apparent than on the sporting open models.

Significantly, this was the only season that Cadillac's Fleetwood roadster on the V-8 chassis, style no. 4502, featured a distinctive top design that folded nearly flush with the body when lowered. This resulted in a sleek, smooth appearance, much more modern than even the handful of roadsters produced that year for the V-16. Unfortunately it would not be resurrected for the 1932 model year

and thus was a one-year-only offering, fondly remembered and now passionately collected by Cadillac connoisseurs.

THE MOTORCAR OFFERED

According to its build sheet, a copy of which is included in the file, this particular roadster was originally sold by the Cadillac Automobile Company of Boston, bearing the same sleek and graceful "disappearing top" Fleetwood roadster body and V-8 engine that it retains today, and finished entirely in black, including fenders and chassis. Dual sidemounted spares with mirrors and a Goddess radiator mascot were specified as accessories, resulting in an especially dramatic appearance.

The car made its way across the United States and was acquired in the early postwar era by James Brucker, Sr., patriarch of a great family of collectors in Southern California. For many years the Bruckers were among the foremost suppliers of automobiles to the film industry; they also operated the famous



Movieworld Cars of the Stars and Planes of Fame museum in Buena Park, and were patrons of numerous figures of “Kustom Kulture,” including Von Dutch and Ed Roth. The Cadillac was not customized, however, but far from it; Mr. Brucker considered it his favorite automobile and used it regularly while maintaining its fine original condition. He was so fond of it that he reportedly took it out of circulation for rental to the film studios.

Eventually the Cadillac passed from the Brucker Family to John Travis of Sunnyvale, California, then to an East Coast collector from whom the present owner purchased it in 2011. It has continued to be well-maintained, regularly serviced, driven and enjoyed, and has never received or required major restoration. It remains very solid and even some of the paint remains original. Much of

the interior is still original, with only the top, carpeting, and inner door panels having been necessarily replaced after eight decades. Such was the philosophy of preservation that even the original top bows were repaired and reused where possible. Brakes were rebuilt, new fuel lines installed, and the wheels fitted with new bearings, while the remainder of the drivetrain was carefully checked and properly sorted as necessary.

Much of the work was completed by the noted Steve Babinsky of Automotive Restorations in Lebanon, New Jersey, with detailed work orders and receipts on file. The car was driven on a mini-CARavan following Hershey just this past year, proving its excellent original condition, and the owner has continued to use and scrupulously maintain it. It is, the owner notes, a “happy car,” which

has likely never been off the road for a long period in its long life.

Few Cadillac roadsters of this era have been enjoyed by known enthusiasts for so long, and fewer still have received such careful, sympathetic and loving preservation for their entire lives. This is a benchmark example of the finest Classic Era engineering and build quality, with a wonderful heritage.

\$130,000 - 160,000

78.

1971 FERRARI 365 GTC/4 Coachwork by Pininfarina

Chassis no. 14461

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

- ★ 1 of only 505 GTC/4s produced
- ★ Recent service in May of 2019
- ★ Long term enthusiast ownership
- ★ European specification model delivered new to Italy
- ★ Elegant Pininfarina styling with V12 power



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 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. Suspension was independent

all around, with unequal-length control arms and coil springs, 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 been described as "phenomenal," even with the tire technology of the time. Brakes, 11-plus-inch ventilated discs all around, are similarly up to the task.

Just 505 GTC/4s were built from 1971 to 1973. 325 of these remained in Europe. *Road & Track* called it 'a graceful, clean and understated design.' It is all that and more.



THE MOTORCAR OFFERED

This outstanding example of Modena's rare grand tourer was born in October of 1971, adorned with Azzurro Gladiateur paint over a Nero interior and sold in Milan for the purchase price of 9'750'000 Italian Lire. After a short stay in its country of birth, the car was exported to California in 1972. After spending time with two enthusiasts, the car was acquired by Continental Classic Motors of Hinsdale, Illinois who conducted a bare metal respray in the current shade of red. The car would eventually make its way back to California where it was purchased by Virgil Elings. Virgil is best known for his world class motorcycle collection which is that of the Solvang Vintage Motorcycle Museum! After Virgil's time with the car, it was entrusted to Winning Makes of Santa Barbara, California, where the consignor purchased the vehicle. The 2006 ad for the car noted a substantial

list of mechanical services which had just been carried out. Some of the major items listed included the replacement of the timing chains, replacement of the water pump, a new clutch and flywheel, and a full rebuild of the carbs, braking systems, and ignition.

Since acquiring the car over a decade ago, the consignor has continued to diligently maintain the thoroughbred to the highest of standards. In May of this year, the Ferrari specialists at Competizione & Sports Cars performed a 2-year annual service where all fluids were refreshed. During this most recent service, the air-conditioning system and brakes were also gone through and serviced. Receipts on file document this \$4,000 service and the many others dating back to 2007. Thanks to its multiple long-term enthusiast owners and their strict maintenance

schedules during the cars less than 50,000 miles, the car performs beautifully. Cosmetically the car shows just as wonderfully as it drives. The paint possesses a deep and rich shine, while the highly original and correct interior shows just the right level patina. A traditional front-engine V12 Ferrari with an elegant and sleek Pininfarina design combines to make the GTC/4 a true classic. Presented with a tool kit, copy of build documents, and a history report by Marcel Massini this sporting Coupe should offer its new owner tremendous pride and sublime driving.

\$200,000 - 250,000

79.**1959 KELLISON J-4R COUPE**

Chassis no. 3970020

406ci OHV V8

4-Barrel 750 CFM Double Pumper Holley carburetor

497bhp at 6,000rpm

4-Speed Manual Close Ratio "Rock Crusher" Transmission

4-Wheel Disc Brakes

4-Wheel Independent Suspension

- ★ *Powerful 497bhp V8*
- ★ *Unique American sports car*
- ★ *California road registered track weapon*
- ★ *Great high-speed rally car, and Ferrari Killer*

**THE KELLISON J-4R COUPE**

The Kellison J-4 R was the brainchild of Jim Kellison, a veteran fighter pilot of the Korean War. After studying engineering at UCLA, he founded Kellison Engineering, which became one of the premier manufacturers of Fiberglass cars in the United States. The J-4 was his first production car and would be offered in turn key form for \$6,700, more than \$2000 over the price of a new Corvette

THE MOTORCAR OFFERED

This particular Kellison was purchased new by SCCA executive director Don Rodimer. He would keep the car until his death, at which time it would pass to well-known racer and tour organizer, Rich Taylor, in 1985.

Mr. Taylor had the entire chassis rebuilt by Chassis Dynamics in Edison, New Jersey. It was further updated with a NASCAR style roll cage, 15-gallon fuel cell, and a multitude of clever safety features were added as well. The engine was prepared by Tom Lalinsky of Lalinsky Engineering. Running on a dynameter, this particular power plant has shown 497bhp at the flywheel, and 463 ft/lbs of torque at 4500 rpm, truly outstanding figures for a street engine. Wishing to use the car in driver events, the car was made fully street legal. Lights, turn signals, and a windshield wiper were all installed to meet

compliance. It has since been impeccably maintained and has taken part in the New England 1000, amongst other events. It has a full SVRA Group 4 logbook and is ready to compete in vintage events, or road rallies. Recently, the car has been serviced and further sorted with the suspension modifications and a thorough shakedown. The car is currently registered and titled in California, under the model year 1959. Powered by an easy to maintain, powerful Chevrolet small block, and possessing great 1950s styling, this vintage Kellison is an exciting piece of 1950s Americana. Whether on the street, track, or show field, the cars dual purpose nature makes it and a great classic for any enthusiast.

\$35,000 - 55,000
WITHOUT RESERVE

80.

1955 CHRYSLER C-300

Chassis no. 3N55237
Engine no. 3NE552273

331cid Hemi V8
300bhp at 4,400rpm
Dual Carter AFB 4-Barrel Carburetors
PowerLite Automatic Transmission
Hydraulic front Disc, Rear Drum Brakes
Independent Coil-Spring Front Suspension
Live Rear Axle with Semi-Elliptical Leaf Springs

Without Reserve

- ★ *Virgil Exner styling*
- ★ *Handsomely restored in Platinum White over Beige leather*
- ★ *Racing pedigree for the gentleman driver*
- ★ *A seminal American muscle car*



THE CHRYSLER C-300

Chrysler Corporation charged into 1955 with an across-the-board lineup of dramatically styled new models. Originated by the innovative designer Virgil Exner, the fresh new appearance was dubbed, “The \$100 Million Look.” The exciting new products helped put every Chrysler Corp. car—from the least expensive Plymouth to the most costly Imperial—on a solid competitive footing for 1955. The timing couldn’t have been better, as the auto market would be fiercely competitive that year. Recognized today for its success on track in the NASCAR series, the Chrysler C-300 is one of the first cars to wear the “Muscle Car” designation.

THE MOTORCAR OFFERED

This beautifully restored Chrysler C-300 was acquired by the current owner from a prominent collector of Chrysler 300 series models. Having been fully restored to its current condition, this car wears a Platinum White paint job with a beige leather interior, nicely contrasted by black carpeting and its black dashboard.

The C-300’s sporting heritage derived from its sensational powerplant, the 300-horsepower 331-cid FirePower Hemi. With twin four-barrel carburetors, a radical camshaft, solid lifters, performance exhaust, a stiff suspension, and a premium price, the C-300 is one of the first cars to be given the designation of a “Muscle Car” and these claims were supported by its success on track in the NASCAR series. The powerplant is engaged by the dash mounted gear selector. The chassis rides on

independent coil-spring front suspension with disc brakes in the front and a live rear axle and leaf springs on the rear.

Handsomely wrapped into a sporty coupe body, this C-300 rides on wire wheels, which was an option when new, and includes a set of steel wheels and hub caps, which were the only other wheel option from the factory. This examples only deviation from originality is its updates 12v electrical system.

With only 1,725 built, available here is the opportunity to own a well-presented piece of American motoring history, with Chrysler successfully homologating a car for road use that could be purchased and immediately win at any local circle track in 1955.

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



81.

Ex-Bill Harrah Collection

1928 CUNNINGHAM SERIES V-7 SEDAN

Coachwork by James Cunningham, Son & Company

Chassis no. V5141

Engine no. V5217

442ci L-Head V8 Engine

Single Stromberg Carburetor

4-Speed Transmission

Front and Rear Semi-Elliptical Leaf Springs

4-Wheel Lockheed Hydraulic Brakes

★ 2016 Pebble Beach Concours d'Elegance Exhibit

★ Rare example of this quality car constructor

★ Powerful and elegant

★ CCCA Full Classic



CUNNINGHAM CARS

By 1925 James Cunningham, Son & Company didn't even post suggested prices for its exclusive automobiles. Its market, always a tiny one made up of wealthy, discriminating clients who appreciated the company's approach to building fine automobiles to individual customer orders, was largely insensitive to price.

Its listings in the National Automobile Chamber of Commerce *Handbook of Automobiles* read only "Prices Upon Application".

The later series cars were offered in two models, the 132" wheelbase 91-A and the 142" wheelbase 82-A, a curious situation where the larger and more expensive model had a lower model designation but one that is in some ways typical of Cunningham's

disregard for convention. Both were powered by Volney Lacey's 442 cubic inch side valve V-8 with cast iron blocks and aluminum 3-bearing crankcase. Still rated 45hp by the increasingly outmoded NACC formula, Cunningham in 1923 would announce the engine's power on the engine brake, 90 horsepower. With a 5" stroke and 442 cubic inches its torque was prodigious, and by 1925 it had been improved with an inherently balanced crankshaft.

Also new for 1922 was the change to a four-speed transmission, still supplied by Brown-Lippe as was the multi-disc dry clutch. Cunningham still relied on Timken-Detroit spiral bevel drive full floating rear axles, rugged and proven not only in Cunningham automobiles but also in its successful line of hearses and professional vehicles. Both

centerlock wire and demountable rim wood spoke wheels were offered. "Theft locks" became standard equipment but braking was still only on the rear wheels.

Cunningham continued to build its own bodies but, by 1925, they had replaced their prior round shouldered radiator shell with one that was sharp-edged, as seen on this stunning example, and as the decade rounded out their logo was updated also.



THE MOTORCAR OFFERED

This handsome and exclusive automobile would no doubt have been commissioned by one of Cunningham's roster of wealthy clientele and for the last half of its life at least it has continued to be retained by custodians who could match this same care regardless of costs.

The car was acquired by the current owner in the mid-1980s from one of the dispersal auctions of the famed Harrah Collection as a marque that had long been coveted by him. In the last few years, respecting its elegance and pedigree, an exhaustive restoration was commissioned at Chris Kidd's respected Tired Iron Works, south of here in Monrovia, California.

All told, invoices in excess of \$250,000 were accrued as the aesthetics were thoroughly

refurbished. On the culmination of this work, the Cunningham, now tastefully appointed in dark blue and black paintwork and with a tonal grey blue interior was invited to be shown at the Pebble Beach Concours d'Elegance in 2016 in the American Classics Closed Class.

As a fresh restoration and with this sole showing, it offers its next owner potential for other display outings and/or touring, at a fraction of the cost of its rebuild.

\$150,000 - 220,000

82.**1979 LINCOLN MARK V COLLECTOR SERIES**

Chassis no. 9Y89S760037

400ci OHV V8 Engine
 Single Carburetor
 225bhp at 4,000rpm
 3-Speed C-6 Automatic Transmission
 Independent Front Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- ★ Rare Collector Series Edition Mark V
- ★ Just two owners from new
- ★ Roughly 20,000 original miles
- ★ Remarkably original condition

**THE LINCOLN MARK V**

Following the successful Mark IV, which debuted in 1972, the Mark V would be an evolutionary step for the personal luxury Coupe. The latest iteration shared the same platform as its forerunner but featured sharper lines devoid of any true curves. Still years away from the downsizing movement, this generation of the mark series carried the distinction of being the largest Coupe, 230 inches long, ever sold by Ford Motor Company. By that point much stricter environmental legislation had taken effect. As a result, the 400ci motor would become standard as of the first model year, with the old 460ci V8 becoming an option in every state except California.

THE MOTORCAR OFFERED

As a Collector Series Mark V, this Lincoln arrived from the factory with a suite of unique features. These include a gold grill with a matching hood ornament, padded contoured deck lid accent, midnight blue cloth seats, wood accents, leather wrapped dash pad, and color keyed turbine wheels.

Remarkably, just two owners have had the distinction of commanding this substantial piece of 70s Detroit steel. The first owner bought the car new from Waterloo Ford Lincoln in Edmonton Canada and would trade the car in for a Volkswagen years later. Today, just around 20,000 miles appear on the dashboard and the vehicle shows in remarkable condition. The cloth interior does not show serious tears, rips, or even substantial color fading. The body of the vehicle is in equally good condition.

It will arrive complete with a tool kit, original key set, owner's and shop manuals, and the original spare tire. Befitting of the "Time Warp" distinction, this Lincoln appears as though it never left the decade of gold medallions and big lapels.

\$20,000 - 30,000
WITHOUT RESERVE

2011 CHEVROLET CORVETTE Z06 CARBON

VIN. 1G1YL2DE5B5600250

429ci LS7 Pushrod V8 Engine

Sequential Fuel Injection

505bhp at 6,300rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- ★ Two owners from new
- ★ Under 2,000 original miles
- ★ One of 500 made
- ★ Plethora of lightweight carbon



THE MOTORCAR OFFERED

For Corvette enthusiasts, 'Z06' has always carried a special allure. Originally the package one got if they were destined for the track in their C2 Corvette, it took a long sabbatical from the option list before return as the hottest version of the C5 Corvette as a hardtop-only model that was both the lightest and most powerful in the lineup. With the C6, the Z06 returned as the lightest and most powerful version of the newest 'Vette it also brought the 7-liter V8 back into the fold—a displacement that had been missing from the Corvette lineup for over three decades.

For 2011, Chevy unveiled the Z06 Carbon, a model intended to bridge the gap to the ZR-1—a monster of a machine with 145 extra, supercharged ponies. But in keeping with the ethos of the Z06, this special edition

was intended for the purist enthusiast who wanted channel the track driving experience. The rare package featured the ZR1's carbon ceramic brakes housed around staggered wheels wrapped in Michelin Pilot rubber, magnetically control shocks, and a plethora of additional carbon fiber components—as the name suggests. This includes a front splitter, hood, roof panel, and full width rear spoiler. In addition, the interior is swathed in plenty of alcantara from the seats to the steering wheel.

This car is one of only 500 Z06 Carbons produced with and one of 250 made in Supersonic Blue. It was delivered new to a gentleman in the Philadelphia area who soon parted ways with the car and placed it into the hands of its current caretaker. At the time of cataloging, just 1,665 miles show on the

odometer. As it sits today, the car remains in remarkable condition overall and an inspection upon its most recent purchase has deemed the car fully functional and ready to go.

\$60,000 - 70,000
WITHOUT RESERVE

84.**1931 LASALLE SERIES 345-A 7-PASSENGER TOURING**

Chassis no. 909967

353ci V8

95bhp at 3,000rpm

Single Downdraft Cadillac/Johnson carburetor

4-Wheel Hydraulic Drum Brakes

Solid Front Axle with Live Rear Axle

- ★ Offered from long-term single-family ownership
- ★ Wearing same restoration since 1980's
- ★ Eligible for many Pre-War clubs and events
- ★ Desirable and rare body style

**THE LASALLE SERIES 345-A**

"Built by Cadillac to Cadillac standards," LaSalle was a slightly lower priced companion car to its larger Cadillac brethren and was produced from 1927 to 1940. Harley Earl's original LaSalle design, inspired by the European Hispano-Suiza, provided a sporty and colorful counterpoint to 1927 contemporaries. The new car's exciting appearance was picked up by the 1928-29 Cadillacs. By 1931, Cadillac V8 and LaSalle models would essentially differ only in detailing and emblems.

A massive radiator and large stanchion-mounted headlamps gave the 1931 LaSalle a powerful frontal appearance that was clearly derived from the 1930-31 Cadillac V-16. Early 1931 LaSalle—the offered car is an example—featured louvers on the hood sides and, on open models only, the cowl. Later

'31s had ventilating doors in these locations. The 1931 LaSalle 345-A line was powered by the same engine as the contemporary Cadillac 355. This 353-cid, 90-degree L-head V-8 was rated at 95 horsepower. The LaSalle chassis' 134-inch wheelbase was also common with that year's Cadillac V8. Upgrades for 1931 provided a quieter, smoother ride.

Body types for the 1931 LaSalle included seven standard styles by Fisher and six Fleetwood semi-customs. The 7-Passenger Touring was one of the Fleetwood styles. Cadillac records indicate that only 59 of the 10,095 LaSalle's produced for 1931 were built with the touring car body. There would be no more truly open (sans glass side-windows) LaSalle's after 1931.

THE MOTORCAR OFFERED

The 1931 LaSalle being offered here is being sold publicly for the first time, after more than 30 years of single-family ownership, coming from a prominent collector of exquisite Pre-War American cars. When the car was acquired last in the early 1980's, it had just received a restoration by CM Restorations in San Diego, CA. which it still proudly wears today. The 1931 sales brochure called that year's LaSalle, "... a motorcar of exceptional fineness, possessed of a glowing beauty, with an élan and a spirited grace which few cars, no matter what the price, have ever matched." This very rare example of the 1931 LaSalle will delight the discerning collector who appreciates its scarcity and uncommonly authentic presentation.

**\$90,000 - 100,000
WITHOUT RESERVE**

85.

2010 TESLA ROADSTER

VIN. 5YJRE1A18A1000592

3-Phase 4-Pole AC Induction Electric Motor
3.0 80kWh Battery
248bhp constant
Single-Speed Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ One owner from new
- ★ Fewer than 10 original miles!
- ★ Heavily optioned example with \$140,000+ sticker price
- ★ A sports car that marked the beginning of an era



TESLA MOTORS		2010 Tesla Roadster	
STANDARD EQUIPMENT OF NO EXTRA COST			
<ul style="list-style-type: none"> 17" aluminum wheels 18" aluminum wheels 20" aluminum wheels 21" aluminum wheels 22" aluminum wheels 23" aluminum wheels 24" aluminum wheels 25" aluminum wheels 26" aluminum wheels 27" aluminum wheels 28" aluminum wheels 29" aluminum wheels 30" aluminum wheels 31" aluminum wheels 32" aluminum wheels 33" aluminum wheels 34" aluminum wheels 35" aluminum wheels 36" aluminum wheels 37" aluminum wheels 38" aluminum wheels 39" aluminum wheels 40" aluminum wheels 41" aluminum wheels 42" aluminum wheels 43" aluminum wheels 44" aluminum wheels 45" aluminum wheels 46" aluminum wheels 47" aluminum wheels 48" aluminum wheels 49" aluminum wheels 50" aluminum wheels 51" aluminum wheels 52" aluminum wheels 53" aluminum wheels 54" aluminum wheels 55" aluminum wheels 56" aluminum wheels 57" aluminum wheels 58" aluminum wheels 59" aluminum wheels 60" aluminum wheels 61" aluminum wheels 62" aluminum wheels 63" aluminum wheels 64" aluminum wheels 65" aluminum wheels 66" 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Not actual car

THE TESLA ROADSTER

Named after Nikola Tesla, a genius who, more than 100 years ago at the dawn of the electric age, invented alternating electrical current, the radio, and the AC motor, among other things, Elon Musk's Tesla Motors has made quite an impact on the automobile industry and the cars of today. Introduced at the 2006 San Francisco Auto Show, the Tesla Roadster was Musk and team's first car, and first highway legal serial all-electric car to use lithium-ion battery cells and the first production all-electric car to travel more than 200 miles per charge. The first 100 Tesla Roadsters sold out in less than three weeks, and general production began on March 17, 2008, with just 500 of these first-generation Roadsters to be built. The Tesla Roadster marked the beginning of an era, and remains a very sporty and entertaining car to drive.

THE MOTORCAR OFFERED

Having covered fewer than 10 miles at the time of cataloging, this Tesla Roadster is essentially a brand new car! The Roadster has lived its entire life with its one and only owner in New Mexico. This Tesla is highly optioned with premium white paint, a solar guard windshield, the \$9000 carbon-fiber exterior package—including a rear wing diffuser, nose splitter, and roll bar all made of the lacquered super-fabric, \$4,000 adjustable suspension, the \$6000 Executive Leather package with red leather-wrapped door sills to match the seats, the \$3000 electronics upgrade including a stereo with navigation and seven-speaker system, and \$3,200 carbon fiber hardtop. After checking almost every option box, the total cost of the vehicle came to \$140,350.

Just weeks ago, the car was serviced and updated by a Tesla Ranger, ensuring that the vehicle is ready to be enjoyed by its next owner. A very similar Tesla Sport Roadster fitted with the more recently available Falcon Heavy Rocket option that increases the power to about 5.13 million pounds of thrust, became the first car in orbit and is currently headed toward deep space with Starman at the wheel.

**\$50,000 - 75,000
WITHOUT RESERVE**

86.*Ex-Steve McQueen***1949 CHEVROLET 3100 PICK-UP**

Chassis no. 3GP-K 30125

216ci Thrift-Master Six Engine
 Single Carburetor
 105bhp at 3,800rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Drum Brakes

- ★ *Owned and used by legendary actor and style icon Steve McQueen*
- ★ *Sold by Barbara Minty McQueen to the current owner*
- ★ *Unrestored condition, like Steve McQueen last drove it*
- ★ *Cool and historic Americana at its finest*



THE KING OF COOL AND HIS TRUCKS

Steve McQueen crossed over into the realm of popular culture and became 'The King of Cool.' More than three-and-a-half decades later, his impact on films, cars, motorcycles and fashion are still talked about and emulated.

While one of the biggest box-office attractions of the 1960s and 1970s, McQueen has been reinvented since his 1980 death as much more than a movie star. In today's world, he is a silent pitchman, a fashion icon, an enduring mythical figure of alpha-male coolness, and his image and likeness are everywhere.

Steve McQueen owned many fast, exotic cars throughout his legendary life. But the publicity shy acting icon also appreciated well-worn pickup trucks for two reasons. The first was for their intrinsic, utilitarian capabilities. The second was for their use as stealth cover.

McQueen often cruised around Hollywood and Beverly Hills in a beat-up truck, wearing sunglasses and a cowboy hat, flying beneath the radar of what we now call the paparazzi, chasing celebrities around to make a buck. He usually kept a truck at his home in the Trancas Canyon area of Malibu and had others at his Santa Paula airport hangar. It is rumored, that he even stashed an old GMC at the Beverly Wilshire Hotel parking garage. Among the many pickups he owned during the later years of his life, was this robust 3100 Series Chevrolet.

He was particularly fond of customizing his vehicles – no matter how pedestrian or unique – to make them truly his own. Third wife Barbara Minty McQueen recalls the instance when he purchased a pair of rectangular "blue dot" taillights (a particular favorite of

hot rodders) at a swap meet and installed them on this truck. The Chevy was owned by the celebrity couple at the time of Steve McQueen's passing in November of 1980, and then remained in Ms. Minty McQueen's ownership and possession until sold by Bonhams to the consignee in November of 2009. Note that the last registration expired in 1981. It is in the same state as when last used and driven by the King of Cool and remains presented in unrestored condition, just like Steve drove it.

\$60,000 - 80,000
WITHOUT RESERVE

87.**1959 MORRIS MINOR 1000 TRAVELLER**

Chassis no. FLA552122

948cc OHV Inline 4-Cylinder Engine

Twin SU Carburetors

38bhp at 4,750rpm

4-Speed Manual Gearbox

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ One lady owner for 43 years, two owners total
- ★ Largely original with complementary paint color change
- ★ Gently reconditioned in 2003-2005
- ★ Placed in the Vancouver All British Field Meet 2005

**THE MORRIS MINOR**

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show and by January 1961 had sold one million units to become the UK's most successful post-war car to date. The first new post-war Morris design, the unitary-construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering and a four-speed synchromesh gearbox. Despite the many mechanical and styling changes, the final Minor remained recognizably the same as the 1948 original. By the time production ceased in 1971, more than 1.5 million of all types had been sold.

THE MOTORCAR OFFERED

This lovely left-hand drive Morris 1000 Traveller was purchased new by a lady in Victoria, British Columbia in 1959. It sported black paint with a red leather interior and magnificent English Ash woodwork. After a coddled existence, it was covered, garaged, and 43 years later, in 2002 (when its owner was 92 years old) the Traveller was sold to the current vendor, a New Zealander who moved to Canada in 1981. The black paint and wood varnish had faded over the decades, but otherwise the car remained tight and solid, with the speedometer boasting a remarkable 35,000 miles. With the intent of employing the car as a rolling advertisement for his newly launched tea parlor 'The Blethering Place,' the new owner commissioned a gentle reconditioning, determined to retain the Traveller's historical integrity.

The faded black paint was stripped to metal and replaced with Almond Green to compliment the white English Ash woodwork. Carpets and headliner were replaced and the brightwork hand-polished. Other than these cosmetic modifications and a new Dunlop tires, this charismatic Traveller remains highly original, with a period-correct push-button valve English radio. Always lovingly maintained and serviced, and, according to its second and current owner, it runs and drives smoothly. As a testament to its condition, this car placed at the Vancouver All British Field Meet. Accompanied by books and photographs this lovely Traveller is certain to delight the collector with a proclivity for brilliant British craftsmanship

\$15,000 - 25,000
WITHOUT RESERVE

88.**1994 JAGUAR XJ12**

VIN. SAJMX134RC699350

5,993cc SOHC V12 engine

318bhp at 5,400 rpm

4-Speed Automatic Transmission

4-Wheel Disc Brakes

4-Wheel Independent Suspension

- ★ One owner from new
- ★ Roughly 19,000 original miles
- ★ Up to date maintenance
- ★ Likely the finest example in the world

**THE XJ12**

The original XJ12 bowed out in Pininfarina-styled Series III guise in 1992 to be replaced for the following year by a 12-cylinder version of the restyled XJ40 called, appropriately enough, 'XJ12'. The alloy V12 engine now displaced 6.0 liters and produced over 300bhp, which was enough to make Jaguar's flagship a 150mph car. The XJ12 in this (XJ81) form did not last long, fewer than 200 being completed before the entire range was superseded by the restyled 'X300' series in September 1994.

THE MOTORCAR OFFERED

The beautifully presented Jaguar laid before you has had the prime distinction of remaining under the care of just a single owner from new. Finished in the stately combination of Flemenco Red over a crème leather interior, both show to be as near to flawless as one can get. The immaculate preservation of the large saloon can be attributed both to the limited mileage accrued over the past 25 years at just around 19,000 miles and the routine care conducted by the owner. A file available to those interested cleanly lays out the servicing carried out on the car and should serve as a peace of mind to the drivability of the vehicle. Most recently, the coolant system received a test in addition to several new filters being installed throughout the car. Further, the right rear shock was the recipient of a new bushing and lastly, the rear brake calipers were overhauled.

indubitably a car of unquestionable caliber, this Jaguar is likely to be the lowest mileage and finest example in existence. You may pose a noble attempt to search and scour the far spans of our globe and will likely never cross this XJ12's equal. Fear not, however, as this fine English motor is available to those willing and able.

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

89.

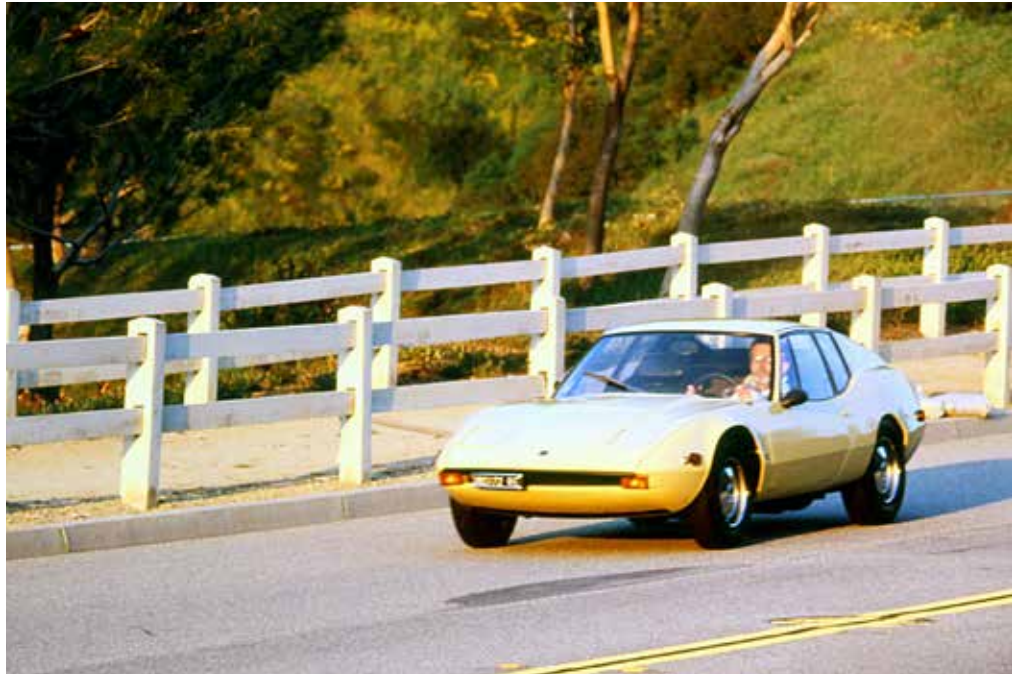
**1971 OTAS 820 GRAND PRIX
Coachwork by Lombardi**

Chassis no. 0007

850cc OHV FIAT 4-Cylinder Engine
Weber Carburetor
55bhp at 6,200rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc - Rear Drum Brakes

Without Reserve

- ★ Sold by original importer John Rich of Glendale, CA
- ★ Current ownership for the past 45 years and fewer than 4800 miles since new
- ★ Very original condition
- ★ One of less than 200 examples ever produced



THE OTAS 820 GRAND PRIX

From the small town of Vercelli in Northern Italy, Carrozeria Francis Lombardi developed several custom-bodied specials built on Fiat drivetrains, the most well-known of which was the Lombardi Gran Prix. First shown in Geneva in March 1968, the striking design caused a stir with its flip up headlights and well-proportioned nearly all-steel body. A partnership for marketing this car abroad was struck between Lombardi and Franco Giannini, and the resulting firm was named OTAS for Officina Trasformazioni Automobili Sportive. Developed in 1967 and based around new Fiat 850 mechanicals, the diminutive sports car caught the attention of Glendale, California Fiat dealer and USA Abarth importer John Rich.

THE MOTORCAR OFFERED

It is unknown how many of the cars were imported to the US between the years of 1969 and 1971 while OTAS was in business, with most sources putting the number between sixty-five and one hundred. Mr. Jack Buzzard of Yorba Linda, California was an enthusiast of the exotic Italian cars that came through Rich's dealership, and stopped by frequently when he worked nearby in the early 70's. In April of 1974, he purchased this 1971 820 Grand Prix, chassis number 0007, and he has owned the car since that day. He informs us that the mileage, under 4,800, is original, as is the vibrant yellow paint, tweed carpet, and black vinyl upholstery. The four-cylinder engine is mounted out back, along with the four-speed manual transmission. The engine runs the stock Fiat 850 bottom end, but the head has been cleaned up a bit according to

the seller, producing a peak of 55 horsepower to push the cars approximately 1,450 pounds. Front disc brakes and rear drums handle the stopping duties, and steering is quick given the car's mere 81-inch wheelbase. Even with its small stature, the interior is comfortable for two, although luggage space is minimal, limited to a tiny space beside the spare wheel and bit of room behind the seats. An extensive history file accompanies the car, including original dealer documents, and photos from a Motor Trend photoshoot in which the car was featured and written about by journalist Matt Stone.

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



90.

1980 TOJ 206 SC SPORTS RACER

Chassis no. 206 SC 001

2-Liter 300-310bhp Fuel-Injected BMW M12 Four-Cylinder Engine
5-Speed Hewland Un-Synchronized Transaxle
4-Wheel Coil Spring Independent Suspension
4-Wheel Disc Brakes

- ★ *FFSA Montagne championship-winner with over 18 Group C3 victories*
- ★ *Driven, engineered and owned by Bernard Chamberod*
- ★ *Completely freshly rebuilt in historic "YACCO" lubricants livery*
- ★ *Race-ready*



THE TOJ

Toj, the acronym for "Team Obermoser Jörg", became a constructor in the early-70's when its owner Jörg Obermoser, a successful distributor of industrial electrical equipment, advanced his own racing passion by creating his own marque, Toj (pronounced "toy").

With sponsorship from the Warsteiner brewery, Obermoser racing became synonymous with the ancient privately-owned brewery, resplendent in the brewer's black and gold livery. Although it competed in sedan, open-wheeled and sports car classes, Toj emerged as a factor in mid-70's Group 6 prototype sports cars.

Using mid-engined monocoque chassis from British constructor Jo Marquart's GRD (Group Racing Developments) with minimalist body designs by aerodynamicist Achim Storz

featuring generous rear wings for downforce, Toj's SS02 and subsequent 206 SC relied upon proven, reliable 2-liter BMW M12 engines to become consistent and effective competitors in FIA Group 6 and its successor Group C, even competing with Cosworth DFV 3-liter V-8s.

After GRD's demise its projects continued with successor company Modus, retaining Jo Marquart, who had been part of the McLaren M8 Can-Am car's design and development team, and Modus continued to supply Toj with tubs and rolling chassis.

THE MOTORCAR OFFERED

One of these, the 1980 206 SC offered here, was acquired by hillclimb specialist Bernard Chamberod. His first known event, Mont Dore in August 1986, was – to perfectionist Chamberod – unsatisfactory, a second place in Group 6. He thereafter embarked on a comprehensive, meticulous, rebuild of the entire Toj.

Documented in photographs that accompany the car, it involved designing and building a complete new monocoque of anodized aluminum. Suspension refinements eventually would see an entire new rear structure created, including rear crossmembers milled from billet aluminum for strength and rigidity.

Chamberod returned to Mont Dore a year later and captured first place in his class, now FIA Group C3, repeating that victory in 1988.



A fourth place in Turckheim a month later must have been less satisfying. Chamberod returned to Mont Dore in 1989 where he and his Toj, probably now much-modified, repeated as Group C3 winners. What followed was a nearly unprecedented string of Group C3 hillclimb victories stretching into 1993 punctuated only by two results on the second step of the podium at Turckheim in 1992 and Vall's d'Andorra in 1993.

Chamberod transitioned to a Norma M11C sports car and Reynard 92D single-seater thereafter and sold 206 SC 001 in 1998 to Patrice and Frederic Auquier. Remarkably, in 2000, two decades after Toj 206 SC 001 was built, Patrice Auquier wheeled it to yet another Group C3 win at Beaujolais.

The successor to Jörg Obermoser at Toj

offered 206 SC 001 to the present owner about three years ago as a complement to the Toj SS2 he already owned and raced in historic events. Upon arrival in the U.S. a comprehensive rebuild of this car was begun, aided by the experience the owner and his technicians had with the Toj SS2.

It was completely disassembled, stripped and rebuilt from the ground up with special attention to the driveline and suspension, including preserving the development and modifications to it by Bernard Chamberod decades ago. The livery bears the distinctive YACCO lubricants logos (itself an historic brand, descended from Hispano-Suiza) and is freshly painted. It has never been raced and is absolutely fresh, thoroughly prepared and in ready-to-race condition.

The fresh BMW M12 2-liter fuel injected engine produces 300-310 reliable brake horsepower. Weighing just 1,200 pounds the performance promises to be breathtaking.

The owner has concluded having two Group C Toj race cars is redundant. He is effusive about the quality and performance of his earlier Toj and feels 206 SC 001 will impart the same experience and exhilaration to its next owner.

\$230,000 - 270,000



LOT 136 - 2015 PORSCHE 918 SPYDER

Friday, August 16, 2019 at 10am
Quail Lodge & Golf Club
Carmel, California

QUAIL LODGE AUCTION

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

220 San Bruno Avenue
San Francisco, California 94103

bonhams.com/quail

PREVIEW AND AUCTION LOCATION

Quail Lodge & Golf Club's West Field
GPS address 7000 Valley Greens Dr
Carmel, California 93923

PREVIEW

Wednesday August 14, 9am to 6pm
Thursday August 15, 9am to 6pm
Friday August 16, 8.30am to 10am

AUCTION NUMBER: 25221
Lots 101 - 226

ADMISSION TO PREVIEW AND AUCTION

Bonhams' admission fees are listed in the Buyer Information section of this catalog on page 4. Please note that entry to Bonhams' preview and auction does not require a ticket to The Quail Motorsports Gathering.

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BIDS

+1 (323) 850 7500
motors.us@bonhams.com

From August 12 to 18, to reach us at the Bonhams Pavilion at Quail Lodge:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

To bid via the internet please visit
www.bonhams.com/quail

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

FRONT COVER

Lot 144 - 1959 Porche 718 RSK
SPYDER

Please see pages 4 to 6 and 300 to 302 for bidder information including Conditions of Sale, after-sale collection and shipment.



Buyer Information

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale 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 is a California motor vehicle dealer, dealer number 49015. 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 Fed Ex 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 & AUCTION

All Bonhams auctions are open to the public. The Quail Lodge Preview and Auction admission fees are:

- **\$120:** Bonhams Quail Lodge Auction Catalog set, allows two people entry
- **\$40:** Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

• **\$180:** includes the Quail Lodge Auction Catalog set, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative bidding methods are available, including telephone, absentee and online bidding.

Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Additional copies of the catalog can be purchased at the auction venue. Bonhams reserves the right at its sole discretion without assigning any reason therefor to refuse or revoke admission to its premises or attendance at any of its preview or sales events by any person.

Entry to Bonhams' preview and auction does not require a ticket to The Quail Motorsports Gathering.

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 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona, California and Florida, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Virginia, Washington DC, Washington State, Wisconsin and Wyoming.

Automobile dealers purchasing registrable vehicles are exempted from sales tax as long as they can provide both a dealer license and a resale certificate from the applicable state where they reside. Buyers are asked to provide a copy of their state's resale certificate along with a copy of their dealer's license to the Cashier Department prior to or at the time of purchase.

Buyers are required to pay any applicable state or local sales or use tax, import duty and/or license and documentation fees on their purchases, as the case may be. The amount of any such sales or use tax, duty and/or fees to be collected by Bonhams from the buyer will be determined by Bonhams in its sole discretion and are additional to the final bid price and buyer's premium. Exemptions from taxes, duties or fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the hammer price, and associated import fees are payable by the buyer on all lots marked with an omega symbol (Ω). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

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 allocated to them. Bidders may wish to pre-arrange suitable check or credit approval by speaking 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 12pm on Sunday August 18 .

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 pieces, 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 his/her property, which is the minimum hammer price the seller is prepared to accept for a lot. This figure is confidential.

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

Buyer Information

the reception desk or by calling our Client Services Department.

By bidding at auction, whether in person or by agent, by absentee bid, telephone or 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 consignor 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 well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (212) 644 9009, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 12 until sale day.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid for a lot estimated in excess of \$1000, Bonhams is pleased to offer a telephone bidding facility for this sale, subject to availability. 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 up to twenty-four hours in advance of the sale, from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, Bonhams is pleased to offer our live online bidding facility. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/quail or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the

conversion of other currencies to US Dollars 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 operation or accuracy of the currency converter.

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Sunday August 18. 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 Thursday, August 15 and Friday August 16. **Please note that vehicles will not be released during the auctions, only before and after.** We will be open on Saturday August 17 from 8.30am until 6pm, and again on Sunday August 18 from 8.30am until 12pm for payment and collection of lots. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle lots must be paid for and collected from the sale venue by 12pm on Sunday August 18. 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 12pm Sunday August 18. 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, 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. Lots are at the buyer's risk from the fall of the hammer.

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 12pm Sunday August 18.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 18, 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.

Members of the following transport companies will be on site and are readily available to provide shipping quotes and transportation information:

Domestic Motorcar Transport

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

International Motorcar Transport

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

International Motorcar Transport

Schumacher Cargo Logistics
Schumacher Secure
Contact: Warren Barnes +1 (310) 626 7117 or
warren@sclusa.com

Welcome

Bonhams International Team proudly welcomes you to the beautiful Quail Lodge and Golf Club for two days of auctions in 2019 as our American business continues to expand.

Fresh, private consignments headline and dominate our largest ever offering at this venue, with more than 130 cars being without reserve.

We are particularly grateful to families of Estates and long-term owners who have entrusted Bonhams above others to present their cars for sale. We are honored to handle property from great supporters of the hobby and our business such as the late Ted Gildred, renowned collectors including the late Virgil Millett and

remarkable motorcars like the Ferrari 340 America Vignale Speciale, which has rarely been seen at all publicly, the only Center-seat Porsche to have been offered in decades publicly and the exquisite Competition Court Delahaye, each provide amazing opportunities for their next owners.

As ever, our growing team of experts which includes additional representation in the South and Pennsylvania, and administrative staff are on hand to assist with every aspect of the sale process from registration to shipping.

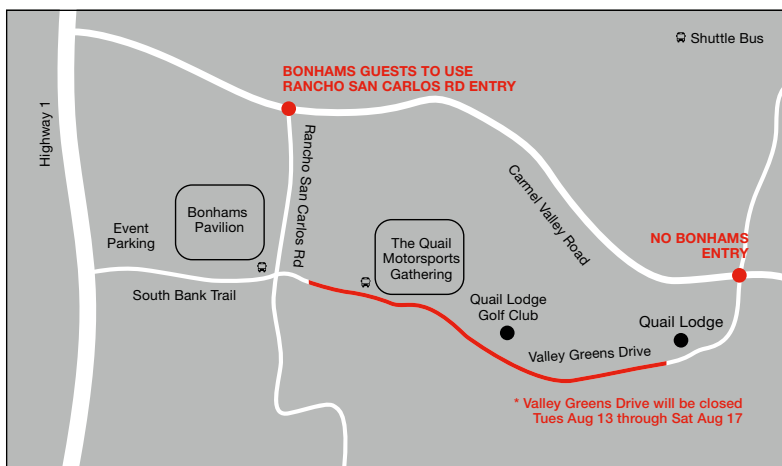
Thank you for joining us, we wish you spirited bidding.

Bonhams at Quail Lodge & Golf Club, West Field



**7000 VALLEY GREENS DRIVE
(AT THE VALLEY GREENS DRIVE AND
RANCHO SAN CARLOS ROAD INTERSECTION)
CARMEL, CALIFORNIA 93923 USA**

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PARKING

Bonhams' event parking is provided directly next to the West Field. Upon arriving at 7000 Valley Greens Drive, proceed into the fenced area of Bonhams' Pavilion where you will see an attendant with a flag pointing you in the direction of the parking lot. Disabled parking is also provided.

If you are attending the Quail Motorsports Gathering and the Bonhams auction, please park at Bonhams and shuttle to the Quail event.

SHUTTLES TO AND FROM THE QUAIL MOTORSPORTS GATHERING

On Friday August 16, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

PLEASE JOIN US

Thursday, August 15, 12.30pm - Tacos Locos Lunch

Friday, August 16, 9am - Champagne Breakfast

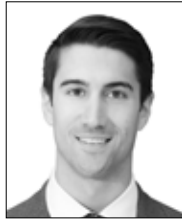
Preview While You Enjoy, Find Your Auction Seats Early

Bonhams Motoring International Specialist Team

West Coast USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Craig Mallery



Derek Boycks

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Eric Minoff



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Jared Zaugg

United Kingdom



Malcolm Barber



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams



James Knight

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

101.**1973 VOLVO P1800 ES SPORT WAGON**

Chassis no. 1836354-007241

1,986cc OHV Inline 4-Cylinder Engine

Bosch Fuel Injection

124bhp at 6,000rpm

4-Speed Manual with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ *Extensively refurbished mechanically and cosmetically in recent years*
- ★ *California car from new with just a few owners*
- ★ *Finished in the factory original livery of metallic blue over a caramel brown interior.*
- ★ *Stylish and usable Volvo Sport Wagon from the end of the run*

**THE VOLVO P1800 ES**

Introduced in 1960 and popularized by The Saint television series, Volvo's stylish P1800 sports Coupe, was something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963. Breathing through twin carburetors, the sporty Volvo was a true 100mph-plus car. Fuel injection was standardized in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes arriving at the same time. By the end of the 1960s, the model was beginning to look dated, but the introduction of the 1800 ES sports estate extended its lease of life into the early 1970s. These remain among the most collectible and iconic station wagons ever produced.

THE MOTORCAR OFFERED

This striking 1973 Volvo P1800 ES was completed at the Göteborg, Sweden-based Volvo factory in a metallic blue exterior color, much as it appears today. The new Sport Wagon was exported to America, and here sold through Sacramento-based Turner Motors Volvo in November of 1973. Optioned with an AM/FM stereo radio, the new Volvo cost the healthy sum of \$7,962.37. The car is believed to have remained in the dry inland California State climate all its life and was purchased by the consignor from an elderly Swedish woman in Auburn, California, in 2012. Period-correct blue California state license plates remain on the car, quite possibly the very set the car was delivered with from new.

Under the supervision of the Sacramento based consignor, the P1800 ES has benefited

from a comprehensive restoration carried out in recent years. The car received a respray in its original color of metallic blue and presents beautifully. Chrome and stainless trim have been polished, and new tires fitted. The interior received new carpets and various other trim pieces, while a new Moto Lita steering wheel was fitted for a period, sporting look. The car's mechanical components were gone through and refurbished or renewed as well. This is a lovely example of Volvo's classic Sport Wagon, ready for spacious touring in great style. Equipped with the desirable 4-speed overdrive manual gearbox and finished in a smart livery of metallic blue over a caramel-like brown interior, this Volvo looks and feels just right.

\$60,000 - 80,000
WITHOUT RESERVE

102.

1972 LOTUS ELAN SPRINT

Chassis no. 0028J

1,558cc DOHC 4-Cylinder Engine
Twin Zenith-Stromberg Carburetors
126bhp at 6,500rpm
4-Speed Manual Gearbox
4-Wheel Hydraulic Disc Brakes
4-Wheel Independent Suspension

Without Reserve

- ★ 1 of just 25 built
- ★ Two owners from new
- ★ Only 6,000 miles driven
- ★ Preservation quality example



THE MOTORCAR OFFERED

The Lotus Elan Sprint being offered is just 1 of only 25 Sprint Coupes built for the North American market in December of 1971, and was the Last Lotus Elan Sprint delivered to Lind Bros. Motors in Waterloo Iowa, where the car was delivered on November 21st of 1972. The car was initially intended as a dealer demonstrator, where it was used to show off the model to prospective buyers. When Elan production ceased in 1973, this car was sparingly driven and finally stored under a cover at the dealership in 1974, where it would remain for years in safe storage. In May of 2007, the car was treated to a mechanical freshening at a cost of \$5,730. With just two owners from new, this Sprint Coupe was retained by the original dealer's proprietor for over 40 years before being sold to the current owner in 2014. Being sold by a prominent collection of eclectic cars, this Elan sprint has been in safe care its entire life.

This example is believed to be one of just two cars specially ordered in solid colors by the Lotus distributor in Toronto, being finished in plain white, as opposed to two-tone Sprint colors, and is fitted with a stylish sunroof. This example is also heavily optioned with Lotus 'knock-off' wheels, an Audiovox stereo, Maserati air horns, Lucas 'tripod' headlights, and powered by the 1,558 cc DOHC "Big-Valve" 4-cylinder, all adding to its original \$6,427 purchase price.

Having only driven approximately 6,000 miles from new, this matching numbers, low mileage Elan Sprint Coupe presents beautifully in preservation condition, showing very little wear after nearly 50 years of life. Accompanying the sale of this spectacular example is the original tool kit, manuals, spare tire, original MSO, window sticker, and other various spare OEM parts for the car.

For Lotus, the Elan would prove an immense commercial success for Lotus, with slightly fewer than 9,000 being produced by the time production ceased in 1973. This 1 of just 25 produced Elan Sprint Coupe offers a very rare chance to own one of the nicest examples in existence, offered today in preservation condition.

\$40,000 - 60,000
WITHOUT RESERVE

103.**1973 PORSCHE 911E 2.4 TARGA**

Chassis no. 9113211040

Engine no. 6232029

2,341cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

165bhp at 6,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Matching numbers example in beautiful condition*
- ★ *Completed in striking Signal Orange over Black and Brown Pepita interior*
- ★ *Desirable end-of-the-run 2.4-liter, long-hood 911 Targa*
- ★ *Offered from the collection of Frank Darabont*

**THE PORSCHE 911**

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These “giant killers” could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and solidified their dedicated following of Porsche enthusiasts.

Starting in 1964 with the original 911, Porsche has produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling, offering a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. Mechanical fuel injection debuted this year as well as in top-of-the-line 911S and the new 911E. The 911E received its name from Einspritzung, the German term for injection. Slotted between the base-model 911T and the 911S, the E, which replaced the 911L “Luxus,” featured improvements including a leather wrapped steering wheel, velour carpeting, vented brake discs, and golden script on the rear deck.

Porsche added an open-topped variant to the 911-model range for 1967 featuring a stainless steel-clad roll bar and removable roof

panel. Commemorating Porsche’s successive wins at the famous Sicilian road race, the new model was termed “Targa”, a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to ‘wind in the hair’ 911 motoring until the introduction of a full Cabriolet in the early 1980s.



THE MOTORCAR OFFERED

This stunning end-of-the-run, long-hood 911E 2.4 Targa is being offered from the collection of acclaimed Shawshank Redemption director Frank Darabont - creator of the Walking Dead series. Completed at the Zuffenhausen-based Porsche works as a 1973 model-year 911E Targa, the new Porsche was equipped with the same engine as fitted in the car today, while the exterior was finished in a Gold Metallic color over a black leatherette interior. The car was equipped for the US market, and the long list of optional extras included front and rear stabilizer bars, wheel well moldings, Comfort Equipment Package, fog lights, tinted glass and Dunlop tires.

Mr. Darabont purchased the 911E 2.4 Targa in 2015 from the Porsche experts at CPR Classic Sales in Fallbrook, CA. A comprehensive mechanical service,

maintenance and refurbishment job was done at this point, of which receipts can be found in the history file. The Porsche has since been kept in his climate-controlled collection of exquisite European sports cars, while being treated to service and maintenance as needed. With the exterior completed in the period-correct Signal Orange color, the car looks very appropriate for the era. The cabin was recently refurbished with a new light-brown leather interior, with pepita black and brown on white coolth inserts - a livery that suits the car extremely well. The wheel well moldings are still in situ, and European-style H4 headlights have been fitted out front. The Porsche is accompanying by an owner's manual, a tool kit, and invoices from the work performed by CPR as well as the Porsche-issued Certificate of Authenticity. This well sorted, beautifully finished 1973 911E 2.4

Targa offers an opportunity to acquire a fine example of the highly desirable long-hood, air-cooled MFI 911, which is ready to be enjoyed on tours such as the Copperstate 1000 or Ramshorn Rally.

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

104.**1967 OSI 20M TS**

Chassis no. EX54GE01574

1,998cc V6 Engine
 Solex 32 DDIST 2-Barrel Carburetor
 90bhp at 5,000rpm
 4-Speed Transmission
 MacPherson Struts Front, Live Axle Rear
 Disc Brakes Front, Drum Brakes Rear

- ★ Rare limited-production, hand built European coupe
- ★ 1 of less than 200 examples believed to be in existence
- ★ Freshly restored to concours standards
- ★ Styled by one of Italy's best

**THE OSI 20M TS**

In 1960, coachbuilder Ghia, seeking contracts to put some of its designs into limited volume production, formed a parallel company to carry out the work. The brainchild of Luigi Segre, owner of Ghia, and Arrigo Olivetti, owner of automotive component manufacturer Fergat, Officine Stampaggi Industriali – shortened to OSI – set up modern production facilities in Turin, adjacent to Ghia's operations. Its first commissions were for the Innocenti 950 Spider, and the station wagon variant of the Fiat 1300/1500 sedan, the Familiare.

In January 1965, Ford's European subsidiary, headquartered in Cologne, Germany, commissioned OSI to build a successor to its flagship Taunus Coupe. The new luxury coupe was to seat four in comfort, and use the fourth-generation Taunus 20M executive car chassis and as many of its components

as possible. It would be sold and serviced by Ford dealerships.

The new OSI 20M TS was first shown in concept form on the Ford stand at the Geneva Motor Show in March 1966. Principal credit for the styling went to Sergio Sartorelli, whose hand shaped the Volkswagen Type 34 "razor edge" Karmann Ghia and the Fiat 2300 S Coupe. At the time, Sartorelli was director of OSI's new central styling department.

Designer Tom Tjaarda, who worked with Ghia at the time, believed that designer Sergio Corgiolla may have contributed to the lines of the OSI, which might have been influenced by a sketch by American designer Virgil Exner Jr. In an interview Paul Hardiman in the November 2002 issue of *Classic & Sports Car* magazine, Tjaarda recalled that Exner would often send sketches to Luigi Segre, the head

of Ghia. "I think that the 20M coupe was one of Exner's designs," he said. "I remember very well these sketches in general but not the 20M coupe specifically, but they were only rather general concept drawings and both Corggiola and Sartorelli deserve much credit for their development and refinement of these cars."

The 20M TS was offered with the Ford Cologne pushrod V6 engine, in either 2.0- or 2.3-liter form. Mechanically, it was virtually identical to the volume production car, with MacPherson strut front suspension, a live rear axle, front disc brakes and rear drums. It shared the sedan's 106.5-inch wheelbase. The luxurious interior was hand-tailored, with leather bucket seats and complete instrumentation.



THE MOTORCAR OFFERED

The OTI 20M TS remained in the catalog only through 1967. Approximately 2,000 of these handbuilt coupes are believed to have been produced, with sales limited to the German market. It was succeeded by the Capri coupe in 1969. Marque experts agree that only about 200 examples still exist, only a handful of which are on this side of the Atlantic.

The example on offer is an early car, produced with a 6-volt electrical system and 2-liter V6, rather than the later cars' 12 volts and 2.3 liters. It was brought back to the United States by a service member serving overseas. It was then sold to a collector in Stayton, Oregon, from whom it was acquired by the current owner.

With so few still in existence, this beautifully restored example is highly collectible. It would almost certainly be the only one of its kind on any concours lawn, or in any motoring event.

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

The car had been disassembled to a bare shell, and stored in a dry barn for 26 years. It still possessed the majority of its components, including its numbers-matching engine and four-speed manual transmission. Remarkably straight and rust-free, it provided the perfect basis for a nut-and-bolt restoration, which was carried out between January 2018 and April 2019. The seller believes the 5,100 kilometers, less than 3,200 miles, showing on the odometer to be accurate.

105.**1962 VOLKSWAGEN DUAL CAB TRANSPORTER**

Chassis no. 908212

Engine no. 2031CF

1,800cc OHV Air-Cooled Flat 4-Cylinder Engine

60bhp at 4,200rpm

4-Speed Manual Transmission

4-Wheel Disc Brakes

Torsion Bar Independent Front and Rear Suspension

★ *Highly desirable Dual Cab Transporter*★ *Recent comprehensive restoration*★ *Beautiful color combination*★ *Concours award winner***THE VOLKSWAGEN TYPE 2**

As readily recognizable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities.

THE MOTORCAR OFFERED

This 1962 Volkswagen Dual Cab Transporter is being offered after benefitting from a thorough 3 year restoration. When purchased by the current owner in 2012, it was decided that this rare bus deserved a comprehensive restoration, contracting CF Automotive in Costa Mesa, CA. for the task.

Bringing the body of this dual cab transporter down to bare metal, the original cab received all of the necessary repairs before being painted Sealing Wax Red. During restoration, the original engine block was found to be cracked, so a new block, stamped 2031CF, was sourced and built up to 1800 cc specification. This engine still retains some of the original engine's components, while the transmission that came in the bus was worthy of a simply rebuild to be recommissioned.

Looking toward the interior, Sew Fine Upholstery in Albuquerque, NM was trusted to trim this bus. Finished in white vinyl, the original seat frames and hardware were reskinned and the interior now presents beautifully in contrast to the body color. Other original components to this bus include the Bumpers and dash, while the safari windows, roof rack, and chrome trim came from an EOM resource out of the UK, keeping this bus true to how it could have been modified in period. With fewer than 500 miles put on the car since restoration, this rarely seen Dual Cab Transporter is guaranteed to provide years of unique motoring to its new owner.

\$70,000-90,000
WITHOUT RESERVE

106.**1973 VOLKSWAGEN TYPE 181 THING**

Chassis no. 1832839860

1,584cc OHV Flat 4-Cylinder Engine
 Single Carburetor
 46bhp at 4,000rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Hydraulic Drum Brakes

- ★ Professionally restored by The Thing Shop in Chandler Arizona
- ★ Finished in the original striking color of Pumpkin Orange
- ★ Reliable, Volkswagen Beetle underpinnings.
- ★ Iconic and charming recreational vehicle, ideal for the ranch or beach house

**VOLKSWAGEN TYPE 181 - THE THING**

Volkswagen's Type 181 Thing had its roots in a military project loosely based on the World War II "Kubelwagen". Although VW decided not to enter the competition for this "Europa Jeep," company management felt that a "fun vehicle" in that formula could be popular in the consumer market. Based on the mechanicals of the Type I Beetle, it used a Karmann Ghia base and 1.5 and 1.6-Liter versions of the familiar air-cooled engine. Production began in 1969 in Germany, while civilian sales began in 1971, by which time Mexican production had started. 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

Offered here is what must be considered one of the most accurately restored Volkswagen Type 181 Thing's in existence. Constructed at the Mexico-based Volkswagen plant in 1973, this lovely example of the iconic model was treated to the works carried out by the marque experts at The Thing Shop in Chandler, Arizona in recent years. The Thing was carefully disassembled, media blasted, and refinished inside and out in the original color of Pumpkin Orange. The undercarriage was finished in gloss black epoxy paint, as were all the suspension components. The running gear has been refurbished, including the 1.6-Liter Dual Port engine, gearbox, axles, bearings, shocks, fuel system and so forth.

Many rare "Thing" parts are fitted, including the correct single oil bath air filter, gas fired heater, tool kit, jack, instruments, gear shift

lever lock, driver's door locking "cubby box" and weather equipment. A comprehensive restoration file accompanies the sale of the car, documenting the comprehensive restoration in detail. This charming Type 181 Thing would be a fun and entertaining ride on Sundays near the beach house or around the ranch, and a better restored example will be hard to find.

\$35,000 - 50,000
WITHOUT RESERVE

107.

2009 FERRARI F430 SCUDERIA 16M

VIN. ZFFKW66A690167276

4,308cc DOHC V8 Engine
Direct Fuel Injection
503bhp at 8,500rpm
6-Speed F1 Electrohydraulic Transmission
4-Wheel Independent Suspension
4-Wheel Ceramic Disc Brakes

- ★ Top of the Ferrari V8 range
- ★ One of only 499 examples made worldwide
- ★ Attractive livery in Corsa Red with Grey/Black racing stripe
- ★ Roughly 8,000 original miles



THE FERRARI SCUDERIA SPIDER 16M

The Scuderia Spider 16M, named in commemoration of the 16th Formula One constructors championship Ferrari scored in 2008, accompanied the hardtop Coupe variant at the top of the Ferrari mid-engine V8 food chain. The open top 16M version assuredly followed the same methodology when it came to increasing the performance capabilities of the car.

Beginning with the global enemy of speed—unnecessary weight—many of the frivolous luxury features, like the floor mats, were thrown in the bin; all in the effort to gain an extra tenth of second on the racetrack. Furthermore, the Spider received front and rear bumpers that were made even lighter than those found on the Scuderia Coupe. Ferrari fitted the Spider with additional bracing to ensure that the track-oriented vehicle was as rigid as it could

be. All in all, the 16M was 170lbs lighter than the standard car. Moreover, the 16M featured a set of 5-spoke forged wheels that helped to greatly reduce the unsprung mass. Beyond the diet, the engineers in Maranello worked over the engine to provide an additional 20 horsepower, bringing the grand total to an impressive 503bhp. Controlling this immense power was the latest generation of Ferrari's traction and stability control systems that allowed the pilot of the vehicle to dial in precisely the amount of slip they'd like attacking the corners of a race track. The result of this extensive performance regime allowed the 16M to achieve a lap time within striking distance of even the Enzo.



THE MOTORCAR OFFERED

The Scuderia Spider 16M presented here left the Maranello production line finished in Corsa Red over a Nero interior with a Black/Grey racing stripe befitting of a car with track use in mind. This U.S. specification car was originally delivered new to Dublin, Ohio. The vehicle was optioned with red brake calipers, gauges in red, handy fire extinguisher, Bluetooth radio/nav system, and all stitchings in color. The vehicle was delivered new to the Wide World of Cars in Spring Valley, New York, but for the past half-decade, the Ferrari has remained under the care of a Greenwich, CT, based collector. As shown in the invoices on file, the car has since been maintained by Miller Motorcars, and today, shows roughly 8,000 miles on the odometer. Please note, that while the Carfax includes a damage report, this in connection to a scratched rear bumper being repainted.

The Scuderia Spider 16M represented the rawest driving experience offered by Ferrari at the time of release. It accomplished this by incorporating many of the technologies that help the famed Italian firm to countless Formula 1 victories in the 2000s. Additionally, the lack of roof provided an unobstructed sensory experience. Just 499 of these supercars were sold worldwide, making them endlessly desirable to Tifosi and collectors alike. Short of buying a full stop race car, the Scuderia is sure to provide just as many thrills, all while wearing a license plate.

\$270,000 - 320,000

108.**1986 FERRARI 328 GTS**
Coachwork By Scaglietti - Design By Pininfarina

Chassis no. ZFFXA20A7G0064385

3,185cc DOHC V8 Engine
 Bosch K-Jetronic Fuel Injection
 270bhp at 7,700rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Fewer than 9,000 miles driven from new
- ★ Handsomely optioned in white over tan interior
- ★ Sold with clean CARFAX, books, and tool kit
- ★ Incredible original condition

**THE FERRARI 328 GTS**

Debuted at the 1985 Frankfurt Auto Show, the Ferrari 328 was the second model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the upcoming 488 GTB. The 328 was the replacement to the popular 308 and featured notable performance and design advancements over the outgoing model. The mid-mounted V8 engine was increased from 3.0 to 3.2 liters and the iconic Leonardo Fioravanti-designed body was updated for a smoother, more contemporary appearance with integrated bumpers and revised cooling ducts, resulting in a more cohesive and streamlined profile.

Pininfarina built two variants of this mid-engine sports car, the Gran Turismo Berlinetta Coupe and the Gran Turismo Spider, featuring a removable Targa top. While performance of the GTS was not the same as the GTB,

it offered an exhilarating open-air driving experience and afforded the driver and their fortunate passenger unbridled access to the unmistakable sound of the dry-sump Ferrari V8. In the short four year run of the 328, 6,068 examples were produced, a great success which, combined with the success and popularity of the 308, ensured the position of the mid-engine V8 in Ferrari's permanent stable.

THE MOTORCAR OFFERED

This 1986 Ferrari 328 GTS was sold new through Shelton Ferrari in Florida. In 1987 this example was sold on to its second owner where it would remain under same ownership until 2015 when the current owner purchased the car.

The car comes along with NY/PA registrations documented from 1987 until 2015. Also accompanying this sale is the 328's manuals, tool kit, spare tire, a clean CARFAX, and a document showing a recall that was performed on the car. With low mileage and a rare and stunning color combination, this 328 GTS will afford the next owner great driving pleasure thanks to its well cared for mechanical systems and the unmistakable bellow of a Ferrari V8.

\$90,000-110,000
WITHOUT RESERVE

109.

1948 PACKARD SERIES 22 STATION SEDAN

Chassis no. 22932008

288ci Flathead Inline 8-Cylinder Engine
Single Downdraft Carburetor
130bhp at 3,600rpm

3-Speed Manual Transmission with Overdrive
Independent Front Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ *Beautifully presented Packard Station Wagon in Lovely Seafoam Green Metallic exterior*
- ★ *Best in class at the 2016 Hilton Head Concours d'Elegance*
- ★ *Stylish Art Deco trim and interior*
- ★ *An unquestionable Classic with room for the whole family*



THE PACKARD STATION WAGONS

In 1948 and 1949, Packard produced these fine Station Wagons – or Station Sedans as they were referred to - in limited numbers. The company would not make a Station Wagon for another ten years, and these Art Deco styled motorcars really represent the transition from wood bodied manufactured wagons to the modern-day station car. The construction of these cars are very interesting, and unlike other woodies, the only place where wood is used as a stress-bearing part of the body is where the standard sedan's rear quarter is cut away and replaced with wood. The remainder of the birch is simply inlaid where the outer metal skin has been cut away, except for the tailgate, which is all wood.

THE MOTORCAR OFFERED

Offered here is a fine example of the Packard Series 22 Station Sedan. A restoration has been performed in the past, attending to both cosmetic and mechanical aspects of the Packard, and ensures its stunning presentation today. With the metal part of the bodywork finished in a lovely sea foam green metallic color, neatly accented by the door and window wood trim, the Packard looks just right. Chrome and bright work is in beautiful condition, and period-correct whitewall tires are fitted. From its Cormorant hood ornament to the huge hatch for the rear deck, this is one impressive piece of machinery. A solid straight eight engine moves the Packard, with an overdrive transmission ensuring relaxed cruising. The styling very much lends itself to the Art Deco movement, with fender skirts at the back and full-size wheel covers. Offered from a prominent Southern California based

collection of exceptional American Classics, this spectacular Packard Series 22 Station Sedan offers room for the whole family and will surely make a fine addition to any collection. This is an excellent opportunity to obtain a seldom-seen Woody made by the prestigious Packard firm.

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

110.

1958 AC ACE-BRISTOL

Chassis no. BEX436
Engine no. 100D2 805

1,971cc OHV Inline 6-Cylinder Engine
3 Solex Downdraft Carburetors
130bhp at 5,750rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc - Rear Drum Brakes

- ★ *Fine example of the original AC Ace-Bristol Roadster*
- ★ *Previously in the John Moir Collection*
- ★ *Highly original, retaining matching-numbers engine, driveline and bodywork*
- ★ *Eligible for some of the most desirable concours and driving events*
- ★ *Recent mechanical refurbishment by Steve Babinsky*



THE AC ACE-BRISTOL

"Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours." - *AC Heritage*, Simon Taylor & Peter Burn.

The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired Barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-liter, long-stroke six. This single-overhead-camshaft engine originated in 1919 and with a modest 80bhp (later 100bhp) on tap,

endowed the Ace with respectable, if not outstanding, performance.

In 1955, AC added a hardtop version—the fastback-styled Aceca—and from 1956 onwards both models became available with the more powerful Bristol 2-liter, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. Although taller and heavier than AC's own engine, the BMW-based Bristol was considerably more powerful thanks to its superior cylinder head design and down-draught carburetors. Up to 130bhp was available from the Bristol unit in road trim, in which form the Ace could touch 120mph (195km/h), while around 150bhp could be wrung from it for racing.

The Bristol-engined Ace was not only more powerful, it was also considerably more

expensive, costing £2,011 in 1957, an increase of 22% over the price of the AC-engined version. For that you could buy two MGAs, and even Jaguar's XK140 was cheaper than the Ace Bristol. Nevertheless, by the time Ace production ceased in 1963, more than half the 723 cars built had left the factory fitted with Bristol engines.

The combination of a fine-handling chassis and a decent power-to-weight ratio helped the Ace to numerous successes in production sports car racing. Arguably, its finest achievement being a first-in-class and seventh overall finish at Le Mans in 1959. Indeed, its basic soundness and versatility were reflected in the fact that relatively few major changes were found necessary when the Ace was endowed with Ford V8 power to create the legendary Cobra.



THE MOTORCAR OFFERED

This desirable AC Ace-Bristol Roadster left the factory equipped with a left-hand drive steering arrangement, just as it appears today. Reportedly, the car was destined for the Canadian market, and sold new to a Mr. Gold. After Mr. Gold passed away, his widow would sell BEX436 on, and it eventually ended up in the hands of legendary collector car dealer and racing driver, Mr. Kirk F. White.

In 1988, the matching numbers and well-kept AC Ace-Bristol was sold to renowned collector Mr. John Moir, with whom the desirable Roadster would remain until acquired by the consignor - a Philadelphia-based collector of exceptional collectors' motorcars of all eras - in 2014.

Today, this desirable factory left-hand-drive AC Ace-Bristol is sporting the lovely Dark Blue

paint and black leather interior it wears so well. It is fitted with correct and appropriate wire wheels shod on classic Michelin tires. Instruments and gauges appear original and untouched, and the classic 3-spoke banjo-type wood rimmed steering wheel gives one great grip in tight corners.

BEX436 is a factory delivered, left-hand-drive example, which retains its original chassis and engine tags, along with all other factory stampings. It is indeed a well-cared for example, which has never seen abuse or neglect, and remains matching-numbers with the original aluminum bodywork intact. The car is offered with tools, side curtains and soft top. A traditional English sports car in every sense of the word, this AC Ace-Bristol Roadster satisfies every need of a true motoring enthusiast: a smooth inline-6,

swooping aluminum bodylines, and wind in your face. A fine and genuine example such as this will continue to be an object of desire for many decades to come.

\$350,000 - 450,000

111.**1955 SWALLOW DORETTI**

Chassis No. 11101110

Engine No. TS2878E

1,991cc Inline 4-Cylinder Engine

Twin SU Carburetors

90bhp at 4,800rpm

4-Speed Manual Transmission

4 Wheel Drum Brakes

Independent Front Suspension – Live Rear Axle

- ★ *Excellent Sports car styling with aluminum bodywork*
- ★ *Beneficiary of a frame-off restoration*
- ★ *Presented in stunning color scheme as depicted in the Doretti brochure*
- ★ *One of roughly 276 Swallow sports cars produced from 1954 to 1955*

**THE SWALLOW DORETTI**

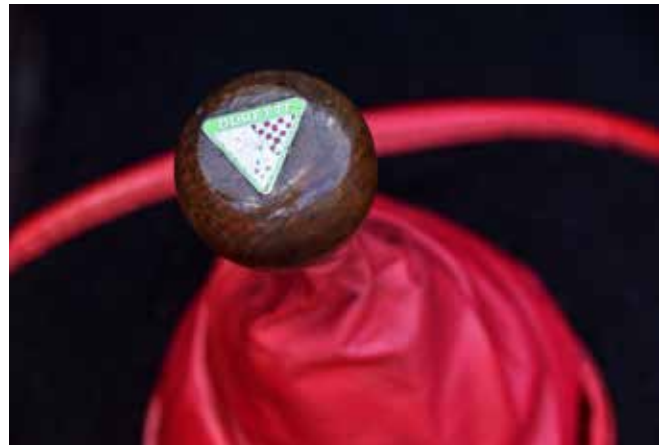
In an effort to capitalize on a growing U.S. sports car market, the Swallow Doretti was conceived by a group of sports car enthusiasts, including Dorothy Dean who sold sports car accessories through her Italianized brand name "Doretti." On January 6th, 1954 the completely new, tubular framed, aluminum bodied, handmade Swallow Doretti was delivered to Dorothy Dean, who proudly displayed it in the Embassy Room at the Ambassador Hotel, Los Angeles, California. The Doretti was an instant success and returned to the UK with a long list of potential buyers, production began later that year in Walsall, England, where an 18-man workforce managed to hand-build five cars per week.

While the name Doretti deliberately suggests Italian machismo, this car is a true-blue Brit, as is evidenced by a cursory glance under

the bonnet. Comprising of an aluminum body over a tubular Moly chassis, the Doretti featured the reliable OHV TR2 engine, as well as the gearbox, rear axle, front and rear suspension, and most of the interior instruments and switches of that same model. The fenders were subtly flared, exuding an exotic racing stance, and were embellished with an appropriately Ferrari-style emblem, while the car actually offered all the reliability, simplicity, and availability of parts from the Triumph pedigree. American sports car enthusiasts were awed by the impressively throaty soundtrack, low-end torque, and race ready push-button start, a Swallow Doretti was "on the grid" at the inaugural SCCA sports car race held on September 10th, 1955 at Road America.

THE MOTORCAR OFFERED

This 1955 Swallow Doretti is chassis number 1110, a lovely car with a well-maintained older restoration in beautiful colors. According to letters in the history file, this car was purchased by a young man from Boise, Idaho in about 1974. Sadly, he was killed in action in Vietnam soon after, and the car sat for some time before being sold to a family friend. The new owner got it back up and running and drove it on a regular basis. It would be put back into storage by the next owner, who held the car for many years, though it is believed he never drove it. In the mid-1980s it was acquired by Bob Carpenter of Caldwell, Idaho who began the process of restoring the car from the ground up. Letters, information, and correspondence in the file show that Mr. Carpenter was a passionate Doretti enthusiast. Letters between him and Dorothy Deen are included, where she offered insight



on the car's history and color suggestions for the restoration.

The Swallow Doretti presents very well today and is a lovely and charming car with a mild patina from age and careful use. The pretty light green paintwork is contrasted with red cockpit rails and top. Paint quality is overall quite good, with some texture visible in places, but overall remaining glossy and attractive. Bumpers and chrome trim pieces also present very well, and the grille shows a bit of care-worn patina in the plating. The chrome wheels are beautiful, wrapped in appropriately-sized black wall radials.

Red and black upholstery provides a pleasing contrast to the paint. The seats, dash, and carpet are trimmed in black with red piping to complement the red door panels, cockpit

rails, and red pinpoint vinyl top. In spite of the years since restoration, the interior remains tidy and attractive. One advantage the Doretti had over its competitors was the roomy and comfortable cabin, a definite step up from the utilitarian Triumph TR2 which it shared many of its components.

On this example, power comes from a slightly later specification TR3A engine from 1957. The engine is well-detailed and fitted with S.U. carburetors and a rare Doretti-branded alloy rocker cover. The additional power from the later-spec engine is welcome, as is the four-speed gearbox with overdrive. The Swallow Doretti is a delight to drive, feeling brisk and lively on the road and the restoration has been lovingly maintained through the years by a passionate enthusiast. Triumph-sourced components allow for ease of service, while

the refined handling and unique style make it an ideal candidate for historic driving events, including the prestigious Colorado Grand and the Mille Miglia. This Doretti is an appealing and enjoyable example of this fascinating yet short-lived English marque.

**\$100,000 - 125,000
WITHOUT RESERVE**

112.

1963 PORSCHE 356 CARRERA 2 GS COUPE Coachwork by Reutter

Chassis no. 124097
Engine no. P97249

1,966cc DOHC Flat 4-Cylinder Engine
Dual Solex Twin-choke Downdraft Carburetors
150bhp at 6,200rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Annular Disc Brakes

- ★ *Exquisite example of the top-of-the-line 356 Carrera*
- ★ *Exceptional restoration to factory specifications*
- ★ *Award-winning Porsche ready for the show field, prominent tours and rallies*
- ★ *Impeccably documented with a Porsche COA and Kardex*
- ★ *Fitted with original Carrera GT seats, while offered with original comfort seats*



THE CARRERA 2 GS 2000

Originally introduced at the 1955 Frankfurt Motor Show, the 356 Carrera was the first edition of Porsche's long-running prestige performance car, featuring a special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with determining just how much power the classic Porsche flat-four motor could develop, and in this pursuit he made some fundamental engineering adjustments over the basic pushrod engine. These modifications included the addition of twin ignition, two twin-throat carburetors, dry-sump lubrication, and dual-cam valve actuation.

Tested at various races during development, the high-performance dual-cam engine was also evaluated by the Porsche staff in their personal 356 examples, even though the motor was originally positioned for use in the 550 Spyder racecars. Eventually determining

that the 356-based road car was the most opportune platform for this Type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, which was named for the famously grueling Mexican road race at which Porsche had dominated the 2-liter class. Initially available in coupe, convertible, and Speedster body styles, the Carrera grew in luxury over the years, somewhat obscuring its original performance mandate.

In September 1961 Porsche addressed this perception by introducing an updated version of the Carrera that was exclusively available as a coupe. The original dual-cam motor design was endowed with even more power by enlarging displacement to two liters, and reclassified as the Type 587/1, resulting in the fastest Porsche road car to date. Recognizing that the pure torque might be a handful for inexperienced customers, Porsche outfitted

the new Carrera with disc brakes all around, and it was the first Porsche road car to be so equipped.

Introduced for the 1962 model-year as the Carrera 2, the internally coded GS 2000 wore Reutter's twin rear-grille T-6 bodystyle, and could have been mistaken for a standard pushrod 356B were it not for the dual exhausts that emerged from a distinctive apron under the rear bumper valance. Approximately 310 examples of the Carrera 2 were made in total. Claiming rarity, unprecedented performance, and identity as the most developed generation of the 356-based Carrera, the Carrera 2 has grown to be one of the most desirable of the vintage Porsche road cars, a veritable cornerstone of the Stuttgart legend.







THE MOTORCAR OFFERED

Boasting superb documentation and a well-known ownership history, 356 Carrera 2 Coupe chassis no. 124097 was completed at the Porsche works during the early months of 1963, and delivered new through Autohaus-Gramling, Karlsruhe, Germany in April that same year. The Carrera had migrated to the United States by the 1980s, where it was owned by a Mr. Tom Vernen of Knox, Pennsylvania, and later travelled West to Paradise Valley, Arizona, where a Mr. Robert Murch owned the car. Most recently, the spectacular Porsche 356 Carrera 2 Coupe has formed part of a prominent, Los Angeles-based collection of exquisite European sports cars.

This outstanding Carrera 2 is documented with a copy of the Kardex and the Porsche-issued Certificate of Authenticity, which

indicate that the car is presented with overwhelming authenticity, featuring the original color scheme of Signal Red paint over an interior of tan leather. Also optioned with a Blaupunkt radio with antenna and two speakers, three-point safety belts, and chrome wheels fitted with Dunlop tires.

The Carrera was cosmetically restored in 2009 by Liberty Motorsports in Costa Mesa, California. Additionally, the powerful Type 587 4-cam Carrera engine was refreshed by Richardson Restorations and has since accrued less than 5,000 miles. Notably, the engine, chassis, and body panel stampings correspond to Porsche factory documents. The cosmetic finishes are no less impressive, with correct VDO gauges, an elegant wood-rimmed steering wheel, and tan leather upholstery complementing the arresting Signal

Red exterior that features the proper Carrera script and unique rear bumper apron with exhaust valances. This well-documented and maintained Carrera 2 is a highly desirable example of one of Porsche's most important vintage road machines. The Porsche is accompanied by an authentic tool kit and jack, in addition to the aforementioned Kardex copy and COA. It is a wonderfully detailed and highly desirable example of a venerable Stuttgart classic that warrants consideration by any serious Porsche connoisseur.

\$600,000 - 750,000

113.**1989 PORSCHE 911 CARRERA SPEEDSTER**

VIN. WP0EB0913KS173014

Engine no. 64K04614

3,164cc SOHC Flat 6-Cylinder Engine
 Bosch Fuel Injection
 217bhp at 5,900rpm
 5-Speed Manual G50 Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *The very car to be featured on the cover of Road & Track Magazine*
- ★ *Highly original example in striking Linen Grey Metallic over Cashmere Beige*
- ★ *Rare, one-year-only 911 Speedster with desirable G50 Transaxle lending its lineage to the 356 Speedster*
- ★ *Complete with original manuals, tools, comprehensive history file and Certificate of Authenticity*

**THE PORSCHE 911 SPEEDSTER**

Porsche's first take on an open-top 911 had been the Targa model of 1965. A "halfway house" design chosen because of fears that a genuine soft-top would not meet US federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-liter form in 1982, the 911 Cabriolet proved a hit from the moment it debuted at the Geneva Salon in March. By the end of the 1983 model year, it had sold over 4,000 units, a total some 50% higher than that achieved by the less expensive Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989. The name was previously applied to many of the stylish Type 356 variants. The 3.2-liter Speedster was launched immediately

prior to the introduction of the new Type 964 bodysell; thus, was the last 911 model to feature the old-style body based on the original design of 1963. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster, as well as a pair of controversial "camel hump" cowlings behind the seats that concealed the stowed-away manual top—a simplified affair described by the factory as for "temporary" use only. From 1984 Porsche had offered the "Turbo Look" body style—flared wheel arches, large rear wing and deeper front spoiler—on its normally aspirated models. This option was extended to the Speedster, the vast majority of which were ordered with it. One of the rarest of the 911 family, the Speedster was built during 1989 only, and a mere 2,065 cars were completed.



THE MOTORCAR OFFERED

This very Speedster is indeed a celebrity in the Porsche world, having been pictured on the cover of *Road & Track* Magazine shortly after it was completed the Zuffenhausen-based Porsche works in April of 1989. Finished as it appears today, the Speedster left the factory in the striking Linen Grey Metallic color over a Cashmere Beige and partial black leather interior; a stunningly beautiful livery for the model, and authentically in tune with the era it was built. This special 911 was equipped with the California State emissions system and destined for the North American market. The long list of optional equipment fitted included a Blaupunkt Charleston radio, LSD G50 5-speed transaxle, shorter gear lever, rear luggage compartment, comfort seats, alarm system, air conditioning, velour carpeting in luggage compartment and Bridgestone tires. Indeed a long list of options for this Speedster

which was intended for promotional use. The car's original warranty book was stamped on April 19, 1989, by the Porsche factory, and a Tourist Pas was issued for first owner, Mr. Raymond Benford of Santa Ana, who would travel to Zuffenhausen and pick the Porsche up. Stuttgart tourist-delivery license plates were issued, which still remain with the car today. The Speedster would be exported to California months later, where it then would feature on the cover and in a lengthy article of the January 1990 issue of *Road & Track* magazine. According to the CARFAX report on file, the Porsche appears to have remained in California ever since. The Porsche has been kept in extremely good care and remains highly original throughout, with just 27,577 miles on the odometer at the time of cataloging. The Speedster has been continually stored inside, which has kept the

car in spectacular original condition. This superb 911 Carrera Speedster is complete with its original owner's and warranty manuals in pouch, space saver spare tire with inflator kit, the *Road & Track* article, the tourist-delivery Stuttgart license plates and its Porsche-issued factory Certificate of Authenticity detailing its original specification. From the very end of what is considered the original 911 design and benefiting from all the significant production upgrades such as the G50 5-speed transaxle, this top-of-the-line Speedster is rapidly becoming as collectible as its namesake 1950s progenitor. Finding one in original and unharmed condition, with such exciting early history as this very car, is a rare opportunity not to be missed.

**\$160,000 - 210,000
WITHOUT RESERVE**

114.

The ex-Henry Laird Demonstrator 1938 BROUGH SUPERIOR SS100

Chassis no. M1/1936
Engine no. BS/X2 1039

982cc OHV 50-Degree V-Twin Engine
Single Amal 6/200 Carburetor
48bhp at 4,200rpm
4-Speed Foot Shift Transmission
Castle Leading-Link Fork
2-Wheel Drum Brakes

- ★ *Matching numbers example*
- ★ *Factory guaranteed to achieve 100mph when new*
- ★ *Penultimate production year*
- ★ *One of only 34 SS100 models produced in 1938*
- ★ *Restored in 2015*



THE BROUGH SUPERIOR SS100

Legendary superbike of motorcycling's between-the-wars 'Golden Age,' Brough Superior - 'The Rolls-Royce of Motorcycles' - was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior.

Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties,' there were sufficient wealthy connoisseurs around to prove him right.

First shown to the public in 1924, the SS100 employed an entirely new 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.

In 1936 the SS100 adopted an overhead-valve version of an engine built by Associated Motor Cycles, and the model continued to use the Plumstead-made engines until production ceased in 1939.



THE MOTORCYCLE OFFERED

Its Brough Superior Club copy works record card reveals that this particular SS100 - frame number 'M1/1936', engine number 'BS/X2 1039' - was supplied new to C R Hussey in 1938. Records describe it as an ex-Henry Laird demonstrator with matching engine and frame numbers. In May 1939, journalist Henry Laird traveled in the sidecar of an SS100 piloted by George Brough in the London to Edinburgh endurance run and wrote about the adventure in the June 1939 issue of Motor Cycling.

Little else is known about the early history of the motorcycle until 1962 when a record of its ownership by Mr. William Kirk of Sheffield was recorded. Four additional owners are known before Robert Shapiro purchased the machine from Popeswood Garage in 1993. Mr. Shapiro took the Brough on a rally to Switzerland and

informed a later owner that the engine had spent some time in a Morgan three-wheeler before being reunited with the frame. It is assumed that the extra oil feed to the top of the engine dates from its time in the Morgan.

In 2015, the cycle parts were restored by Gordon Nicholls at British Classic Motorcycles of Yatton, Bristol. Gordon also removed the engine top-end for inspection and found that little required attention; a minor welded repair was made to one valve cover and rocker, and all eight cylinder-barrel studs were replaced with stainless steel alternatives. The motorcycle was offered and sold on April 24, 2016, at the Bonhams Spring Stafford Sale. Later in 2016, the machine was further sorted by well-known marque expert Simon Miles. The present owner acquired the motorcycle from JD Classics of Essex in 2017. The

vendor informs us that the motorcycle is presently in very good running condition. Accompanying paperwork consists of a copy of the factory record card, several work receipts, sales receipts from 1993, 1997, and 2017, an old MoT (expired 1997) and an old-style V5 registration document.

\$300,000 - 400,000

The Brough will be on display in Bonhams New York offices until July 26

115.*Ex-Richard Anderson*

1958 BENTLEY S-TYPE CONTINENTAL FLYING SPUR

Coachwork By H.J. Mulliner

Chassis no. BC22LEL

4,887cc Inline 6-Cylinder Engine

Dual SU HD8 Carburetors

4-Speed Automatic Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Drum Brakes

- ★ *The Ex-Richard Anderson, 6 Million Dollar Man*
- ★ *One of a limited number of left-hand drive total*
- ★ *CA blue plate, well known on the roads of Beverly Hills*
- ★ *Desirable color scheme*

**THE MOTORCAR OFFERED**

Introduced in 1955, the Rolls-Royce Silver Cloud and Bentley S-Type differed only in detail, primarily the Bentley's lower bonnet line and simpler, rounded radiator shell. Chassis frame, engine, driveline and suspension were the same. Even their Standard Steel Saloon coachwork came off the same dies.

The more demanding standards of serious drivers were met by the Bentley S-Type Continental with a higher 2.92:1 final drive ratio. Bentley S-Type Continental owners sought not only better high-speed performance but also more distinctive coachwork with the best designs executed by H.J. Mulliner. Surprisingly aerodynamic and subtly shaped with wrap-around one-piece windshields, the Continentals built by Mulliner were superb high-speed tourers, nearly silent while capable of cruising speeds of 100 miles per hour and top speeds approaching 120.

In production from 1955 into 1959 Bentley built 3,538 S-Types. Continentals accounted for only 431 of the total, all of them coachbuilt. H.J. Mulliner was the most prolific coachbuilder, responsible for 218 in several different styles of which the four-door Flying Spur is the pinnacle of the series for comfort, style, spaciousness, elegance and grace.

One of those drawn to the Flying Spur was actor and producer Richard Anderson. As a young man, he had seen Gary Cooper driving a Bentley and thought to himself, "One day, ..." Anderson was known in Hollywood for a career that spanned decades in film and television – and for his style, elegance and graciousness to everyone he met.

After serving in the Army during World War II, Anderson started his acting career as contract player at MGM, the beginning of a long and

wide-ranging career. He was in 84 films including science-fiction classic *Forbidden Planet* (Fred M. Wilcox, director), *Paths of Glory* (Stanley Kubrick, director), *The Long, Hot Summer* (Martin Ritt, director), *Escape from Fort Bravo* (John Sturges, director), *Give a Girl a Break* (Stanley Donen, director), *Seven Days in May* (John Frankenheimer, director) and *Compulsion* (Richard Fleischer, director), among many others. He performed alongside Hollywood legends such as Bette Davis, Clark Gable, Cary Grant, Kirk Douglas, Jack Lemmon, Debbie Reynolds, Paul Newman, Orson Welles, Natalie Wood, Ava Gardner, Gene Hackman and even Ice Cube.

Anderson also appeared in 104 different television series, including *Gunsmoke*, *Hawaii Five-O*, *Dynasty*, *Dan August*, *Perry Mason*, *The Fugitive*, *Charlie's Angels*, *The A-Team*, *The Man from U.N.C.L.E.*, *Bonanza*, *Ironside*, *Daniel Boone* and *Murder, She Wrote*.



In 1974 he was cast in the role of Oscar Goldman, Director of the Office of Scientific Intelligence, in the second episode of the television series *The Six Million Dollar Man*. He continued to play that role throughout the series' run into 1978 as well as in the spinoff series *The Bionic Woman* from 1975-1978. Even after the television series ended Anderson, along with title actor Lee Majors and Bionic Women Lindsay Wagner and Sandra Bullock, appeared in three made for television movies through 1994.

Anderson's Oscar Goldman in tweed and slacks was a steady sartorial and emotional counterpoint to the leisure suits and bell bottoms of the bionically-enhanced title characters, Colonel Steve Austin and Jaime Summers.

It was the success of *The Six Million Dollar Man* that gave Richard Anderson the opportunity to realize his dream of owning a Bentley S-Type Continental Flying Spur. "My father searched for years for a Continental Flying Spur," his daughter Brooke recalls. "He loved the lines of the car and its comfort, power and speed. He also believed his classic cars should be driven, not just stored in garages, and because of that, this car carries rich Hollywood history.

"He drove it to the studio to work, to red carpet movie events, to visit his long-time friend and neighbor, Cary Grant, and for Sunday lunches at Fred Hayman's house in Malibu. This car will be recognized immediately with fond memories at the Beverly Hills Hotel, the Bel Air Hotel and at the Biltmore Hotel in Montecito, where it was always given premier parking spots at the front entrance."

Finished in Green, with matching black leather upholstery and interior trim, it has an automatic transmission, air conditioning and fog lights as well as the S-Type's standard power brakes. Consistently maintained throughout its life, it has a marvelous patina and the lovely wood interior appointments that give Richard Anderson's S-Type Continental Flying Spur the ambiance of a fine gentlemen's club. Offered for the first time in decades from the estate of its long-term owner Richard Anderson, 1958 Bentley S-Type Continental Flying Spur is emblematic of Hollywood at a time when good taste, refinement and strong acting talents were important, where a Bentley S-Type Continental Flying Spur marked the accomplishments of an established, versatile, talented actor and producer.

**\$150,000 - 200,000
WITHOUT RESERVE**

116.

1965 ISO GRIFO A3 COMPETIZIONE

Coachwork By Drogo

Chassis no. B0213

Engine no. 129-F12183Q

327ci OHV V8 Engine

4 Twin Weber Carburetors

420bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- ★ One of the first twenty Drogo-bodied Aluminum examples
- ★ Restored in 2012 by Bizzarrini foreman Salvatore Diomante
- ★ Shown at the 2013 Pebble Beach Concours d'Elegance
- ★ Featured in road test with Paul Frère in Auto Motor und Sport magazine in 1965



THE ISO GRIFO A3 COMPETIZIONE

Renzo Rivolta was one of the more ingenious entrepreneurs of the Italian postwar landscape. Mr. Rivolta was the owner of the Isothermos refrigeration company, but, after the war, he decided to follow his passion and branch off into automotive manufacturing. The visionary started with motorcycles and then introduced the Isetta—a wildly successful mass-market economy car that he eventually licensed in full to BMW and other companies. By the early 1960s Rivolta's interests had turned to touring cars, and he introduced the Iso Rivolta GT at the 1962 Turin Auto Salon.

One of Rivolta's key recruits to his fledgling company was the famed Giotto Bizzarrini, the gifted engineer who had played a pivotal role in the development of Ferrari legends like the Testa Rossa and the 250 GTO. After the so-called Palace Revolt of 1962, Bizzarrini left

Maranello and soon found employment as a freelance contractor, taking a significant role with Iso.

In an effort to spur sales, Bizzarrini and others encouraged Rivolta to build a sports car, and the engineer soon received the go-ahead to develop such an Iso on a shortened Rivolta GT chassis. The resulting Iso Grifo was introduced in two versions at Turin in November of 1963, with the luxury touring A3/L (for lusso) displayed on coachbuilder Bertone's stand, while Bizzarrini's race-prepped A3/C (for corsa) was presented on Iso's stand.

Wearing aluminum coachwork penned by Bertone's Giorgietto Giugiaro and built by Piero Drogo's Carrozzeria Sports Cars in Modena, the A3/C was a spectacular vision

with aerodynamic flair. The results were an impossibly low and wide car that was exotically curved from every angle. In an effort to avoid the complications of engine production, Iso utilized a 5.3-liter Chevrolet Corvette engine in all of its cars, which was tuned for racing in the A3/C. The big-block motor was sunk far behind the front axle, giving the car a competition-worthy mid-engine layout that optimized weight distribution. According to some historians, Bizzarrini described the A3/C as the second coming of his GTO, and a more refined one at that.

Logistically, Bizzarrini provided full build execution for the AC/3 at his factory in Livorno, while Iso and Bertone took on production of the Grifo A3/L. To Rivolta's thinking, the Grifo was just a tool to promote





PAUL FRÈRE FUHR
270 km/h
 MIT DER TOURENAUSFÜHRUNG DES
BIZZARRINI
GRIFO

his GT car, but Bizzarrini was ever consumed with racing, and a widening philosophical gap inevitably developed between the two men. After perhaps just 20 examples of the Drogo-bodied A3/C's were made, Bizzarrini left Iso altogether and continued to produce the model under his own name—the 5300 Strada. While production totals are somewhat uncertain, it is believed as few as 115 examples were made under both names.

Part of the A3/C's transition from an Iso product to a Bizzarrini standalone involved a change of coachbuilder from Drogo to Salvatore Diomante and his Carbondio concern, which was eventually reborn as Autocostruzione SD of Torino. Diomante is the rare craftsman who not only helped build the original cars of the 1960s, but has become the world's foremost restorer of

these cars. His efforts have helped preserve and document the short run of breathtaking A3/C and 5300 Strada examples, giving Italian sports car enthusiasts an opportunity to experience the most developed versions of Bizzarrini's original.

THE MOTORCAR OFFERED

Like many cars made under the Bizzarrini mantle, chassis no. B0213 does not possess a clearly documented history. However, the car is believed to be first referenced in factory paperwork on December 15, 1964, and both the body appearance and the chassis numbering suggest that this A3/C is one of the first twenty riveted aluminum-bodied examples produced by Drogo. Also referenced in the paperwork, are records between Bizzarrini and Carrozzeria Sports Cars.

B0213 was retailed in early 1965 to Auto Becker in Germany, and B0213 was featured as a test car in the April 1965 issue of *Auto Motor und Sport Magazine*, driven by legendary racing-driver Paul Frère. Ownership soon passed to Swiss scrap collector and privateer racer, Pierre De Siebenthal, who by



some accounts served as a Bizzarrini factory driver. De Siebenthal was known to have owned and raced various Bizzarrini-made cars during this period, and though there is no documentation proving that this car was ever used in such a way, it may very well have been driven in some of the owner's campaigns. In any event, it is quite clear that he retained possession of B0213 for many years.

In 1993, after decades of ownership, the A3/C was sold by De Siebenthal to former Livorno principal Salvatore Diomante. Diomante would show the car, pre-restoration, at the Auto Moto Retro show in Torino, before he eventually rebuilt the motor to his latest specifications and refinished the rare Drogo body. Upgrades included the addition of four Weber carburetors mounted on a Diomante

manifold, which was a development of the Campagnolo manifolds that were originally equipped in period.

After completing restoration in 2013, the A3/C was purchased by the consignor, who then showed the freshly restored car at the 2013 Pebble Beach Concours d'Elegance.

Upon close inspection, it is evident that Diomante has exercised characteristic skill in his restoration, leaving the car in a stunning state of condition, and equally prepared for further vintage racing use. Now equipped with drilled competition pedals, the Diomante intake manifold, and Schroth 4-point racing harnesses, this muscular A3/C is perfectly prepared for hot laps.

Offered with the sale of B0213 are many historical documents, including an original copy of the April 1965 issue of *Auto Motor und Sport*, various receipts and paperwork from the 1993 sale from de Siebenthal, as well as a signed testimonial of authenticity from Salvatore Diomante. B0213 is an arresting vision of sports car engineering in its purest form, delivering both race-worthy performance and a visceral appearance. This piece of automotive history would make a crowning addition to any sports car collection.

\$1,000,000 - 1,300,000

117.Ω

1981 BMW M1

Designed by Giorgetto Giugiaro

VIN. WBS59910004301322

3,453cc DOHC 24-Valve Inline 6-Cylinder Engine
Kugelfischer Mechanical Fuel Injection
277bhp at 6,500rpm
5-Speed Manual Transaxle
4-Wheel Double Wishbone Independent Suspension
4-Wheel Power Assisted Disc Brakes

- ★ One of only 453 built
- ★ Well documented service history
- ★ Iconic 70s wedge design
- ★ Understated Dark Blue exterior



THE BMW M1

The BMW M1's existence originates from the need for a production based car for a proposed Group 5 'Silhouette Formula' to compete in the World Sports Car Championship. The mid-engined concept car was designed in-house by Frenchman Paul Bracq. Ex-racing driver Jochen Neerpasch was responsible for initiating this ambitious project which was intended to take on rivals Porsche and hopefully yield a victory at Le Mans.

Internally dubbed the E26, the M1's development was a cooperative effort with top Italian specialists. Lamborghini was initially contracted to build the car but Giorgetto Giugiaro's Italdesign ultimately took over the project. The coach assembly was performed at Italdesign featuring a fiberglass body built by composite specialist T. I. R. on a multi

tubular space frame chassis supplied by chassis specialist Marchesi & C.

Assembled bodies were shipped to BMW's German partner Baur for the mechanical assembly, the last stop then being BMW Motorsports for final preparation and distribution. The twin-overhead-cam, four-valves-per-cylinder 3.5-liter six was all BMW with tweaks by the Motorsports division. A five-speed ZF transaxle was used to transmit power to the ground. Lamborghini's Gian Paolo Dallara was responsible for developing the suspension, which followed racing practice by using unequal-length wishbones at front and rear. The M1's wedge-shaped coachwork proved highly efficient aerodynamically, needing very little in the way of additional spoilers and wings, even in race configuration. The M1's interior was

exceptionally well equipped for a sports car. It featured Recaro seats in leather with fabric inserts, air conditioning, electric windows, remotely operated door mirrors and heated rear screen.

First shown at the Paris Motor Show in 1978, the road-going version came with 277bhp and a top speed of 160mph. The abandonment of the Group 5 Silhouette Formula robbed the car of its *raison d'être*, but production nonetheless continued. An M1-only Procar Series was run at Grand Prix races in 1980 and '81 provided BMW Motorsport with a valuable showcase by way of consolation. Some 453 M1s were built thereby fulfilling racing homologation requirement that 400 be produced. Production ceased at 399 road cars and 54 Procars.





THE MOTORCAR OFFERED

The frigid climate of our neighbors to the north, at face value, may seem antithetical to the ownership and enjoyment of a supercar hailing from the 1970s, yet for this M1's half century existence, the thoroughbred BMW has provided its exclusively Canadian owners countless thrilling drives.

Ultimately delivered new to A.E. Shepard of Vancouver British Columbia, the Italo-Tuetonic motor was brought into Her Majesty's commonwealth after being federalized by ACI of Harbor City, California. A careful owner, the BMW was brought in for routine servicing at correct intervals and furthermore received fixes as necessary during this initial period. In early 1988, the car would find its second owner in Thunder Bay, Ontario with now roughly 70,000 miles on the odometer. This term resulted in only a few thousand more

miles and some minor mechanical work before the third owner came about. This gentleman from Toronto was responsible for commissioning the extensive restoration of the body and mechanicals over the course of 1990 and 1991. Documented by receipts and invoices, thousands of dollars spent resulted in an entirely refreshed car, ready for thousands of more miles.

The BMW would not reach new hands again until 2008, when it was purchased by the consignor, an Edmonton based BMW aficionado. Again, the continued, diligent mechanical care of the car continues to this day with further work having been completed since then in order to keep the car in top shape. Most recently, the car was fitted with new tires and coolant pipes, while the exterior received some scratch repair on the deck



and louvres. Furthermore, the airdam was repainted black.

Today, the fruits of the fastidious care are readily apparent. Its original color scheme of a stygian blue over a black partial leather interior shows remarkably little wear even after thousands of miles of motoring. A few scuffs and nicks can be found, yet only to provide the vehicle with further character. Much is the same when looking at the interior, with similar signs of use present within the creases found on the seats. Indeed, the patina provides a welcoming feel to the cockpit. Further sweetening the deal is a complete collection of the vehicle's service history and mechanical repairs. We invite those interested in the car to browse through these documents as they show the level of care placed on the car to ensure its continued roadworthiness.

Additionally, the M1 is accompanied by its service manual, microfiche, original tool kit, spare wheel, jack, and safety kit. Lastly, a certification from BMW Germany will also be on file.

To date, the M1 endures as the Bavarian Motor Werks sole true effort at producing a supercar. Its sonorous individual throttle bodied inline 6 is heralded as one of the company's finest achievements- all within the confines of a wonderfully period wedge shape. A storied motorsport history and further rarity combine to make the M1 one of -if not- the most desirable BMW on the planet. An example as well cared for and ready to use as this one on offer, will make for a wonderful addition to any serious collection of automobiles.

\$450,000 - 550,000



118.

2017 FORD GT '66 HERITAGE SERIES

VIN. 2FAGP9CW0HH200047

3,497cc DOHC V6 Engine
Electronic Direct and Port Fuel Injection
647bhp at 6,250rpm
7-speed Dual-Clutch Manual Automatic Transaxle
Independent 4-Wheel Suspension with Torsion Bars
4-Wheel Disc Brakes

- ★ 1 of only 138 first year 2017 Ford GT's produced.
- ★ Exceedingly rare heritage edition commemorating the 1966 Le Mans winning car
- ★ From the care of the original owner with less than 120 miles
- ★ The most desirable and collectable Mk II GT produced



THE FORD GT

Ford's second-generation GT was not conceived as a mere celebration of the 50th anniversary of the company's historic triumph over Ferrari at the 24 Hours of Le Mans in 1966. It was also intended to repeat the feat. And it did.

Entered by the Chip Ganassi Racing team, the new GT swept four top-10 spots in the LM GTE class in 2016, including first and third, and – once more – edging out the competition from Maranello.

The GT was the product of a skunkworks organized by Raj Nair, Ford executive vice president for product development and chief technical officer. He and a band of enthusiasts among Dearborn's ranks took on the mission of creating an all-new supercar that could not only win on the track, but could also be built

and sold as a road car, so that it could be homologated for the GTE class.

For power, the team chose as its foundation Ford's EcoBoost V6 engine, a powerful, compact unit that had already been modified to produce 450bhp in the remarkable F-150 Raptor, the GT's Ford Performance sibling. The engineers liberated another 197 horsepower through the use of larger turbochargers and new manifolding, and gave the mid-mounted engine a dry-sump oil system to keep everything lubricated on the track. In Sport, Track and V-Max modes, the GT activates an anti-lag system, which keeps the big turbos spinning, ready for action at a moment's notice.

The transaxle is a seven-speed, dual-clutch Getrag unit, which can be controlled through

aluminum shift paddles or allowed to shift for itself. With launch control activated, the GT can reach 60 mph in a mere 3.2 seconds.

Just like the GT, the GT Mk II is composed of a carbon fibre passenger cell and structural carbon fibre body panels, with front and rear aluminium sub-structures.

The passenger shell and body panels are constructed of carbon fiber, with front and rear aluminum substructures, for strength and light weight. Fully active aerodynamic components improve braking, handling and stability. An active rear spoiler can deploy and adjust its height and pitch angle, and even change its shape, depending on speed and driver input. Shutters in the nose open and close to direct airflow as needed, ensuring that front and rear downforce are always in balance.





The lines of the GT are where form and function meet heritage. Every opening, every plane of the body's form contributes to its aerodynamic performance, with nothing indulged merely for appearance's sake. The distinctive flying buttresses channel air around the canopy and over the rear spoiler, and provide a route between the intercoolers and the engine's intake plenum. The overall design, while calling to mind the original GT40, is absolutely fresh and modern.

The four-wheel independent suspension is in the Formula 1 mode, with the wheels connected to torsion bars, anti-roll bars and shock absorbers through pushrods and bellcranks. Spring rates are varied depending on driving mode. In Track Mode, the suspension lowers the car by two inches, helping to minimize underbody airflow; in

V-Max mode, with all systems optimized for maximum straight-line speed, the GT can achieve 216 mph.

The purposeful interior, though beautifully trimmed, favors performance over luxury. As with many other serious racing machines, the two-seat interior features carbon-fiber seats that are integrated into the passenger cell to save weight. The steering wheel and pedals can be adjusted for the driver's comfort. The instrument cluster is digital, and fully configurable.

Production began in December 2016 at Multimatic Engineering of Markham, Ontario, with a target of 1,000 cars to be produced over four years, since increased to 1,350 in response to high demand. Potential buyers were invited to submit applications, with credit

given for past involvement with the marque. Buyers were prohibited from reselling their GTs for 48 months.



'66 HERITAGE EDITION

The limited-production '66 Heritage Edition was announced in June 2016 to commemorate the fiftieth anniversary of the overall win at Le Mans by Bruce McLaren and Chris Amon at the wheel of a GT40 Mark II, part of Ford's historic 1-2-3 sweep. The Heritage Edition wears the same livery, black with silver stripes, as the winning GT40, and was limited to the 2017 model year only. Ford did not disclose how many Heritage '66 cars would be produced, revealing only that the run would be "extremely limited."

THE MOTORCAR OFFERED

Ford GT #H047 was ordered on November 29, 2017, and delivered to Santa Margarita Ford in Orange County, California. As a '66 Heritage Series GT, its specification included ebony leather seats with pillowed inserts, a Shadow Black exterior with silver stripes, the Exterior Carbon Fiber Package, Frozen White #2 hood and door graphics, and 20-inch one-piece forged aluminum wheels in gold satin clearcoat with black lug nuts. As with the 1966 Le Mans car, the steering wheel is wrapped in leather, and seat belts and pull straps feature a unique blue webbing. The buyer opted to have the GT built with a matte finish, rather than gloss, and ordered a tailored gray indoor car cover. The car is fitted with ZR-rated Michelin Pilot Cup Sport 2 tires. With less than 120 miles on the odometer, this one-owner GT is virtually in as-delivered condition.

Again, as in 1966, the GT demonstrates what one of the world's leading automakers can accomplish when it harnesses its considerable technical resources, talent and determination in pursuit of a goal. As a limited-production example of an already rare supercar, this GT offers exclusivity to match its considerable performance. "All supercars are special, but in an increasingly crowded room, the Ford GT still stands out," write Scott Evans in *Motor Trend*.

We'll leave the last word on the GT to Eric Tingwall, who wrote these words in *Car and Driver* magazine: "The Ford GT is a beast of brute force and a clockwork of rare nuance."

\$1,250,000 - 1,900,000

119.

1930 STUTZ SV-16 MONTE CARLO

Chassis no. M8-54-CD27S

Engine no. 32515

Body no. 54-315

322ci SOHC Inline 8-Cylinder Engine

Single Updraft Carburetor

113bhp at 3,300rpm

4-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ Formerly of the A.K. Miller, Andy Simo, and Joseph Cassini Collections
- ★ Best in Class at Pebble Beach and Amelia Island; CCCA Warshawsky Award winner
- ★ Well-preserved concours restoration
- ★ One of only three survivors with this dramatic body
- ★ Among the most attractive sedans of the Classic Era



THE STUTZ MONTE CARLO

Stutz was one of the first American automakers to adopt the French “Weymann patent” bodywork, in which outer panels of padded synthetic leather were laid over a wooden frame insulated with fabric and cotton batting. The resulting design had a unique matte finish, and tended to not have the squeaks and rattles of a fully metal body. More importantly, it was lightweight, and ensured maximum performance from the chassis beneath – something always in mind at Stutz, a company whose reputation had been born on power.

Stutz offered its customers a full Chateau Line of Weymann offerings, with exotic names such as Versailles and Monte Carlo. The Monte Carlo was the most attractive of the roster, a five-passenger club sedan with blind rear quarters, a low roofline, and a curving

luggage compartment integrated into the lines of the body. It was sleek and stylish, as few Classics were, and on the peppy 113bhp SV-16 chassis was a fine high-speed road car for the period. Few American automobiles so neatly combined the U.S.’s brawny engineering and fine French style as the Stutz Monte Carlo, which would remain an offering virtually until the end of the marque’s life – long after the rest of the Chateau Line had vanished from Stutz’s catalogues.

Today the Monte Carlo is widely held among the most beautiful sedans produced during the Classic Era.

THE MOTORCAR OFFERED

One of only three 1930 SV-16 chassis extant with the Monte Carlo bodywork, this example was formerly part of the famous Stutz hoard of the reclusive A.K. Miller, legendary for the automobiles that were secreted for decades within his Vermont barns. Miller was passionate about Stutzes and began gathering them in the factory era. Much of the automobile collection remained intact until his passing in 1993 and was sold at a landmark estate auction in 1996. Very few Stutzes were sold by Mr. Miller during his lifetime, but this was one of them, acquired in 1974 by Sherwood Kahlenberg.

The Stutz was purchased in 2000 by the late, beloved Stutz enthusiast and Classic Car Club of America member, Andy Simo of Illinois, for whom it was meticulously and correctly restored to its original condition by RM



Auto Restoration of Blenheim, Ontario. The painstaking work included fabric bodywork expertly paneled and an interior beautifully upholstered by the noted Ken Nemanic. Afterward the Stutz was shown and awarded Best in Class at the 2002 Pebble Beach Concours d'Elegance, the Warshawsky Award as the highest-point car at the 2003 Annual Meeting of the Classic Car Club of America, and Most Elegant Closed Car at Amelia Island in 2005. It was deservedly one of the best-known Stutzes on the American concours circuit.

The car remained one of the centerpieces of Mr. Simo's collection until 2013, then joined the respected collection of Joseph and Margie Cassini, in whose ownership it was Best of Show at the Indianapolis Motor Speedway Celebration of Automobiles that same year,

followed by another Best in Class at Pebble Beach in 2015, thirteen years after restoration! The awards won by this Stutz are remarkable for a closed car, testament to the beauty of its design and the quality of the restoration. Yet with a comfortable interior and a roof over one's head, it is tempting to take this Stutz on the road; with its patented Weymann body fittings it would be a most distinctive and "squeakproof" selection for CCCA CARavans.

Still well-preserved and worthy of show appearances, this superb automobile is in the first rank of Classic Stutzes – an iconic and beautiful design, exquisitely finished and beloved by collectors.

\$450,000 - 550,000

120.

2001 BMW Z8 ROADSTER

Design By Henrik Fisker

VIN. WBAEJ13401AH60917

4,941cc 32-Valve DOHC V8 Engine
Bosch Motronic Fuel Injection
400bhp at 6,600rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Exquisite, low-mileage example of the Z8 Roadster*
- ★ *One of just 135 examples finished in the desirable Topaz Blue Metallic over Black interior*
- ★ *Extremely well-kept, factory original condition inside and out*
- ★ *Complete with factory hard top and accessories*



THE BMW Z8

In 1956, BMW released the 507, a stunning two-seat Roadster that delivered exhilarating performance, luxury, and rarity, which remains one of the most coveted BMW models ever produced. At the 1997 Tokyo Auto Show, BMW displayed a stylish retro-inspired concept car, the Z07. The Henrik Fisker-designed concept was initially intended to merely exist as a sole concept, however the incredible reception and overwhelmingly positive acclaim spurred the decision to put it into limited serial production in 1999.

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek

and taught bodywork was all wrought in aluminum, as was the space-frame chassis. The 4,941cc V8 engine was aluminum as well, a 400-horsepower power-plant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s

selling for well in excess of MSRP. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.



THE MOTORCAR OFFERED

This splendid example of BMW's limited-production retro-inspired Roadster was completed at the Munich based Bayerische Motoren Werke in May of 2001. Built for the US market, the new BMW was finished in the rare and desirable Topaz Blue Metallic and trimmed in Black. According to BMW records on file, the car is one of just 135 Z8's finished in such a livery. The new Z8 came to Newark, NJ later in May of 2001, and was sold to its first owner shortly thereafter. The car is believed to have remained in the North East until 2013, when it was sold from Cleveland, Ohio based luxury car dealer, Marshall Goldman, with just over 2,000 miles on the odometer. The consignor – a Southern California based enthusiast with a taste for fine European sports cars - purchased the Z8 in 2013, with less than 2,100 miles on the odometer, and has since maintained

the car at authorized BMW service centers. Most recently, in 2018, a large service was performed, with installment of new tires. With fewer than 5,400 original miles, this well cared for example is in wonderful, original condition throughout. The smart aluminum bodywork presents beautifully, and the 507-inspired interior is in similarly excellent condition, with its luxurious hides showing minimal wear.

This is a wonderful and well-sorted example of one of the 2,543 units produced for the US market, and one of just 135 in Topaz Blue over Black. The BMW comes complete with factory hard top and many factory accessories. In the desirable 6-Speed manual configuration, with the potent 32-Valve V8 engine out front, this Z8 would be an easy-to-use Sunday morning driver. This Z8 is a highly collectible BMW, with outstanding performance and gorgeous aesthetics.

\$170,000 - 210,000

121.**1997 PORSCHE 911 CARRERA 2 CABRIOLET**

VIN. WPOCA2999VS341593

3,600cc Air-Cooled SOHC Flat 6-Cylinder Engine
 Computer Control Port Injection
 222bhp at 6,300rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Matching numbers example of the last-of-the-line air-cooled 993*
- ★ *Paint to sample in Ocean Blue Metallic*
- ★ *Low mileage, fewer than 19,500 original reported miles*
- ★ *Excellent 911 for fast paced, open-top touring*

**THE PORSCHE 911 (993) CABRIOLET**

In 1993 Porsche introduced what is regarded by many as the most beautiful 911 of all: the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form. The Type 993's arrival marked a return to basic principles, being recognizably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. Porsche's engineers devised a new light-alloy sub frame with coil and wishbone suspension (an all new multi-link system), putting behind the previous generations' lift-off oversteer and making significant progress with the engine and handling, thus creating a more civilized car and providing an improved driving experience. The 993 was also the first 911 to receive a six-speed transmission. The range offered remained pretty much as

before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest, 3.6-liter version of Porsche's perennial air-cooled flat-six engine.

THE MOTORCAR OFFERED

This example fine example of the penultimate year of air-cooled 911 production is finished in special paint to sample exterior color 'Ocean Blue Metallic' with an Ash Grey leather interior. Premium options include eight-way power seats, stainless steel door sill-plates, power roof, and seventeen-inch Porsche OEM 'CUP-Design' wheels with crested wheel centers. Presented with fewer than 19,500 reported original miles from new, this Porsche 993 C2 Cabriolet is accompanied by service history with service books stamped and a file of invoices. Original owner's manuals, original air-compressor are also included. A rare low mileage example of a stunning classic, this penultimate-year 993 Cabriolet is well worth extra consideration.

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

122.

1955 SUNBEAM-TALBOT ALPINE MK III ROADSTER Coachwork By Thrupp & Maberly

Chassis no. A3501351/ODLRX
Engine No. A3501351/ODLRX

2,267cc OHV Inline 4-Cylinder Engine
Stromberg Down-draft Carburetor
92bhp at 4,200 rpm

4-Speed Manual Transmission with Overdrive
Independent Front Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ *Expertly restored to show-quality condition*
- ★ *Winner at many prominent Concours d'Elegance*
- ★ *Rare and desirable factory left hand drive, Mk III example*
- ★ *Retains matching numbers engine and body work*



THE SUNBEAM-TALBOT ALPINE

Hand-built by the old London firm of Thrupp and Maberly - coachbuilders by appointment to Queen Victoria - the Sunbeam-Talbot Alpine was produced in limited numbers. Unveiled in early 1953, its model name was chosen to celebrate the company's successes in the difficult winter-time Alpine Rallies of the early 1950s. This design achieved immediate success, winning a Coupe des Alpes trophy in the 1953 event with London theater director Shiela van Damm and navigator Anne Hall, the duo completing the event without any penalties. Famed drivers Sir Stirling Moss and John Fitch also rallied successfully in Sunbeam Talbot Alpines, and the Alpine was chosen as Cary Grant and Grace Kelly's dapper ride in the popular movie *To catch a thief*.

THE MOTORCAR OFFERED

This elegant and rarely seen Sunbeam-Talbot Alpine Mk III Roadster is the 255th example of just 300 produced. As a Mk III it features the special wheel trim, more elegant dash layout, and about 15% more horsepower. The car is believed to have resided in the mild Californian climate for many decades and was retained by the previous owner for approximately 40 years. The current owner - a Southern California-based connoisseur of fine British motorcars - has treated the Alpine to a comprehensive rotisserie restoration completed in 2018, retaining Auto Projects Restoration shop, supervised by Lowell Peterson. The mechanicals were handled by British Motor Service, while SoCal Upholstery trimmed the interior in fine, imported Italian leather and luxurious wool carpets, with matching canvas top and weather equipment.

The stunning Alpine has since toured the Southern California show circuit, and scored top honors in many places, including Best of Show at the Newport Beach Peninsula Concours and Tustin Quail Car Show, and class wins at the Huntington Beach Concours, Laguna Beach and Enderle Car Show. Accompanying the sale is a car cover, workshop manual, and a sterling silver engraved pendant detailed to the car.

Suitable for show or simply as a weekend touring car, this Alpine is a rare British jewel certain to turn heads wherever it appears, with its stunning chestnut-colored leather interior, and elegant red exterior on the Thrupp & Maberly built Roadster coachwork.

**\$90,000 - 110,000
WITHOUT RESERVE**

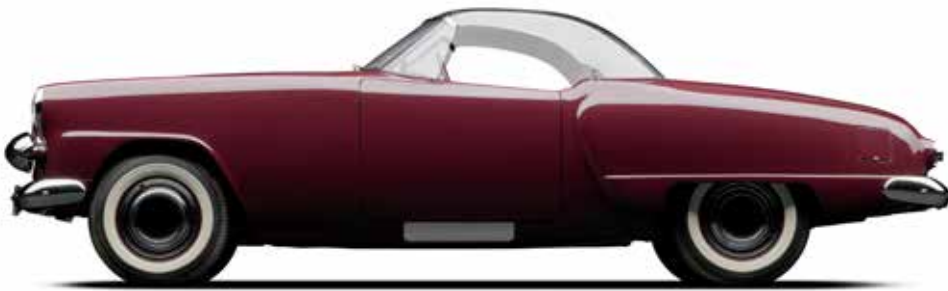
123.

1947 STUDEBAKER GARDNER SPECIAL

Chassis no. G222901

169.5ci L-Head Inline 6-Cylinder Engine
Dual Carburetors
80bhp at 4000rpm
3-Speed Manual Transmission
Independent Front Suspension, Rear Leaf Springs
4-Wheel Drum Brakes

- ★ Winner of 1949 Press-on-Regardless Rally
- ★ Award winner at inaugural National Roadster Show
- ★ Pebble Beach Concours d'Elegance award winner
- ★ Groundbreaking custom design



THE STUDEBAKER CHAMPION

Introduced in 1939, the Studebaker Champion was a crucial car for the struggling brand that remained in production through 1958, when it was replaced by the Lark. Powered by an L-head inline six engine, the Champion was known to be reliable, attractive, and well-priced, competitive with the larger manufacturers with added bonus of a Raymond Loewy design. The second generation of the Champion was introduced in 1942, however before the model year was over ceased to focus on the war effort.

During World War Two, Automotive design and innovation was placed on the back burner, with America's industrial might focused on the war effort. After the War, America was half-way through a new decade, ready for new cars, and GIs were back and ready to define their own style. In 1947,

Studebaker released the first new car designs of the post-war era, beating the big three to market. Driven by Raymond Loewy and Virgil Exner, this new post-war style was decidedly modern, with double dropped frames, flat-sided fenders and, overall, a more cohesive design between all elements of the bodywork that minimized the separation of the fenders and body. This new design captured the attention of Americans and was a boon for Studebaker's sales- they manufactured nearly twice as many cars the year before.

THE MOTORCAR OFFERED

In 1947, Vincent Gardner acquired the new Studebaker Champion 3-Passenger Coupe and immediately set about transforming the Champion into his vision of the ideal Studebaker. Through heavy modification of every panel of the bodywork, Gardner created an altogether original design with rakish proportions and cutting-edge design elements mixed with Studebaker's penchant for reliability.

Prior to joining Studebaker in 1943, Mr. Gardner had worked with Gordon Buehrig at Auburn, where he was part of the team that designed the groundbreaking Cord 810. After four years with Studebaker, where he was known for his vision and integrating engineering and manufacturing considerations into his design, he decided to create the Gardner Special. To achieve the







low slung, exaggerated design he was after, the windscreen, doors, and entire cockpit were moved back about 18 inches, effectively lengthening the hood. The hood and cowl were lowered, the rear deck was new, and the exhaust was routed through the middle of bespoke taillights. This roadster is also one of the earliest occurrences of a 'bubble top' roof that's entirely transparent. While chopping and channeling became increasingly popular in the early 1950s, in 1947 this level of customization was remarkable. The result of all this effort was a very modern rakish roadster that was still identifiable as a Studebaker, but altogether original. This car is featured in Dan Post's 1951 'Blue Book of Custom Restyling'.

The Gardner Special was not simply a non-driving design study and Gardner, with

navigation assistance from his wife Louise, entered the inaugural Press-on-Regardless rally in 1949. Mr. and Mrs. Gardner won the grueling 24-hour time-speed-distance rally, with a score of 903 of a possible 1000. That same year, Gardner brought the car to the inaugural National Roadster Show in Oakland, California, where it was awarded "Most Magnificent Custom Roadster".

In 2012, after a meticulous complete restoration to its 1949 specifications, the Gardner Special made its public debut at the 2012 Amelia Island Concours d'Elegance, followed by the Pebble Beach Concours d'Elegance that summer. At Pebble Beach, the Gardner Special won second-in-class, bested only by the Norman Timbs Special in the American Sport Customs category. Today, this historically significant custom

roadster is beautifully presented throughout, cosseted since its award-winning entry at Pebble Beach. This Studebaker offers a unique opportunity to acquire a car that has won awards for its custom coachbuilding, restoration, and for rally racing.

\$350,000 - 450,000

124.

1955 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198040.5500668
Engine no. 1198.980.5500707

2,996cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
240bhp at 6,100rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- ★ *In single-family ownership for 57 years*
- ★ *Superb, nut-and-bolt restoration to factory specifications*
- ★ *Matching numbers and retaining original coachwork*
- ★ *Well-documented example, eligible for the finest events Globally*



THE MERCEDES-BENZ 300SL GULLWING

Instantly recognizable not only by automobile buffs, but virtually anyone on the planet, the immortal 300SL (for Sports Leicht) Gullwing coupe arguably competes for the title of “Greatest Sports Car of the 1950s,” and surely qualifies for anyone’s Top 10 list of the greatest automobiles of all time. A period favorite of wealthy celebrities, it ranks today among the most valued and collectable sports cars ever produced.

The 300SL coupe was the direct descendant of Mercedes Benz’ Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes Benz historian W. Robert Nitzke writes that company

management wanted to jump back into Grand Prix racing, where it had been so successful before the war, but lacked the time necessary to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series. Because the engine and drivetrain were relatively heavy, the chassis would have to be extremely light. Test Department manager Rudolf Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: there was no way to mount conventional

doors without compromising the rigidity of the chassis. The solution was to raise the entry so that the doors cut into the roof, but that meant hinging them from the top, thus giving birth to this car’s timeless signature design feature.

The 300SL’s first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco’s open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third Coupe had gone off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race.



Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea in its pocket for future use. After the grueling 24-hour epic, a pair of 300SLs had finished in the top two positions...and were then driven back to the factory! Mercedes Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car. But, the SLs weren't done. they reappeared in 1955 as the airbrake-equipped 300SLR, utilizing that feature and numerous more of the advancements were successfully tested on the company's Formula One racing cars. The year would bring triumph and tragedy: 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia—where Stirling

Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour—the Nurburgring, Spa, Zandvoort, Aintree, Kristianstad, Monza, Dundrod, and Sicily's Targa Florio. The only setback, and one that would have devastating consequences, occurred at Le Mans, where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes Benz to withdraw from racing for many years.

New York imported auto entrepreneur Max Hoffman, credited with urging Mercedes Benz to build a production sports car based on the 300SL racing car. The 300SL Gullwing, in final form, was unveiled at the New York International Motor Sports Show in early February 1954, and actual production began

that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection. This prompted the factory to claim it was, "the fastest German production sports car." Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers, and in 1957, the elegant and improved 300SL Roadster appeared. These proved to be even more successful from a sales standpoint, with 1,858 units produced.



THE MOTORCAR OFFERED

Completed August 24th and shipped on August 26th of 1955 to Mercedes-Benz Distributors of Manhattan, New York, 300SL Gullwing chassis number 5500668 was a special-order vehicle born in DB 50 White with 1079 Red Leather. Hubert Martin Cook of Dallas, Texas bought this Gullwing new in 1955. Cook would go on to own and maintain the Mercedes until 2012, a 57-year ownership tenure characterized by an exceptional level of care and meticulous record keeping.

Mr. Cook, Regional Director of The Classic Car Club of America (CCCA) and one of the very early members of the Gull Wing Group, was the very definition of a “300SL enthusiast”. At the 3rd annual convention of the Gull Wing Group, which coincided with the 10th anniversary of the founding of the organization by Ernie Spitzer in 1961, 24

Gullwings and 5 Roadsters were lined up with the San Francisco Bay as the backdrop. One of them was Hubert Cook’s prized Gullwing, chassis 5500668 offered here. Mr. Cook drove his Mercedes all the way from Dallas, Texas, the longest distance of any of the 29 300SL owners at the convention, a telling gesture of commitment indicative of his love for the iconic Gullwing. At the conclusion of the convention, Mr. Cook was able to take two Gullwings home, the one he drove 1,700 miles from Texas to reach California, and the 1/12 scale Renwal model kit he won while there. The Gullwing model remains with the car to this day, unopened as a memento.

Hubert Cook would own Gullwing 5500668 until his passing in 2007. At that time, his son, William Robb Cook, was entrusted with taking the car into the future carrying on the Cook

Gullwing legacy. The 300SL was a prized possession of the Cook family for nearly 57 years (52 years with Hubert and 5 years with his son William), residing for the entire time in Dallas, Texas.

The second owner of 5500668, (a private Texas based collector), purchased the Gullwing from William Cook in December 2012 with 66,000 original miles. At the time of purchase, the car was dressed in DB 190 Graphite Grey over Red Leather upholstery, an appearance the car had maintained since the 1970’s when Hubert Cook had done an earlier cosmetic restoration of the car.

Wanting the very best and most authentic of 300SL experiences, the car was treated to a three-year comprehensive “body-off” restoration handled by Mercedes-Benz expert



Bjorn Nordemo of Sports Leicht Restorations in West End, North Carolina. Between 2013 and 2016, the car was brought back to its original colors of DB 50 White with 1079 Red Leather Interior as per the Mercedes-Benz factory build documents. The fully documented (over 1000 photos plus over 43 pages of detailed work receipts) and meticulously implemented restoration work completed by Nordemo and Sports Leicht Restorations is part of a stunning 300SL package combining exceptional long term original ownership history, thorough record keeping and a finished car fit for the show field or the open road...a fitting tribute to the legacy Mercedes-Benz and Hubert Cook began in the 1950's.

Since completion of the restoration in 2016, the Gullwing has been driven to the tune of

less than 300 hundred miles. The one and only time it was shown publicly, at the 2016 Pinehurst Concours d'Elegance, it won the Mercedes-Benz Club of America (MBCA) Award of Excellence.

As a testament to a lifetime of true enthusiast care, the chassis, engine, body, transmission and axle numbers all match the factory build sheet. All other parts of the Gullwing, including the belly pans and concave grill, have been fully restored to complete a 300SL of excellent quality.

This exquisitely restored, concours quality 300SL Gullwing is a true example of exceptionalism within the iconic 300SL line of Mercedes-Benz. Rarely does one get the opportunity to own a car that has been treated to such devoted long-term ownership

from new as this Mercedes has been the beneficiary of. The car today is in superb restored show quality condition and needs nothing more than to be enjoyed and well kept.

\$1,350,000 - 1,550,000

Please note, this vehicle is titled under the model year 1956.

125.

1965 SHELBY/DE TOMASO P70 CAN-AM SPORTS RACER Coachwork by Fantuzzi - Design by Peter Brock

Chassis no. P70-001

289ci Hi-Po Gurney-Westlake V8 Engine
Est. 350bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Hydraulic Disk Brakes

- ★ *Sports racing prototype developed by Carroll Shelby in collaboration with Alejandro de Tomaso*
- ★ *Intended to compete in USRRC racing series that Shelby had previously dominated with the Cobra*
- ★ *Designed by Peter Brock with coachwork by Carrozzeria Fantuzzi*
- ★ *Comprehensively restored to current condition*
- ★ *Winner of Best Postwar Racing Car at The Quail – A Motorsports Gathering*



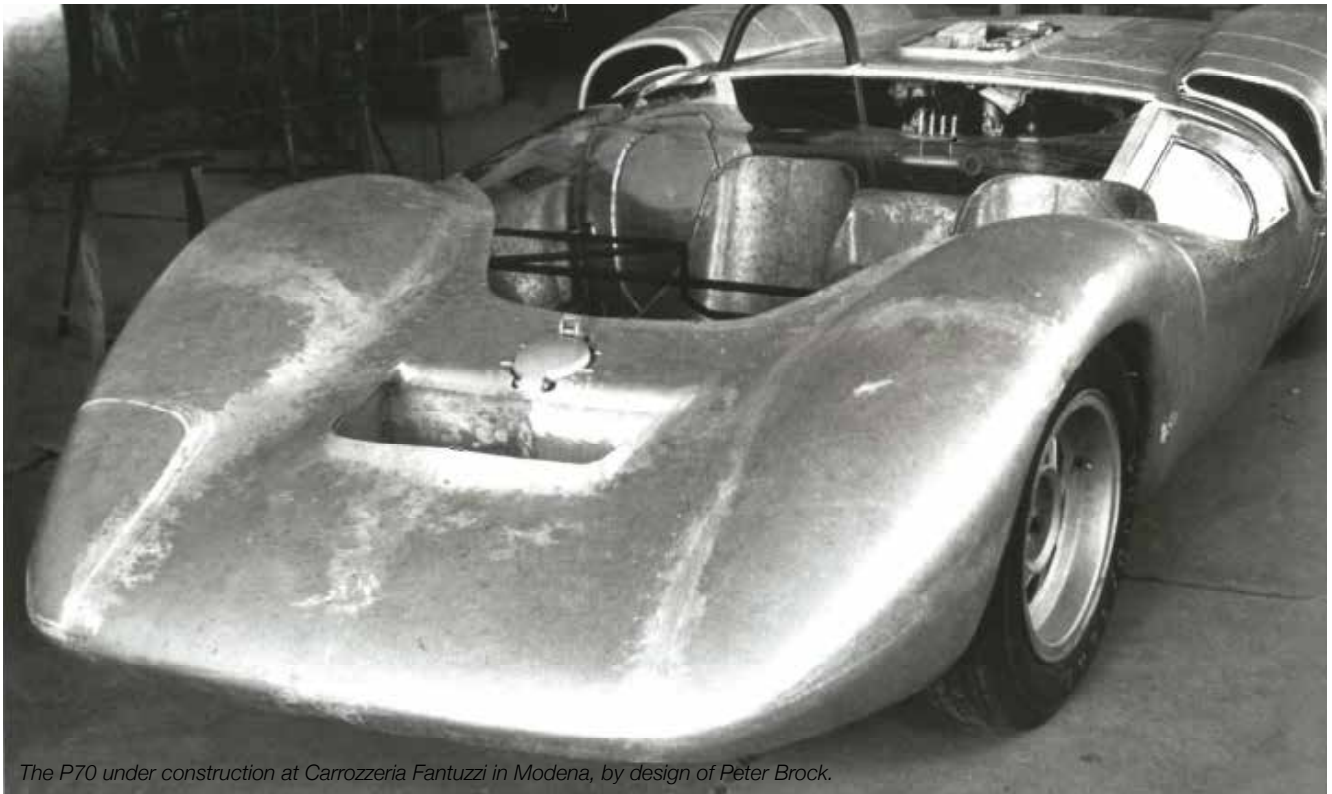
THE SHELBY/DE TOMASO P70

Carroll Shelby went into 1964 with uncertainties: he needed to assure his Cobras would remain dominant over the Corvettes, he was uncertain if he would be handed the reins to the GT40 program by Ford, and he needed to keep his King Cobras competitive in the face of McLaren's rumored 7-liter cars. Shelby approached Alejandro de Tomaso to build a new car with a new engine to bring the fight to McLaren. With Shelby at the helm, engineering by de Tomaso, and a revolutionary aerodynamic body designed by Peter Brock and constructed by Fantuzzi, the P70 project had the ingredients to be an epic racing program. However, through conflicting egos, misaligned timeframes, and Shelby focusing on the GT40, only one P70 was completed.

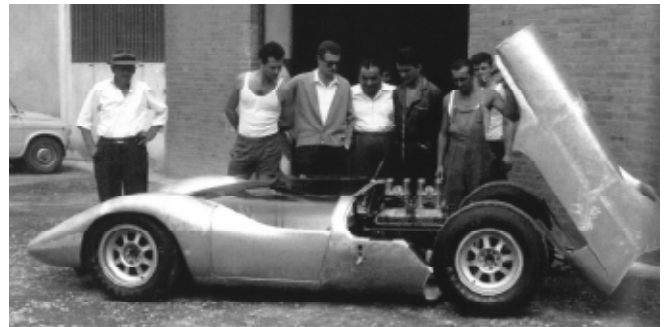
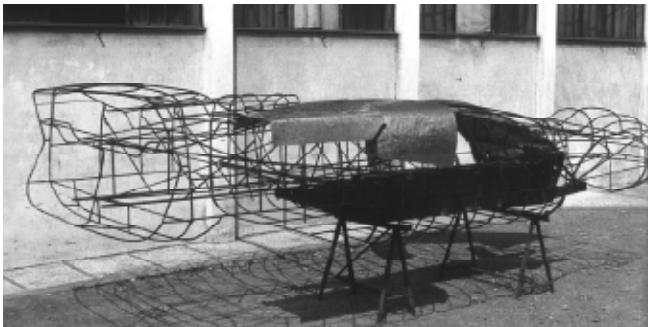
After the successes of the Daytona Coupe with Shelby, Peter Brock was able to exploit the lenient regulations of USRRC and Can-Am racing- and the more open-minded Italian carrozzerie- to execute the groundbreaking design of the P70, both technically and aesthetically. Brock implemented an adjustable airfoil to keep the rear end squat while minimizing drag, and thanks to the more lenient rules on streamlining and windscreen height, added partially covered rear wheels and a very low wraparound windshield that blends seamlessly with the hand formed Fantuzzi bodywork. The result is a car with subtle curves, ingenious aerodynamic innovations, and beautiful proportions that would impact racecar design from that point forward.

Alejandro De Tomaso began racing in his native Argentina in 1951 before moving to Italy to drive for Maserati and OSCA, the latter firm having been founded by the Maserati brothers after they sold up. This experience inspired him to form his own company - De Tomaso Automobili - in Modena, Italy in 1959. Racing was the order of the day to begin with, the fledgling firm building cars for Formula Junior, Formula 3, Formula 2 and Formula 1. De Tomaso's first road car - the Vallelunga - did not appear until 1965. The Vallelunga's ingenious backbone chassis was the same basic principle as the P70, with the V8 playing an integral structural role, with suspension elements anchored directly to the engine and gearbox. De Tomaso was also to provide a 6786cc 526 horsepower engine based on a small block 289 Ford. Though Ford made a 7-liter engine, the racecar could ill-afford the





The P70 under construction at Carrozzeria Fantuzzi in Modena, by design of Peter Brock.



added heft of the cast iron Big Block and Ford was unwilling to produce this engine in an aluminum alloy. Unfortunately, this extensively modified small block never came to fruition and is one of the deciding factors in the project coming to an unceremonious end.

After Shelby and de Tomaso parted ways, de Tomaso finished the car and showed it at the 1965 Turin Auto show as the Ghia de Tomaso. The car predictably stole the show and garnered attention for his new roadcar, the Mangusta, meaning mongoose in Italian. It is no coincidence that the mongoose is one of the few natural threats to cobras in the natural world, signaling de Tomaso's desire to best Shelby.

After its time as a show car for de Tomaso, the P70 concept was shelved at the de Tomaso factory in Modena, fading into obscurity until 2004. Philippe Olczyk was researching de Tomaso and spotted the body panels of P70, which Peter Brock confirmed. The body and all the components were then purchased and assembled into the very complete - if rough - P70 that was displayed at the 2005 Quail Motorsports Gathering. The P70 was shown again at The Quail in 2013 in the same condition, where it won Octane Magazine's Best of Show award, despite being entered as a display only car!

After its unexpected award-winning appearance at its second Quail the P70 was meticulously restored in red with gold wheels, darkened windscreen, and its 289 Gurney-Westlake V8 with its unmistakable intake

peeking through a simple mesh cover. This resurrected racecar made its third Quail appearance in 2015 and was awarded Best Postwar Racing Car. The following spring, it was displayed at the Amelia Island Concours d'Elegance and participated in the Eight Flags Tour. As it is presented today, this historically significant racecar is in excellent condition and runs and drives as intended. It is a fortunate survivor of one of the most interesting collaborations of the Can-Am era and would be a focal point of any collection. With the recent launch of the De Tomaso P72, the offering of the original P70 here is quite the opportunity for the astute collector of unique, sports racing cars.

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



126.**1940 BUICK MODEL 51C SUPER CONVERTIBLE PHAETON**

Chassis no. 13791814

248ci OHV Inline Eight-Cylinder Engine
 107bhp at 3,400rpm
 3-Speed Manual Transmission
 Independent Front Suspension with Coil Springs
 Semi-Floating Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ 1 of only 529 Series 50 Convertible Phaetons produced
- ★ Offered from fastidious long-term single ownership
- ★ Complete and well-preserved older restoration
- ★ Former VMCCA Golden Award of Excellence winner
- ★ Striking livery includes leather interior and new canvas top

**THE MOTORCAR OFFERED**

While the entire American automotive industry grappled with the harsh realities of the Great Depression, the ascension of Harlow Curtice to the presidency of Buick in 1933 marked a decisive turning point for the foundational GM division. Under the watchful guidance of Curtice, Buick prospered and solidified its growing reputation for refined styling, luxurious amenities, superior engineering and surprisingly affordable pricing. Buick's powerful and modern "Valve-in-Head" overhead-valve, eight-cylinder engines were an integral part of Buick's successful formula.

Throughout the 1930s, the Buick model range expanded, culminating in the revised 1940 lineup, which included no less than 10 open models. Ranging from the entry-level Series 40 Special to the Series 50 Super

line, the larger Series 60 Century and Series 70 Roadmaster, the Buick line peaked with the Series 80 and 90 Limited models. The broadened Buick model line was very well received by the public with total calendar-year production reaching 310,995 units, including the four millionth Buick automobile built. In fact, 1940 marked the GM Division's best production year in its history to that point, with Buick occupying an enviable fourth place in American sales rankings.

The upscale Series 50 Super models for 1940 shared a 121-inch wheelbase chassis with the Series 40 Special line. Five Super body styles were offered, including a 4-door Touring Sedan, 4-door Convertible Phaeton, 2-door Sport Coupe, 4-door Estate Wagon, and the 2-door Convertible Coupe, with all featuring

particularly clean styling and elimination of the old-fashioned running boards. Smart Bedford cord upholstery in two-tone Tan was also standard. The versatile Convertible Phaeton was quite rare, with just 529 Series 50 examples produced for the 1940 model year. Characteristically strong Buick engineering included the introduction of new Fore-N-Aft Flash-Way directional signals and Buick's convertibles for 1940 were among the first production automobiles to be equipped with a power-hydraulic folding top.

This 1940 Buick Model 51C Super Convertible Phaeton was purchased by the current owner in September 1983 from a gentleman in Muncie, Indiana and then driven without issue all the way home cross-country to Salt Lake City, Utah. Following some enjoyable



touring, the vehicle was given a total body-off-frame restoration over a three-year timeframe spanning 1987-90, with the work performed by Danzie Antique Auto, located in Salt Lake City. Repainted in attractive Sequoia Cream, an original Buick color choice, the Super's interior was also fully restored and trimmed in red leather upholstery and complemented by correct engine-turned accent panels for the glove box door and instrument surround, plus richly restored wood grain trim. Following completion, the Buick was awarded the Golden Award of Excellence by the Veteran motor Car Club of America (VMCCA) at its first and only show appearance. While only sparingly toured to maintain the integrity of its excellent older restoration, the Buick was nonetheless enjoyed on a long-range tour from Salt Lake City to Los Angeles and back, via Las Vegas, Reno, Lake Tahoe,

San Simeon, Los Angeles and Long Beach. Carefully preserved within the current owner's private collection, the Buick has just recently been fitted with a brand new canvas convertible top in preparation for its offering at auction. Accompanied by a dossier containing restoration invoices and receipts, this 1940 Buick Model 51C Convertible Phaeton is a very fine example of Buick's design and engineering prowess of the immediate prewar era

\$60,000 - 80,000
WITHOUT RESERVE

127.**1958 FERRARI 250 GT COUPE**
Coachwork by Carrozzeria Ellena

Chassis no. 0861GT

Engine no. 0861GT

2,953cc SOHC V12 Engine

Triple Weber Carburetors

240bhp at 7,000rpm

4-Speed Manual Gearbox

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ 40th of 50 Ellena coupes built
- ★ Numbers-matching example
- ★ Colorado Grand participant
- ★ Successful vintage racing pedigree

**THE BOANO - ELLENA 250**

By the end of the 1950s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than twenty. Before the advent of the Europa, Ferrari had built road-going coupes and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin, and Touring of Milan were responsible for bodying many of these, but there was no attempt at standardization for series production and no two cars were alike.

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred

coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later Pininfarina) would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallized in a new Ferrari 250GT road-car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

Ex-Farina and Ghia designer Mario Felice Boano had founded Carrozzeria Boano in 1954 together with his son Gian Paolo and partner Luciano Pollo. When father and son

left for FIAT, Pollo was joined by Boano's son-in-law, Ezio Ellena and the company changed its name to Carrozzeria Ellena. 130-or-so Boano and Boano/Ellena 250GTs (all left-hand drive) were made between 1956 and 1958.

These cars represented a significant departure for Ferrari. Driver and passenger comfort were taken seriously for the first time; the interior was more luxurious, seats were broader and there was less noise intrusion. By this time there was also synchromesh in the gearbox, which, combined with a softer ride and light steering, was exactly what was expected by the increasingly important North American market.







THE MOTORCAR OFFERED

Initiated on January 7th, 1958, this beautiful Ferrari Ellena coupe is the 40th of 50 cars bodied by Carrozzeria Ellena. Originally sold to Sig. Antonio Fiorani in Modena, shortly thereafter 0861 GT was imported to the United States by Luigi Chinetti Motors in 1959. In 1970, after several years spent in Evanston, Illinois, this black Ellena was purchased by a collector in Texas, who would own the car for 32 years.

After over three decades in Texas, this Ferrari coupe changed hands and the new owner immediately focused on the mechanical fortitude of the car, commissioning a mechanical restoration by Andy Greene Sports and Vintage Race Cars in Savannah, Georgia. Upon completion, 0861GT was entered in the 2003 Amelia Island Concours d'Elegance, unfortunately it was never

displayed because of the severe weather. Over the next several years, this 250GT was enjoyed competitively in vintage racing events, including at least 6 First in Class finishes at Lime Rock Park.

This car was used as a true weekend racer, it would be driven to the track, win its class, then be driven home, a testament to its reliability. Further, this Ellena participated in the 2008 Colorado Grand, a 1,000-mile drive through the Rocky Mountains over the course of 5 days, where it performed admirably. Today, This car is very well presented throughout, cosmetically and mechanically. The Carrozzeria Ellena bodywork is straight and the lustrous black paint suits the sinuous body..

**\$750,000 - 950,000
WITHOUT RESERVE**

Q

128.Ω

1953 FIAT 8V SUPERSONIC
Coachwork By Ghia
Design By Giovanni Savonuzzi

Chassis no. 106.000043

1,996cc OHV Alloy V8 Engine
110bhp at 6,000rpm
4-Speed Manual Gearbox
4-Wheel Independent Suspension
4-Wheel Alfin Drum Brakes

- ★ One of just 15 iconic and exceedingly stylish 8V Supersonics built
- ★ Full nut and bolt restoration by Strada e Corsa
- ★ Impressive Concours d'Elegance history
- ★ Exquisitely presented example of a coachbuilt jewel
- ★ Owned from new by Briggs Swift Cunningham



THE FIAT 8V

In the spring of 1948, Fiat management instructed technical director Dante Giacosa to begin developing a V-6 engine to be used in a newly planned six-passenger sedan. The attempt to produce an American-style touring sedan never advanced beyond the inceptional stage, but the engine devised by Giacosa soon morphed into a V-8 of considerable merit. Displacing just under two liters, the Tipo 104 motor featured an unusual 70° architecture, as well as advanced racing components such as a finned aluminum sump, forged crankshaft, polished intakes and ports, and tubular 4x1 stainless steel exhaust manifolds. As Giacosa later noted of the V-8 in his autobiography, “the idea of mounting it on a sports car for a small production run was attractive and aroused the keenest interest among the design engineers.”

And so was born the Fiat 8V, which featured the only overhead-valve V-8 that Fiat ever built during its long and storied history. Known in Italy as the Otto Vu, the new model was positioned as a luxury grand touring sports car, obviously a far cry from the automaker's niche for utilitarian mass-market cars like the 500. To maintain the necessary quality-control for such a high-end product, the fabrication of the chassis was farmed out to Giorgio Ambrosini's Siata, the tuning specialists that had long served as Fiat's in-house competition and customization department. This choice was probably further facilitated by Ghia owner Mario Felice Boano's 1950 hiring of Luigi Segre, a former Siata sales manager, as Ghia's sales director.

The 8V's tipo 106 chassis was one the world's most advanced, challenging the

finest offerings from Ferrari or Maserati with four-wheel independent suspension (a Fiat first), and Borrani wire wheels with Rudge knock-off hubs. Completed chassis were sent to the Carrozzerie Speciali FIAT in Lingotto, where they were clothed with an elegant new coupe design by Fabio Lucio Rapi that was aerodynamically fine-tuned in the Turin wind tunnel. The Otto Vu made its public debut at the Geneva Salon in March 1952, and immediately impressed all who saw it with Fiat's ability to produce such a jewel-like automobile.

Over the following two years, about two hundred tipo 104 motors were produced (though more than fifty of these were eventually installed in the upcoming Siata roadster). The Otto Vu automobile was even more rare, with approximately 114 examples







THE MOTORCAR OFFERED

built through 1954. While at least forty of these cars were bodied with the factory coachwork by Rapi, the other chassis were clothed by coachbuilders such as Balbo, Pinin Farina, and Vignale.

Zagato bodied approximately thirty Otto Vu examples, including a lightweight aluminum version that was very popular in sports car racing. In this form, the 8V earned class wins at the 1955 Targa Florio and 1957 Mille Miglia, and claimed the 1956 Italian Sports Car Championship (2-Liter Class), a huge benchmark in the model's competition pedigree.

The pedigree of every one of the 15 Ghia 8V Supersonic automobiles is unequivocal. However, this example comes with a celebrated history and provenance, rendering it ultimately rare.

Conceived as the sports car for the elite, chassis #0043 was completed alongside its stablemate, #0039, by Ghia in 1953. Car #0039 was painted ivory, while #0043 was finished in white with red leather, a front grille with additional lights and no bumpers. The two Supersonics were shipped from Genoa, Italy, to the USA by 'Dutch' Darrin - founder of the coachbuilder Hibbard & Darrin and co-designer of the Kaiser Darrin marque.

Darrin was impressed with Ghia's production quality and believed that he could sell the two Supersonics in New York at a profit.

The following year he exhibited his Kaiser Darrin Roadster Model KF 161 at the 1954 World Motor Sports Show in Madison Square Gardens in New York, where - according to legend - Paul Farago, a friend and fellow 8V owner, visited his stand accompanied by actress Lana Turner. Miss Turner was fascinated by the KF 161, but eventually disclosed she was actually there to enquire about the Supersonic, a marque she was determined to own after she had seen Farago's Supersonic parked outside the enigmatic El Morocco nightclub in Manhattan. Miss Turner immediately purchased the ivory Supersonic #0039.

Later at the Motor Show, another auspicious car enthusiast visited the Darrin stand - Briggs Swift Cunningham, the famous entrepreneur, car and yacht racer. Darrin proposed he buy



the second Supersonic, chassis #0043 in ivory. Quite possibly swayed by Miss Turner's recent acquisition, Cunningham struck a deal with Darrin, with the view to gifting the car to his wife, Lucie. Cunningham invited Darrin to drive the Supersonic to the 12-Hour Grand Prix at the Sebring on March 6, 1954. Darrin arrived in the 8V just in time for Friday practice, after a 1,330-mile road trip with less than 3,000 miles on the odometer. Cunningham test-drove the 8V and was delighted with its performance, as was evidenced by his proffering a check for \$9,500. Equally delighted with the deal, Darrin stayed for the Sunday race (which was won by Stirling Moss and Bill Lloyd of the Cunningham Team in an Osca MT4 1450) before returning to Detroit. Following the Sebring event, Cunningham presented the Supersonic to his wife, who drove car #0043

throughout 1954 until her husband sold it to a dealer in Hartford, Connecticut.

In 1959 the 8V was purchased by Dr. Webb of California, who registered it with the license plate TYF835. Three years later it was repainted in Metallic Medium Gray and in 1963 the Supersonic was acquired by Bruce Pierce, who had the original transmission and engine replaced with a Chevrolet V8 and drive train. The car was then purchased by Erik Nielsen of California who registered it under MGC425 and submitted it to another repaint, this time in Metallic Gold.

Some 20 years later, in 1981, the Supersonic was purchased by Jarl de Boer, a gentleman collector in Walnut Creek, California, who decided that Regency Red was the preferable color option and thus commissioned a repaint

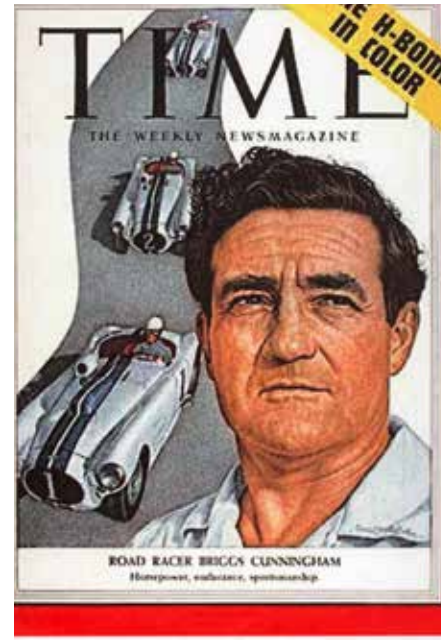
and had the left door replaced. Registered under 206VOB, Mr. de Boer retained the car until 2001 when ownership was transferred to Paul Sable of Pennsylvania.

In 2012, the 8V Supersonic was purchased by a celebrated rare car collector in Belgium – who recognized the prestige of this rare sports car and commissioned a superb nut and bolt restoration back to its original specification. The work involved thousands of hours of labor over two years by race-car specialist Lennart Schouwenberg and his team at Strada e Corsa of Haarlem, Netherlands, who described the 8V as 'a very good car with very little issues'. The car was fitted with its original engine and transmission and was dyno-tested and remains in excellent condition, dressed in its original livery of white over red with Borrani wire wheels, exactly as it first appeared at the



The '0043' in front of the guest house in the Cunningham residence at West Palm Beach, FL. This is a photo montage, the man behind the wheel is Howard A. Darrin, the woman was added later and represents Mrs. Lucie Bedford-Cunningham, the first wife of Briggs S. Cunningham II.

A 1954 Time Magazine cover © Time Inc.



World Motor Sports Show in Madison Square Gardens in 1954.

Such was the excellence of the restoration and gravitas of the car's heritage, this Supersonic was invited to the Pebble Beach Concours d'Elegance in Carmel in 2017 and displayed at the Salon Retromobile in February, 2018, in Paris at the Porte de Versailles, where it was acquired by the consignor - a prominent UK based collector.

This 1953 8V Supersonic is a spectacular example of a sports car with the streamline jet-age styling which defined the automotive sporting culture of the 1950s. It will be highly prized by the discerning collector with an eye for rarity, engineering and design, and an appreciation for celebrated provenance. In addition to providing the focal point of any

prestigious collection, this 8V is absolutely perfect for top-notch motoring events, such as the Mille Miglia and the Targa Florio Classi.

\$1,750,000 - 1,950,000

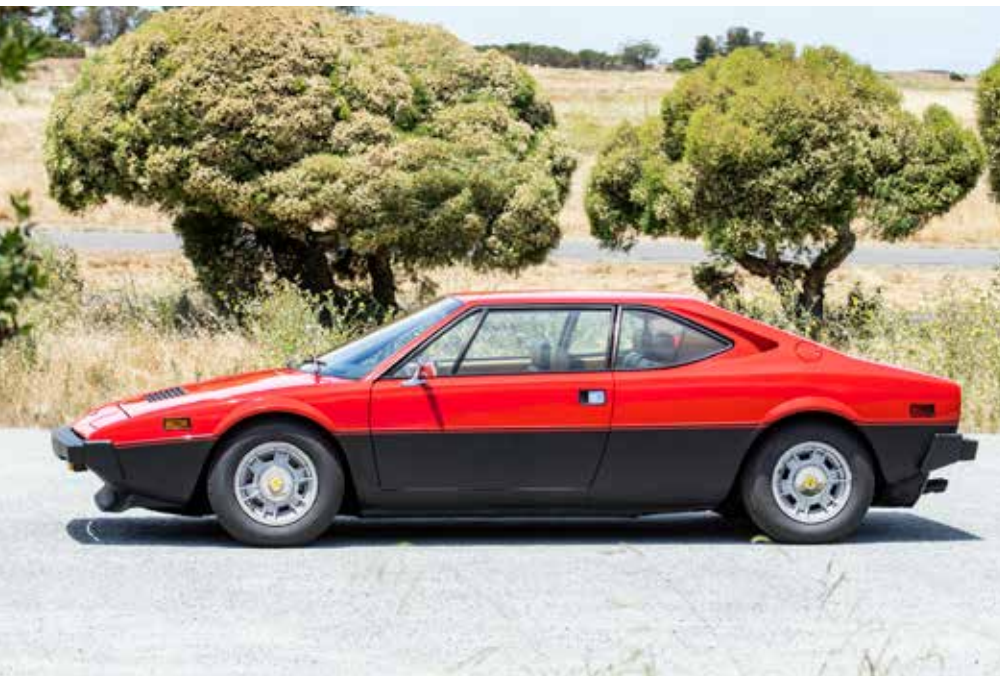
129.

1974 FERRARI DINO 308 GT4 Coachwork by Bertone

Chassis no. 10746

2,926cc DOHC V8 Engine
4 Weber Carburetors
255bhp at 7,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *With the current owner for nearly 30 years*
- ★ *Recent mechanical refurbishments performed including belt service*
- ★ *Era-evoking, razor-edge Bertone design*
- ★ *Offered with maintenance records*



THE 308 GT4

Ferrari's family of immensely successful V8 road cars began in 1973 with the 308 GT4, a model badged until 1977 as a Dino, thereafter as a Ferrari. The Maranello factory's first V8-engined road car and first mid-engined 2+2, the 308 GT4 was the work of Bertone rather than the customary Pininfarina. By placing the front seats well forward Bertone made room within the 100" wheelbase for passengers in the rear, while the compact engine/transaxle package left space behind the engine bay for luggage. Although the newcomer's wedge-shaped styling was controversial, the performance of its quad-cam 3.0-liter V8 did not disappoint, the latter's 255bhp proving sufficient to propel the 308 past 150mph, with 60mph coming in under 7 seconds.

THE MOTORCAR OFFERED

This Ferrari Dino 308 GT4 is a US market example that is believed to have lived its entire life in California. The car is one of the few examples optioned with the desirable boxer trim. The car was acquired by the consignor, a Bay area resident, in the early 1990s where it has been part of a delightful European car collection. With fewer than 35,000 miles on the odometer, the car has been used sparingly to attend local gatherings and events. The Dino has always been diligently maintained since being acquired by the consignor. Over the years in its current stewardship, the car has received a bare metal respray, a new interior, and an engine out service five years ago where it received all new gaskets, seals, timing belt, and a

new clutch. In June of 2019, the engine was again refreshed with a new timing belt and tensioners. Offered with service records, this 308 GT4 is an increasingly sought-after 1970s Ferrari.

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

130.

1979 FERRARI 308 GTB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 27927

Engine no. 01306

2,926cc DOHC Dry-sump V8 Engine

4 Twin Choke Weber Carburetors

250bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Rare European specification, dry sump example*
- ★ *Recent mechanical refurbishment performed*
- ★ *Award Winner at the prestigious Hilton Head Concours d'Elegance*
- ★ *Clean and timeless Pininfarina design*



THE FERRARI 308 GTB

Ferrari introduced the 308 GTB at the Paris Motor Show in 1975 featuring a dramatic Pininfarina designed body and a mid-mounted four cam V8 with quadruple Weber twin choke carburetors. Bodies were initially constructed in fiberglass, but after 712 examples were produced the switch was made to steel bodywork because the fiberglass coachwork was of poor quality and weight saving was minimal versus steel construction. Production continued only through 1979 during which time just 2,185 steel bodied carbureted 308 GTB's were produced for all world markets.

THE MOTORCAR OFFERED

Striking in the stealthy combination of black over a black interior, this dry sump 308 GTB is a sporting example of Ferrari's popular V8 sports car. Originally delivered in Italy, as evidenced in this car's history file, this European specification 308 retains its original dry sump V8 engine and correct single exhaust setup. Recently, this Ferrari went through a thorough mechanical restoration and cosmetic refresh. On top of the standard major servicing including belts and a new water pump, the engine has been overhauled with new pistons, new valves, and guides, and new seals and gaskets throughout the drivetrain, and a new clutch. The fuel system was summarily addressed as well, with cleaned fuel tanks, new lines, and rebuilt carburetors. The brakes have been rebuilt along with the suspension system, with new bearings, shocks, and bushings at all four corners. This extensive mechanical work is all documented

in a restoration file that accompanies this car. Cosmetically, the black leather seats and carpeting were replaced to freshen up the interior and elevate the driving experience, on par with the mechanical attention this 308 received. The paintwork, while not original, is an older repaint that remains in excellent condition and the Leonardo Fioravanti designed body is arrow-straight, its vents and slats blending subtly into the black paintwork. After the completion of its refresh, this 308 was displayed at the Hilton Head Concours d'Elegance, where it won the 2017 Crescent Award, telling of its fine presentation. Overall, this 308 is mechanically and aesthetically sound and well-presented throughout. Along with the mechanical restoration file, this 308 is accompanied by its original books and tool kit.

**\$100,000 - 130,000
WITHOUT RESERVE**

131.

1965 SHELBY 427 COBRA

Chassis no. CSX 3104

427ci OHV V8 Engine
Dual Quad 4-Barrel Carburetors
410bhp at 6,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Desirable, genuine 427 powered Cobra in excellent condition*
- ★ *One of just 160 427 powered Cobras produced, and 45 in Guardsman Blue*
- ★ *Factory-equipped with Dual Four-Barrel Carburetors*
- ★ *Restored and well documented example of an American Icon*



THE SHELBY COBRA

Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Texan Carroll Shelby had gone racing in Europe in the late 1950s and realized that a combination of a lightweight American V8 engine and a proven European chassis was a winning combination. He had a Ford V8 installed in the chassis of an AC Ace, named the result the 'Cobra' and proved his point.

Formalizing the arrangement, Shelby had AC Cars send Cobras - minus engines - from England to be finished off at his facilities in California. The 260ci (4.2-liter) prototype first ran in January 1962, with production commencing later that year. In 1963, the more powerful 289ci (4.7-liter) unit was

standardized. Rack-and-pinion steering was the major MkII up-date; then in 1965 a new, stronger, coil-suspended MkIII chassis was introduced to accommodate Ford's 427ci (7-liter) V8 engine, which in race trim could produce well in excess of 500bhp. Wider bodywork, extended wheel arch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra MkIII look.

Shelby's "dream team" of drivers included Ken Miles, Phil Remington, and Pete Brock, who were supported by other racing legends behind the scenes. The Ford-powered, AC Ace-derived Cobra was faster and more reliable than almost anything else produced, dominating the competition in almost every instance. The Cobra won the U.S.

Manufacturer's Championship consecutively in 1963, 1964, and 1965. Shelby would go on to win the hotly contested 1965 FIA World Manufacturer's Championship in 1965 with the Pete Brock-designed Daytona Coupe.

Competition and semi, or 'street' competition (S/C) versions used the mighty 427. The 'S/C' had been created by the simple expedient of mildly 'de-tuning' 31 unsold competition cars. De-tuned? How does 0-100mph in 8.8 seconds and 165mph sound?

The Cobra set new standards of performance for road cars and was highly effective in competition. Just 1,000-or so Cobras of all types were built between 1962 and 1967, and only 160 of those were of the genuine '427' version.





THE MOTORCAR OFFERED

The Shelby American Automobile Club World Registry documents that CSX 3104 as the 4th streetcar produced. It erroneously says it was delivered with the much less desirable 428 engine, which was never the case. It was not until chassis 3201 that 428 engines were installed. The car comes complete with confirmation from the Shelby Club Cobra Registry stating that “yes, in fact it was 100% delivered with a factory 427 engine. As well, the correction will be made in the next issue”. It was completed at the Shelby works with the original and genuine 427 cubic-inch V8 engine fitted, topped by dual four-barrel carburetors from new. The new 427 Cobra was Billed to Shelby American on May 13, 1965 and subsequently invoiced to Sexton Ford Sales Inc in Moline, Illinois. It was delivered from Shelby painted Guardsman Blue with a Black

interior and is believed to be one of just about 45 examples delivered in that livery. The car's first owner was a Mr. Donald J. Hager of Illinois who retained the car for 6 years before handing the keys over to the next proprietor, a Mr. Dan Bennett also, from Illinois. By 1974 Bennett had enjoyed the car and elected to put the car up for sale – advertised just as when new – in Guardsman Blue with black interior. Doug McClellan was the next owner and he decided that after almost a decade of use, the car could use some freshening, and soon after began what would become a 4-year long restoration. After completion the car was sold and headed south to Florida in 1979. By the mid 1980's the car appeared just a little further north in the state Georgia, before heading to Baton Rouge, LA, under the ownership of Fred Buzzell. He retained the car

for several years until he sadly passed away, at which time his wife sold the car along with another 289 Cobra he owned, to a name now synonymous with Cobras, Tom Kirkham. At this time the Shelby Registry lists the car had suffered damage in the car's nose. Today, upon close inspection of the front nose opening, there is evidence of only a 3” piece of aluminum having been replaced. Tom began some further restoration work and actually got so far as advertising the car for sale before electing to keep it instead. He then used the car to help in designing his now famous replica Kirkham Cobras.

CSX 3104 was later restored back to original specs by the craftsman at Legendary Motorcar Company, Ontario, Canada, who are known to be excellent at handling the



special processes required in Shelby Cobra restoration. During this process it became clear that CSX 3104 was an excellent example, with a clean and straight chassis and a extremely original body - something that cannot be said for many 427 Cobras. Over the last few years the car has been in the care of an astute collector from Florida, who has shown the car and some prestigious concours including the 2016 The Quail - A Motorsports Gathering, while driving it regularly. The car is reported to be a truly well sorted and great running and driving example. Included with the car is the soft top and bows, side curtains, spare rim with tire, grease gun and jack. While maintaining its concours appearance, a hidden electronic ignition, stainless steel exhaust, urethane bushings and extra installation has made this a very drivable concours appearing car.

The car comes complete with Owner's Manual, Invoice from AC Cars to Shelby American, Invoice from Shelby American to Sexton Ford, letters and correspondence between the Ford dealer and Shelby American, the Delivery Invoice to the original selling dealer, letter from the Shelby Club attesting to the fact it was delivered new from the factory with a 427 engine and vintage photographs.

With only 160 factory-original, true 427 cars produced (as approximately 40% of the entire production was fitted with the less desirable 428 engines from the factory), the sale of CSX 3104 represent a rare opportunity indeed. This example is unquestionably one of the most authentic 427 Cobras in existence that is sure to meet and exceed even the most discerning Shelby collectors' expectations

\$1,275,000 - 1,475,000

132.
**1932 ROLLS-ROYCE PHANTOM II
DUAL-WINDSHIELD PHAETON**
Coachwork by Jack Compton

Chassis no. 148 MS
Engine no. T15

7,669cc OHV Inline 6-Cylinder Engine
160bhp
(est.) 40/50bhp
4-Speed Manual Gearbox
4-Wheel Servo-Assisted Mechanical Drum Brakes

- ★ *Classic Car Club of America Full Classic® Recognition*
- ★ *Accompanied by copies of records supplied by the Rolls-Royce Foundation*
- ★ *Repainted and engine rebuilt by Steve Babinsky, 2008-2102*
- ★ *Original Limousine Coachwork Replaced by Striking Phaeton Body*

**THE MOTORCAR OFFERED**

As the successor to the Phantom I, the “New Phantom,” retrospectively named Phantom II, debuted in 1929 and represented a radical redesign by Rolls-Royce standards. The Phantom II is also historic as the last Rolls-Royce series designed and developed under the ever-watchful eye of company co-founder Henry Royce. Having more in common with the company’s 20 HP or “Twenty” model than the Phantom I, the Phantom II was essentially an enlarged version of the “junior” Twenty chassis, which had enjoyed remarkable success with Rolls-Royce owner-drivers.

Featuring an underslung rear axle, the Phantom II was much lower than the Phantom I, purpose-designed to suit to the new crop of sportier body styles available from advanced designers and custom coachbuilders at the dawn of the 1930s. Offered in two wheelbase lengths measuring 144 and 150 inches, the

Phantom II offered unprecedented scope for daring and luxurious designs penned by the greatest designers of the era. In mechanical terms, the Phantom II chassis marked a careful evolution with its sophisticated chassis, masterfully updated 7.7-liter engine and revised four-speed gearbox – initially with synchromesh third and top gears.

An elite-level offering, the Phantom II was highly exclusive in keeping with its market positioning, with Rolls-Royce marque authorities citing 1,767 examples produced between 1929 and 1935. Endowed with a myriad of body styles, no two Phantom IIs are exactly alike, conferring a unique character on each surviving example. An unqualified icon of the celebrated Classic Era, the Phantom II is rightly recognized as a Full Classic® by the Classic Car Club of America, conferring exceptional eligibility owners to show and

enjoy their Phantom IIs in virtually any event they should ever choose.

Accompanied by copies of factory production records supplied by the Rolls-Royce Foundation, this handsome 1932 Rolls-Royce Phantom II bears Chassis Number 148 MS. It was ordered new from Rolls-Royce on October 13, 1932 by the Arthur Mulliner coachbuilding firm of Northampton, England in the East Midlands on behalf of Miss May Brookes, listed as resident in the Southsea resort area near Portsmouth in the south of England.

According to the Rolls-Royce factory records, delivery of the chassis to the coachbuilder was required by and promised to Arthur Mulliner for the third week of November 1932 and Chassis 148 MS was recorded “off test” by the factory on November 11, 1932.



Interestingly, a 'Continental-type chassis' was originally specified; however, instructions were subsequently updated for a 6/7-passenger Limousine body mounted on the short-wheelbase (144") standard Phantom II chassis. Planned usage of the car was stated as within the British Isles – mainly Touring. Further specifications included stainless radiator shutters and fittings throughout the car, twin side mounted spare tires and carriers, chassis spring rates specifically selected for the projected weight of the standard and additional items to be fitted to the body, polished 'Staybrite' bonnet-hinge moldings, a spare radiator grille and louvered bonnet with locking mechanism.

At some point subsequent to delivery to Miss Brookes, the Arthur Mulliner Limousine body of 148 MS was switched out in favor of a Dual-Windshield Phaeton by Jack

Compton. Although there were several body-building operations in England during the 1930s sharing the "Compton" name, Jack Compton did supply a number of bodies for existing Rolls-Royce chassis during the 1930s. Compton, along with fellow small English coachbuilder Ranalah, had a mutual association with Coachcraft, Ltd. and even published jointly in period advertisements promoting their updated replacement bodies for numerous chassis manufacturers, including Rolls-Royce. According to its corresponding chassis record card with handwritten "Coachcraft, Ltd." entry, 148 MS became known in American Rolls-Royce circles by 1962. Documented American owners of 148 MS included S. Prestley Blake of Longmeadow, Massachusetts, Dr. Franklyn D. Berry of Dartmouth, Massachusetts, and Mel Bredahl of Simsbury, Connecticut. Subsequently, the Phantom II was in the

hands of a collector in the Detroit, Michigan area and then in 2006, the current owner acquired it. From 2008-12, 148 MS was entrusted to noted classic-car restorer Steve Babinsky's Automotive Restorations Ltd. of Lebanon, New Jersey, where the body was refinished to its current and very attractive configuration, and two-tone color scheme. The engine, numbered TR15 and matching the engine number printed on the factory production records, was rebuilt. In addition to its exceedingly striking visuals, 148 MS will provide a wonderful open-air touring experience for its next owner as a fascinating and highly enjoyable example of one of the finest Rolls-Royce automotive designs of the entire prewar era.

**\$120,000 - 160,000
WITHOUT RESERVE**

133.

1968 LAMBORGHINI ISLERO 400 GT Coachwork by Marazzi

Chassis no. 6243â028
Engine no. 2254

3,939cc All-Alloy DOHC V12 Engine
6 Weber Twin-choke Carburetors
325bhp at 7,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Disc Brakes

- ★ One of just 125 Islero 400 GTs produced
- ★ Extremely well documented example with copies of factory records on file
- ★ Striking and original 'Bronzo over Senape' livery
- ★ Rare Evolution of Lamborghini's classic 1960s Grand Tourer



THE LAMBROGHINI ISLERO

Launched at the Geneva Salon in 1968, the Islero was the ultimate evolution of Ferruccio Lamborghini's first model, the Touring-styled 350GT. It is widely believed that Ferruccio Lamborghini himself greatly influenced the car's styling, and it was generally considered one of his favorite creations. The Islero was Ferruccio's choice of daily driver and the company car which he maintained. The Islero's square-tube chassis was based on that of its predecessors, though with a wider track to accommodate wider tires. Since Lamborghini's go-to coachbuilder, Carrozzeria Touring, was no longer in business, Lamborghini commissioned ex-Touring personnel led by Mario Marazzi to design and build the elegantly understated coachwork which was new for the model. The model was named after the legendary bull that killed Spain's best matador, 'Manolete'.

As with the 400 GT, housed beneath an impressively low-slung bonnet was the sonorous 4.0-liter V12 providing the power. The engine was designed by Giotto Bizzarrini and finessed by Giampaolo Dallara. This four-cam engine sported six Weber carbs and could spin up to 7,000 rpm. It was rated at 325 horsepower, and a five-speed manual transmission was standard. The suspension was fully independent, with unequal-length A-arms and coil springs at all four corners and Girling disc brakes clamped all four wheels. Contemporary reviews reported excellent handling and grip. The Islero offered virtually all the performance of a Miura in a far more civilized package.

Car magazine's test Islero achieved a true 157mph back in 1969, proving to be as quiet and stable at its maximum as at

130mph. It was also startlingly quick off the mark, hitting 60mph in just 5.9 seconds and hurtling to 100mph in only 13.7 seconds, outstanding figures even today. Despite an impeccable pedigree, the Islero, 125 of which were manufactured between 1968 and 1969, is today one of the most overlooked of Lamborghini's early front-engined cars. The first Islero was completed by the factory March 6, 1968 and all the rest of the first series were finished by Christmas except for one car which was finished on February 17, 1969.



THE MOTORCAR OFFERED

According to factory records on file, this stunning Lamborghini Islero 400 GT was delivered new on October 2nd, 1968, to renowned dealer Garage Foitek of Switzerland. The new Lamborghini was finished much as it appears today, in the striking 'Bronzo' (bronze) exterior color, over a 'Senape' (mustard) colored leather interior and is believed to be one of just a small handful Isleros finished in this era-evoking livery. As the car was fitted with air conditioning and a miles per hour speedometer, it is quite possible that the car was ultimately sold to Bob Estes, although other records mention it was purchased new by a gentleman named Mr. Bader.

By the 1980s, the Islero was found in the hands of a Mr. Gunther Kraxner of Kirchberg, Switzerland, although the car ceased to be registered after 1991, presumably following

his passing. When acquired by Carlo Pina of Solothurn, Switzerland, Mr. Kraxner's son reported that the engine had been rebuilt in 1985. The engine could possibly have been swapped early on with another Islero unit, or the numbering could have been carried out incorrectly at the factory, as it is very close in proximity to the number listed on the factory ledger. Mr. Pina put the Islero up for sale in 2000, at which point it was bought by Beverly Hills, CA-based enthusiast Randy Simon, who soon sold it to Mike Finegan of Cincinnati, Ohio. Mr. Finegan treated the aging Islero to some much-needed attention, commissioning a rebuild of the brakes, fuel lines, leather seats and radiator. Acquired in September 2003 by Joe Corbacio, the Hershey, Pennsylvania-based Italian car collector renowned for his annual Le Belle Macchine events, the Islero was treated to further refurbishment, as demonstrated by a

thick file of receipts found in the history file. This work included rebuilding the suspension and brakes, and installing a correct wood-rimmed steering wheel, headliner, shelf upholstery, carpets, a new custom exhaust, plus copious seals, gaskets, and hoses. A repaint was commissioned and significant effort was devoted to properly matching the subtle bronze paint color (including consultation with the factory), which takes on the shimmering hues in direct sunlight, giving the elegant V-12 grand tourer a sublime glow. Offered from a Chicago-based collector of exceptional European sports cars, this is a sensational and rare example of one of the final evolutions of the early Lamborghini V-12 grand tourer and will be sure to provide thrills from behind the wheel or on the concours field.

\$225,000 - 275,000

134.**1967 VOLKSWAGEN TYPE 2 CAMPMOBILE**
Coachwork by Westfalia

Chassis no. 237020988

1,500cc OHV Flat-4-Cylinder Engine
 Single Carburetor
 50bhp at 3,000rpm
 4-Speed Manual Transmission
 Front Disc - Rear Drum Brakes
 Independent Front and Rear Torsion Bar Suspension

- ★ *Very well documented example of the classic Westfalia Auto Camper*
- ★ *Exceptional cosmetic and mechanical restoration*
- ★ *Charmingly presented with many period accessories*
- ★ *Offered with comprehensive history file containing many historic documents*

**THE VOLKSWAGEN TYPE 2**

As readily recognizable as the immortal Beetle itself and a cult vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight.

THE MOTORCAR OFFERED

The Type 2 presented here is an original Westfalia-built Campmobile in spectacular condition inside and out. Much paraphernalia can be found in the impressive history file, which indicates that the car was purchased new at the Kaiserslautern-based Volkswagen agency by Sargent Paul W. Persian, in September of 1966. Sgt. Persian is believed to have driven the Westfalia around Europe for 2 years before eventually shipping the Camper to the United States, and later gifting it to his nephew. In recent times, the Type 2 Westfalia Campmobile has been treated to a comprehensive restoration, where the Camper was stripped down to bare metal and mechanicals removed for body work and paint. Both interior and exterior received a full restoration, including the original cabinets, camper upholstery, weather rack and hammock that extends over the front

seats. Safari windows and other glass and rubber was replaced as well, while the front brakes were upgraded with disc brakes for safety. In 2016 the car was bought by a Los Angeles-based collector of excellent European sportscars, who has since toured the show circuit with the Westfalia, and winning First Place at the Palos Verdes Concours d'Elegance, as well as receiving numerous People's Choice Awards. Accompanied with the Camper is the original bill of sale, including the notation of a loan taken out for the purchase from the Pentagon Credit union, jack, tools and spare tires included. A truly fantastic representation of a 1960s icon, this original Westfalia-built Campmobile would be a both practical and pleasing addition to most collections.

\$60,000 - 90,000
WITHOUT RESERVE

135.**1973 JAGUAR E-TYPE SERIES III V12**

Chassis no. UD1S21568

5,343cc SOHC V12 Cylinder Engine
 4 Stromberg Carburetors
 275bhp at 5,850rpm
 4-speed manual transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

Without Reserve

- ★ *The final evolution of the legendary Jaguar E-Type*
- ★ *Offered with Heritage Trust Certificate*
- ★ *Red over tan interior finish*
- ★ *Benefitting from full restoration*

**THE SERIES III JAGUAR E-TYPE**

It was in 1971 that Jaguar introduced the Series III of their 20th Century classic E-Type, with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. With the large cross-slatted radiator grille – described by *Motor Sport* magazine as “a decorative birdcage” – flared wheel arches accommodating wider track and bigger tires, plus V12 nomenclature adorning the tail, these Series III cars continued all the American Federal Regulations features of the preceding Series II models while also adopting updated brakes and power steering as standard.

Other mechanical changes beneath the Series III’s more aggressive looking exterior included ventilated front disc brakes, anti-dive

front suspension, Lucas transistor ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheel arches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important ‘V12’ boot badge. The interior though, remained traditional Jaguar. From the new Series launch in 1971 to the end of production in 1975, some 15,200 were manufactured.

THE MOTORCAR OFFERED

This 1973 Jaguar E-Type Series III V12 is a fine restored example of the final Jaguar E-Type variant. Restored elegantly in red over tan, it is apparent that there was a lot of effort placed in restoring this E-Type back to its former glory, being cleanly finished. Wearing the updated grille, flared fenders, open headlights, and quad-pipes coming from the rear, the trained eye is quick to spot this Series III V12 among earlier E-Type models. Offering the styling and performance of the final iteration of the legendary E-Type series, this nicely restored Series III is fit for any fine collection or to bring miles upon miles of continued road use after a full restoration.

**\$105,000 - 135,000
 WITHOUT RESERVE**

136.

2015 PORSCHE 918 'WEISSACH' SPYDER

VIN. WPOCA2A18FS800846

4,593cc DOHC V8 Hybrid Engine
887bhp at 8,700rpm
7-Speed Dual Clutch Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ Weissach package with Special Wishes options
- ★ Truly stunning 1 of 1 configuration
- ★ 1 of only 294 U.S. specification 918 Spyders built
- ★ Presented in as-new condition with less than 985 miles
- ★ The ultimate road going Porsche



THE 918 SPYDER

Porsche is without a doubt one of the most successful automobile manufacturers in history. Not only has Porsche won in more or less all sports car and prototype racing events on the planet, but they have also managed to produce some of the most iconic cars in the world. Every car enthusiast has a favorite Porsche and in most collections one will find a broad assortment of this great marque.

Porsche rarely entered the supercar scene, but when they did, it was in absolutely spectacular fashion. In the early 70s, the Porsche 911 Carrera RS dominated racetracks. The 80s saw the technological quantum leap that was named the 959, a turbo charged engineering masterpiece that showed the capabilities of Porsche. Early in the new millennium, Porsche again shook the supercar world with the brutal Carrera GT, which carried a Formula 1-inspired V10

engine and became an instant collectible of engineering and drivability.

After the Carrera GT, however, Porsche didn't make a lot of noise on the supercar scene until the introduction of the 918 Spyder. Shown as a street legal version of the Le Mans RS Spyder at the Geneva Motor show in 2010, Porsche's 918 Spyder boasted a 6:57 time on the legendary Nürburgring. Porsche certainly showed that the new hypercar was the real deal and ready to beat its rivals.

To meet the modern standards of supercars, Porsche had to be creative in the development of the 918 and besides the naturally aspirated 4.6 liter V8 engine, a hybrid system was also engineered. The V8 engine of the 918 produced nearly the same power as the Carrera GT, but on top of that there

was 280 horsepower extra on tap from the electric powertrain, powered by two electric motors. Not only did the hybrid system increase fuel efficiency and improve emission, but it also made the 918 incredibly fast. With a 0-60mph time of 2.2 seconds, it is actually the fastest accelerating production car in the world.

To manage this enormous amount of power, Porsche installed a clever four-wheel drive system to transfer the power into movement. They also used a rear-axle steering system, which gave the car a smaller turning circle at low speeds and increased stability at high speeds. With electric motors at both axles, the car was able to recover energy which was normally lost at braking to recharge its own batteries. Like the Carrera GT, the roof can be fully removed so one can experience the 918 as a coupe or in the style of a targa.





Further enhancing the 918's performance and driving experience, buyers could option their 918 with the Weissach package. For a price of more than \$80,000, numerous modifications were made to lighten the car and improve its performance. Many parts of the interior normally swathed in leather were replaced with lighter Alcantara, and carbon fiber replaced a large portion of aluminum components. Super lightweight magnesium wheels were fitted, and the windscreen frame, roof, rear wings, and rear-view mirrors were also made out of carbon fiber. This accounted for a reduction of 99 lbs. of weight over the standard 918 Spyder and an instantly discernible increase in performance. Fewer than 25% of 918 Spydery were fitted with the exclusive package.

As EVO described, "It's an ambitious fusion of race-bred powertrain and real-world competence wrapped up in a modern-day reinvention of the sublime Carrera GT."



THE MOTORCAR OFFERED

This particular 918 Spyder is number 846 - one of the less than 295 units that was sold to the U.S. market (just under a third of all production). The car is highly optioned with the ultra-desirable Weissach package (an \$84,000 option), and the front-end-saving electro-pneumatic front-end lift system. The car is finished in a truly stunning Sapphire Blue Metallic with custom ordered, special wishes, Platinum Metallic Salzburg livery, riding on Gloss black Weissach wheels. The custom touches continue on the interior with carbon floor mats with silver piping, seat belts with silver accent stripes, and the more functional standard door handles. The combination is amazing and must be seen to fully appreciate what an incredible specification this hypercar is.

The purchaser of Porsche's first hypercar was a supercar enthusiast who went above and beyond to insure that the car remained in as-new condition. Upon taking delivery, the majority of the car was wrapped in a clear protective film, ensuring that the gorgeous paint and incredible livery remains flawless. At the time of cataloging, the car had only covered 980 miles, with the most recent service having been carried out at the dealer in March of 2019. Number 846 is supplied with its original accessories, and documentation.

With fewer than 295 examples having been sold in the United States and less than 100 of those believed to have the Weissach package, the sale of this special wishes, single registered owner, 918 Weissach Spyder presents an incredible opportunity for an

intelligent collector to acquire the pinnacle of Porsches road going achievements, outfitted in an incredible 1 of 1 configuration.

\$1,600,000 - 1,900,000

137.

2008 PORSCHE 911 GT2

VIN. WPOAD29978S796252

3,600 CC DOHC Flat 6-Cylinder Engine
Electronic Fuel Injection - Twin KKK Turbochargers
530BHP at 6,500 RPM
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ *Fastest and Most Powerful 911 of Its Day*
- ★ *Specially Equipped with a Multitude of rare factory options*
- ★ *The first road-going Porsche to break 200MPH*
- ★ *Pristine Condition with Less than 5,000 original miles*



THE 911 GT2

In the top category, GT1, factory and factory-backed teams from Corvette, Viper, Aston Martin and others provided exciting competition. They sometimes challenged the prototypes for overall victory and on some occasions took home overall wins. But it was GT2, essentially race-prepared production cars, that filled out the race grids, generated continuing excitement throughout the races and produced some of the most exciting contests.

And in GT2 for years no one challenged Porsche's 911 for speed, reliability, consistency and results. Its success led Porsche to create a new model, the Carrera GT2, combining the names of two fabulously successful Porsche racing venues. Introduced in 1994, the Porsche GT2 was built to comply with FIA and ACO regulations.

Twin turbocharged, wide body, and light weight, the first GT2s featured air ducts in the rear wing supports, a feature which would come to characterize the GT2 series in coming years.

An improved 997-series 911 and a new GT2 was introduced in late 2007 as a 2008 model. With variable geometry turbochargers its 3.6 liter 4-valve, variable timing quad camshaft flat six developed 530hp at 6,500rpm and a staggering 505ft-lb torque at only 2,200rpm with a flat torque curve from there to 4,500rpm. Capable of 0-60mph in 3.3 seconds, the 997-series 911 Carrera GT2 was – somewhat surprisingly after all Porsche's legendary road car accomplishments – the first road Porsche to break 200mph. Its top speed is 204mph.

The prodigious power and torque of the 3.6 litre engine passed through a conventional 6-speed manual transmission. Weighing 3,170 pounds with full road and passenger equipment, the power-weight ratio is under 6 pounds per horsepower. In another first for Porsche, the 997 GT2 was equipped from the factory with carbon-ceramic brake discs squeezed by 6-piston front calipers and 4-piston calipers at the rear. Innovative design of the “expansion-type intake manifold” achieved the seemingly contradictory results of increased absolute power and increased fuel efficiency.

Many other features distinguish the 997-series 911 Carrera GT2 including a unique nose and splitter, the now characteristic rear wing with air ducts integrated into the pylons, muffler and tailpipes made of lightweight titanium



THE MOTORCAR OFFERED

and Porsche Active Suspension Management with 19" diameter wheels mounted with 235/35 front and massive 325/30 rear tires. The interior is configured as the work station for a dedicated driver, but one accustomed to comfort and convenience. Sports-style bucket seats are upholstered in leather with Alcantara centers. The seats themselves are molded from glass and carbon fiber reinforced composites with carbon fiber surfaces. Alcantara covers the steering wheel rim, shift knob and other interior surfaces. A high end stereo system is standard. The list of advanced and innovative features of the 2008 911 GT2 goes on and on, a copywriter's dream assignment, but also a driver's dream car that matches comfort with performance to a degree that is unmatched in any of its contemporaries.

The original owner of the highest performing 911 of the period was understandably smitten by the features, design, and performance of the 997-series 911 GT2 and ordered this Basalt Black Metallic over Black leather/Alcantara example as soon as it was available. Wanting to further enhance the GT2, the car was ordered with a staggering 42 additional equipment items. Some of the more noteworthy optional equipment items include a carbon multi-function steering wheel, Sport Chrono package, carbon interior package, yellow seatbelts and stitching throughout, adaptive sport seats, and red taillights. Having been owned by only two Porsche enthusiasts and covering less than 5,000 original miles, this incredibly optioned GT2 presents in outstanding condition with hardly any signs of ever leaving the dealership. In July of this year, the car was brought to the dealer where it received a fresh, recent service.

The 2008 911 GT2's accomplishment of being Porsche's first 200+ mph road car and its abundant technical features make it an important milestone in Porsche history while also being one of the most thrilling 911s to drive and enjoy.

\$175,000 - 225,000

138.**1960 JAGUAR XK150 3.8 DROPHEAD COUPE**

Chassis no. S838620

Engine no. VA1377-8

3,781cc DOHC 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Dunlop Disc Brakes

- ★ *Desirable end-of-the-run 3.8-Liter XK150 Drophead Coupe*
- ★ *Tastefully upgraded for the ultimate driving experience*
- ★ *Expertly restored by marque specialists JK Restorations*
- ★ *Veteran of several major rallies including the Holyland 1000 in Israel, Colorado Grand, Copperstate 1000 and California Mille*

**THE JAGUAR XK150**

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 four-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.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed.

In the autumn of 1959 the XK150 became available with the 3.8-liter engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered and, in either form, the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.

THE MOTORCAR OFFERED

Completed at the Browns Lane factory on January 5, 1960, and dispatched to Jaguar Cars New York 17 days later, this XK150 Drophead Coupe is a coveted 3.8-liter version, introduced in October 1959. It was originally finished in cream, with a red leather interior and a fully lined black convertible top. According to figures from the Jaguar Daimler Heritage Trust, it was the seventh left-hand drive XK150 DHC constructed for the 1960 model year, out of a total of 397 built. The car was originally sold to a G.F. Ploutz of Roscoe, Illinois. It was at one point in the ownership of a Mr. Leslie Rich of St. Louis, a Jaguar enthusiast who was the team dentist for several professional sports teams.

The XK150 was treated to a full, body-off restoration by JK Restorations of Oswego, Illinois. Jim Kakuska, who opened the shop in 1981, and his brother, Gary, who joined him



five years later, are highly regarded marque specialists, and their cars have won a number of national first-place awards. All of the Jaguar's needs, mechanical and cosmetic, were addressed during the restoration. Paint, brightwork and panel fits are all first-rate.

With an eye toward greater usability, two thoughtful modifications have been made to the XK150. The original Moss four-speed gearbox has been replaced with a Medatronics JT5 five-speed, the product of a full-time transmission manufacturer that has been proven in use since 1995. The Medatronics unit employs the original Jaguar clutch and features a short-throw shifter.

The other modification has been to install a power steering unit from EZ Electric Power Steering, a Dutch company that has been in business for 12 years. This compact, electric

unit is entirely hidden below the dashboard cover, and uses the Jaguar's factory steering gear, so is easily reversible to stock.

The consignor has made excellent use of the XK150's capabilities, entering the car in six major long-distance rallies since 2010, including the Holyland 1000 in Israel, Colorado Grand, Copperstete 1000 and California Mille. The vehicle is described as highly reliable, and ready for more adventures. This XK150 is offered with a certificate from the Jaguar Daimler Heritage Trust, the original tool set, manuals and the paint formula. A new clutch was recently fitted

The XK150 is the ultimate refinement of a highly desired Jaguar XK model, particularly when equipped with the legendary 220bhp, 3.8-liter DOHC six. This example, beautifully finished in classic British Racing Green with

a green leather interior from highly regarded specialists Bassett's, comes fully sorted and ready to be enjoyed.

**\$110,000 - 140,000
WITHOUT RESERVE**

139.**1966 TOYOTA FJ40 LAND CRUISER**

Chassis no. FJ4041897

3,878cc OHV Inline 6-Cylinder Engine
 Single Carburetor
 125bhp at 3,600rpm
 3-Speed Manual Transmission
 4-Wheel Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes
 4-Wheel Drive - Low and High

- ★ Spectacular example of Toyota's off-road icon previously in the Don Davis Collection
- ★ Professionally restored to a very high standard
- ★ Optioned with custom wheels, suspension lift kit, winch and roll cage
- ★ Versatile Soft-Door and Soft-Top Configuration

**THE TOYOTA LAND CRUISER**

The Toyota Land Cruiser in its many sizes and configurations has had a long and successful history of reliable service through the most rugged of conditions. Patterned to compete with the ubiquitous Jeep, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars; but what would become legendary as some of the most capable vehicle across the globe.

Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators.

THE MOTORCAR OFFERED

This stunning FJ40 was formerly in the stable of Texas collector and well-known Toyota dealer Don Davis. Mr. Davis, who had a healthy respect for the FJ40, commissioned a concours-quality restoration of this 1966 model. It was restored mechanically and cosmetically, with all proper decals, finishes, and accessories, and an accurate convertible top, with zippers, buttons, and latches. Bought by the consignor in January of 2016 - a prominent, Southern California based collector with a taste for the finest motorcars ever made - this FJ40 has recently been equipped with a custom roll cage, front mounted winch, steel doors with armrests and updated safety belts. This thrilling Toyota FJ40 has been carefully garaged and subject to dutiful maintenance and service to ensure this Land Cruiser remains an off-roading classic that is ready to be enjoyed. The bright

red exterior is neatly contrasted by silver grey body equipment, and black seats. Appearing in fantastic restored condition, this is surely a classic Land Cruiser not to pass up and would be a wonderful entry to the Overland 1000 off road rally held annually in Arizona.

\$60,000 - 80,000
WITHOUT RESERVE

- ★ Beautiful example of Citroën's 1970s style and technology icon
- ★ Refurbished by marque specialist
- ★ Dazzling Sable métallisé exterior
- ★ Magic carpet hydraulic suspension

140.

1972 CITROËN SM

Chassis no. 01SB0102

Engine no. 450368

2,670cc DOHC V6 Engine

3 Twin-choke Carburetors

170bhp at 5,500rpm

3-Speed Automatic Transmission

4-Wheel Independent Hydraulic Suspension

4-Wheel Disc Brakes

Without Reserve



THE CITROËN SM

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic suspension, power-assisted, all-around load-sensitive disc brakes and fully-powered, self-centering steering that allowed the car to be set up with zero caster, thereby keeping the tires in full contact with the road at all times. Citroën had acquired Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo Coupe, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V-8 to create the required V-6. The styling of the SM was straight out of a 1970s' science fiction movie.

THE MOTORCAR OFFERED

Delivered new to Southern California, Mr. Veir, the Citroën's first owner, would regularly drive this svelte grand tourer for roughly 10 years before stashing the car away within his garage to sit indefinitely. It wasn't until a moment of fate when visiting an automotive bookstore, that the opportunity arose for the car to become the property of its next owner. Sold under the condition that the car would go to a good home in which it would be restored and enjoyed; work began soon after to recondition the car back to its former glory. Marque Specialist, Jerry Hathaway was commissioned to complete the project and the fruits of his efforts are readily apparent. The spectacular period correct Sable métallisé exterior greatly enhances the aura of this magnificent display of 1970s design while the matching brown leather interior is undoubtedly a serene environment in which to clock miles

of gentle cruising. Do not miss the opportunity to get behind the wheel of one of France's finest creations.

\$70,000 - 90,000
WITHOUT RESERVE

141.Ω

1952 SIATA 208 CS 2+2 BERLINETTA
Coachwork By Carrozzeria Bertone

Chassis no. CS057L
Engine no. CS023

1,996cc OHV All-Alloy V-8 Engine
Twin Weber DCF/3 Carburetors
125bhp at 6,000rpm
4-Speed Manual Gearbox
4-Wheel Independent Coil Spring Suspension
4-Wheel Finned Alloy Drum Brakes

- ★ A unique one-off creation
- ★ Shown at the New York and Paris Motor Shows
- ★ High quality restoration
- ★ Italian V8 power



THE FIAT 8V

The Società Italiana Auto Trasformazione Accessori, or SIATA, was established in Turin by Giorgio Ambrosini in 1926. Initially a manufacturer of speed equipment for FIATs – dual carburetor manifolds, high compression cylinder heads, overhead valve conversions, superchargers, gearsets and even complete gearboxes – Siata enjoyed a symbiotic relationship with FIAT. The enhanced performance of Siata-equipped FIATs brought competition success and encouraged sales without FIAT's direct involvement.

Following World War II, Siata leveraged its success to resume construction of FIAT-based sports cars. With the FIAT-SIATA 750 Sport Competizione, Giorgio Ambrosini's son Renato won the 750cc Italian Championship in 1948 and 1949. A series of SIATA 300BC Spiders were built for the U.S. market

powered by Crosley's potent little 750cc single overhead camshaft engine. Larger cars followed, which brought Siata to the attention of American enthusiasts like Tony Pompeo, Briggs Cunningham, John Perona and Ernie McAfee.

Having been involved in FIAT's Otto Vu project from the outset, and when the company ceased production after 49 cars were built, Siata naturally had access to the overrun of planned V8 power units. This led them to produce their own models: the 2 liter, or 208S. It was undeniably the best-looking car to wear the Siata badge by then (arguably ever), wearing incredibly beautiful coachwork penned by the styling house of Motto. Motto would go on to style other iconic automobiles, such as the Porsche Abarth Carrera.

Tuned by Siata to make 125 horsepower or more, the Siata 208S, in both Coupe and Spider, achieved exceptional performance and a degree of aesthetic presence that is unprecedented in the early Fifties. Their design – leaning forward in a pose that recalls the photographs of early racing cars and taken by cameras with focal plane shutters – is aggressive, potent, sleek and elegant. In the finest tradition of great coachbuilding and sports car design, the appearance of the Siata 208S was matched by its performance. An early owner characterized the Siata 208S as “a dream to drive...What I liked most about it was styling, handling and its ability to go like a rocket on demand.”

Expectedly, the fabulous looks and sporting performance came at a price. Here in the States that meant a sticker of just under



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Expectedly, the fabulous looks and sporting performance came at a price. Here in the States that meant a sticker of just under

\$5,000; a hefty number in the mid-1950s, but a natural fit for the California culture of design and performance and revered warm climate. The legendary Los Angeles Hot Rodder, turned dealer, Ernie McAfee ensured Siata's popularity on the West Coast; importing the lion's share of them helped by the backing of the wealthy Doheny family.

McAfee's period advertising proclaimed, “Equal these items in any Car and you have a SIATA V8 - 2 Liter V8 Engine, 4 Wheel Independent Suspension, 78 Spoke Borrani Racing Wheels, Genuine 120hp with 120mph, Fantastic Brakes, Michelin Tires, 1900 lbs. Weight. \$4995 Complete.” McAfee garnered this information from first-hand experience, having bravely campaigned one of the first examples on the Carrera Panamericana in 1953.

Siata's long and successful history, its experience tuning and developing Fiat-based performance cars, the excellence of the Rudolf Hruska-led design team, the performance and refinement of the Fiat Otto Vu V8, and the simple, refined beauty of the coachwork (provided by Italy's finest and most creative carrozzerias) designate the Siata 208S as one of the most appreciated, sought after, and desirable high-performance spiders of the period. They are rarely seen today, and infrequently available to collectors.



THE MOTORCAR OFFERED

This SIATA 208 2+2 with matching chassis/engine numbers 'CS057L'/'CS023' was bodied by Carrozzeria Bertone on a slightly lengthened (by 200mm) chassis in mid-1952. Only four 2,700mm chassis were built by SIATA for these special 208 models, which had resulted from a one-off order from Stanley Arnolt at the beginning of his collaboration with Bertone.

Having made his fortune supplying engines to the US Marine Corps during WW2, American industrialist Stanley Harold 'Wacky' Arnolt was able to indulge his lifelong love of automobiles, and by 1952 was a regional BMC distributor and US distributor for Bristol cars. In 1952 a meeting between Arnolt and Bertone at that year's Turin Show led to Arnolt buying a stake in the Italian company, joining its Board of Directors and arranging

manufacture of Bertone-bodied Arnolt MGs. By this time under the direction of Giuseppe 'Nuccio' Bertone, son of founder Giovanni, the Torinese firm was well placed to undertake Arnolt's commission, having only recently moved into a large new factory at Grugliasco from which some 40,000-or-so Alfa Romeo Giulietta Sprints would emerge by the decade's end. As well as a gifted stylist, Nuccio Bertone was also a keen racing driver, campaigning a lightened and modified SIATA 208 until family pressure forced his retirement from the racetrack.

The first results of this US-Italian collaboration were sold as Arnolt-MGs in the USA. When the supply of MG TC chassis dried up, Arnolt's next venture made use of his Bristol connections, the UK manufacturer's '404' getting the Bertone treatment in 1953. The following year, after a meeting with Aston

Martin's owner David Brown, Arnolt had eight Bertone-bodied cars built on the DB2/4 chassis, the first of which was exhibited at the New York Motor Show in 1954.

This particular SIATA 208 was exhibited at the Paris Auto Show in October 1952 and then at the New York International Motor Sports Show in April 1953. Arnolt eventually sold the car to Stuart Sherman in Illinois. It was sold on in 1955 to Roy Thoessen in Minnesota, who stored the car for more than 30 years until 1989. It was acquired in 1993, still in original condition, by Walter Eisenstark, of Yorktown Heights. Soon after the turn of the millennium, Mr Eisenstark started a total restoration to very high standard. Upon close inspection of the car today, the quality is readily apparent, and the vehicle will surely be welcome on any concours field. In addition, ample documentation from the project will be made



available in the history file for viewing. More recently, the SIATA has found its home within the confines of a prominent Belgian collector.

This rare SIATA 208CS with its one-off Bertone body combines beautiful hand-built coachwork - typical of Italy's 1950s 'golden age' of automobile styling - with the exotic FIAT 8V mechanical parts. The car is offered with US documentation and with EU import taxes paid.

\$850,000 - 950,000



The one-off Siata Bertone Berlinetta during the New York Auto Show.

142.

1980 FERRARI 308 GTBi

Design by Pininfarina

VIN. ZFFAA01A3A0033487

2,926cc DOHC V8 Engine

Bosch K-Jetronic Injection

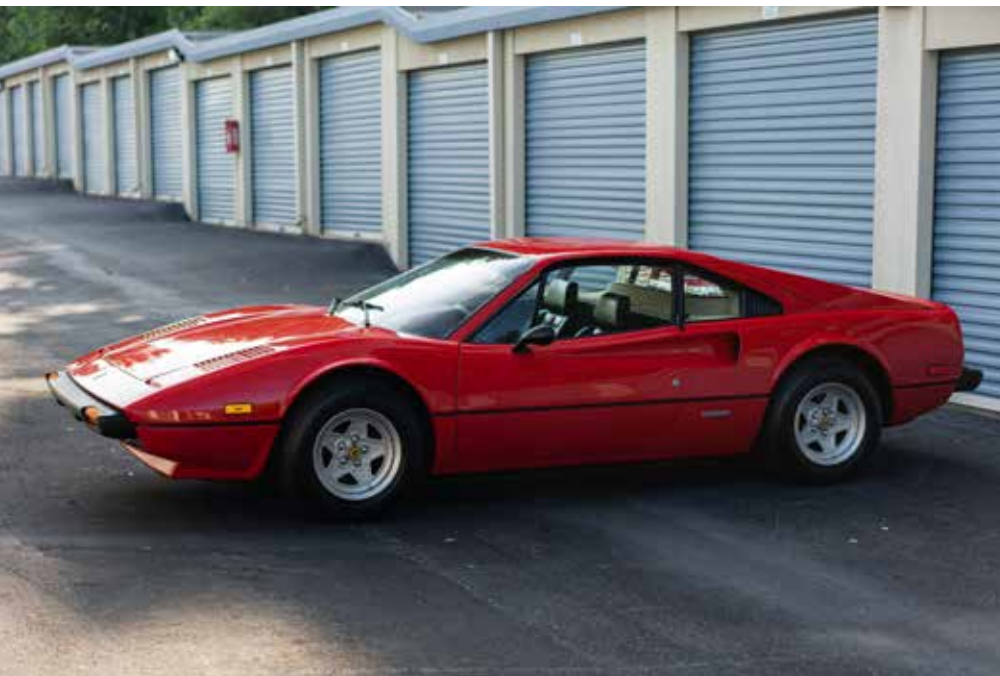
232bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Nicely optioned example
- ★ Iconic 1980s Ferrari styling
- ★ Sold with records, manuals, and tool kit
- ★ Displaying fewer than 4,200 miles from new

**THE FERRARI 308 GTBi**

The 308 GTB was the first model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the current 458 Italia. The 308 was introduced in 1975 at the Paris Auto Salon as a replacement to the Dino 246 and marked a shift in Ferrari's production from low volume models and coach built cars to models with much wider market appeal. Their striking looks, good performance, and relative affordability made the 308 an outstanding success, with 12,004 examples sold over its 10-year production run.

THE MOTORCAR OFFERED

The Ferrari 308 GTBi being offered here was completed in August of 1980, delivered new through F.A.F. Motorcars of Tucker, Georgia. Beautifully finished in red over black interior, this example was desirably optioned with Campagnolo wheels, Michelin XWX tires, power windows, air conditioning, leather-wrapped steering wheel, and Blaupunkt cassette stereo.

Purchased by today's seller in 2015, this example has been driven very few miles, displaying just under 4,200 miles traveled since new. Today, the car presents in spectacular preservation condition, showing honest signs of use after nearly 40 years of life. The interior appears in very nice condition with just the driver's seat showing wear. Included in the sale are the vehicles manuals, tools, and records.

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

143.**1987 PORSCHE 930 3.3 TURBO COUPE**

VIN. WPOJB0936HS050087

Engine no. 68H00068

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,550rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Highly-original and extremely well-kept example*
- ★ *Offered with books, records, COA and tools*
- ★ *Stealth black on black livery with factory sunroof.*
- ★ *One of the most raw and exciting production cars ever built*

**THE PORSCHE 930 TURBO**

"It offers the finest blend of ultimate performance and refinement I have ever come across..." – Paul Frère on the Porsche 911 Turbo. What set the 911 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 "hurts 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."

THE MOTORCAR OFFERED

Completed at the Zuffenhausen-based Porsche works in September of 1986 as a 1987 model-year car, this excellent example of the classic 911 Turbo was finished just as it appears today, in a stealth black exterior color over a black partial leather interior. The Porsche was equipped for the US market, and optioned with electric sliding sunroof, Dunlop tires, alarm system and a Blaupunkt Reno radio. According to the CARFAX report on file, the black 930 resided in Florida in 1988, but would then relocate to California, where it appears to have stayed ever since, with the exception of a 2-year stint on the Hawaiian Islands. The report tracks the mileage diligently and documents the 51,080 miles on the odometer at the time of cataloging as being genuine.

Today this stunning 930 3.3 Turbo Coupe remains in excellent original and unrestored condition, with factory finishes intact throughout. The car has a superb feel of a car that has been extremely well cared for. The interior is crisp, and the paint gleams. Factory decals are in place all over the car, which is further validation of the car's authenticity. The 930 is offered with the original Blaupunkt radio, tool kit, owner's manuals and COA. One of the most raw and unbridled cars available on the market in its day, the 930 3.3 Turbo has rightfully earned its place as a legend, and it is quite rare to find an example that has been as carefully maintained and unfettered as this.

\$70,000 - 110,000
WITHOUT RESERVE

144.

1959 PORSCHE 718 RSK CENTER-SEAT SPYDER Coachwork by Wendler

Chassis no. 718-028
Engine no. 90220

1,587cc DOHC Flat 4-Cylinder Engine
Dual Weber 46 IDM1 Carburetors
150+bhp at 7,200rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- ★ *OA Winner GP of Leopoldville and 1000 KN Buenos Aires*
- ★ *One of just a handful Center-seat RSKs produced*
- ★ *Highly original example retaining original engine, gearbox and bodywork*
- ★ *Eligible for the most exclusive driving and concours events globally*



THE PORSCHE SPYDER

Porsche's Typ 718 RSK Spyder was the culmination of years of competition spyders by Porsche. Each step along the way was more successful than the one before as Porsche refined its approach to small displacement performance.

The origins of the RSK trace back to the period just before the outbreak of hostilities in the late Thirties. The German government had fostered development of the "people's car" conceived as the KdF-Wagen (Kraft durch Freude, Strength through Joy), the Volkswagen.

With its two-door sedan body and small 985cc, 24 brake horsepower engine competition was the antithesis of the Volkswagen's design but its potential was shown when in 1939 Porsche was asked

to build a special streamlined coupe on the VW platform. The Typ 60K10 was intended to compete in a proposed race from Berlin to Rome, symbolically linking the capitals of the Axis. The September 1939 date for the event was rendered redundant by the German invasion of Poland on September 1.

Even during the war the Porsche design bureau pursued competition projects in moments that could be slipped in between war contracts. The staff and prototype workshop were moved to rural Austria, away from Allied bombers. After hostilities ceased and postwar administration of Germany and Austria were settled a fortuitous contract was obtained to design a Grand Prix car for Piero Dusio's Cisitalia.

In the Cisitalia can be seen the precursor of Porsche's later sports racing spyders: mid-mounted horizontally opposed engine and parallel trailing arm front suspension although with a supercharger, deDion rear axle and provision for 4-wheel drive. While these were noteworthy in the postwar racing car design encyclopedia, they reflected much of what Porsche had done prewar including the fabulous Auto Union Silver Arrows and a wartime project for a potentially game-changing sports car.

This was the Typ 114 with a mid-mounted 1,493cc dual overhead camshaft 72-degree V10 with shaft drive to the overhead cams and 4-wheel torsion bar sprung independent suspension with parallel trailing arms at the front and swing axles at the rear. A Typ 114 prototype was never built but the concept



lingered in the Porsche design bureau's library of promising technical ideas. It was succeeded by the 1948 Typ 356, numbered according to the succession of Porsche design projects – which had been only 60 barely a decade earlier when it was the design number for the KdF-Wagen – which brought the Porsche sports car into reality. VW-based, it took some inspiration from Piero Dusio's success with his production racing cars, the D46, and sports cars, the brilliantly styled 202, based on production FIAT components.

However the original Typ 356 design was not rear-engined. Rather, it used the VW drivetrain and rear suspension with the engine located behind the driver and in front of the rear axle. Clearly Porsche recognized the value of mid-engine location, as seen in the Auto

Union Types C and D, Porsche's still-born Typ 114 and the postwar Cisitalia Grand Prix, and intended to use it in a low production Volkswagen sports car.

Built on a tubular space frame, the original Typ 356 transplanted the trailing arm torsion bar front suspension directly from a VW. The entire driveline and swing arm rear suspension were simply turned around, the torsion bar trailing arms of the VW now becoming leading arms anchored to a frame extension. The engine, now 1,131cc, was given a performance boost with higher compression ratio, modified cylinder heads and dual carburetors to realize some 40 horsepower. Clothing it was a roadster body penned by Porsche's Irwin Komenda with many features continued on later Porsches. This prototype was the first to bear the family name.

The economics, however, of producing an essentially hand-built tube frame automobile were impractical even for the perfectionist Porsche family and their equally demanding staff. The mid-engined 356 roadster was replaced by a new VW-based design called 356/2.

But the advantages of mid-engine placement were not forgotten by Porsche even though an aluminum-bodied rear-engined 1.1-liter Porsche coupe won its class at the 1951 Le Mans 24 Hours.

The pathway became more clear when in 1952 Porsche created the vaunted 4-cam Typ 547 engine designed by Ernst Fuhrmann. Starting with 1,498cc, Fuhrmann's powerhouse little horizontally opposed four-cylinder had a bore/stroke ratio of 0.78,



RSK 718-028 competing in recent times



thoroughly modern in engines built decades later and nearly unprecedented for 1952. The 85mm cylinder bore made relatively huge intake and exhaust valves possible in the hemispherical combustion chambers. Four overhead camshafts were driven by an intricacy of shafts and bevel gears operating the valve stems through interposed fingers that reduced side thrust.

The Hirth-built 10-piece crankshaft rotated in three roller bearings. The connecting rods likewise utilized roller bearings. This complexity of moving parts was lubricated by a dry sump system with an external reservoir. The large oil capacity helped cool the engine which, like all Porsches to this point, employed air cooling directed primarily to the cylinder heads. Dual spark plugs with dual coils and distributors initiated combustion.

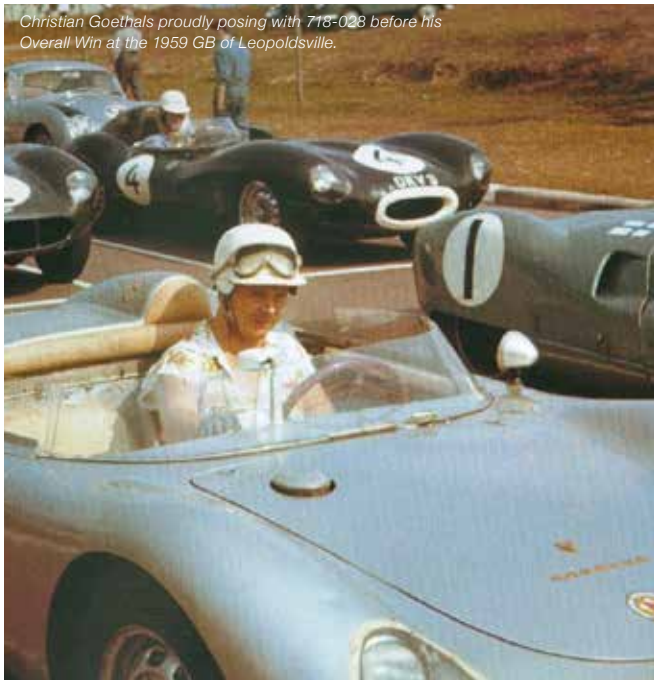
The first Typ 547 4-cam Porsche engine ran in April 1953 and in the following summer it was ready to outfit a thoroughly updated 550 Spyder chassis. Based on a ladder frame with tubular side members that was underslung at the rear, it had the proven torsion bar trailing arm front suspension but a new torsion bar-sprung trailing arm suspension in the rear. The 4-cam 550 Spyder scored a notable class victory in the 1954 Carrera Panamericana driven by Hans Herrmann.

The early 550 Spyderys were factory-owned and campaigned although frequently sold on to local racers after appearing in a race or two. In late 1954 Porsche began to build "production" Spyderys for direct sale to customers, the 1500/RS Spyder. Bodied by Wendler they yet again incorporated detail design, body and mechanical details.

These included a ZF-built fully synchronized 4-speed transaxle. The now thoroughly proven Typ 547 4-cam engine, steadily updated for performance and reliability, now delivered a rated 110 brake horsepower at a moderate 6,200 rpm and a maximum of 125 hp at 6,500 revs but was capable of nearly 8,000 rpm for limited periods, horsepower unspecified.

Building RS (RennSport) sports-racing cars had turned into a viable and profitable business for Porsche.

That was proven by the next iteration of the 550, the 550A, now with a rigid, lightweight space frame chassis of thin wall tubing, advancing the concept first evidenced in the original 356 roadster of 1948. The space frame weighed 95 pounds but was 3x stiffer



Christian Goethals proudly posing with 718-028 before his Overall Win at the 1959 GB of Leopoldville.



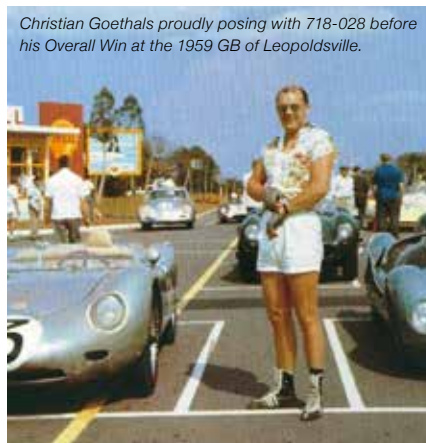
Chasing a D-Type to the Win, 1959 GP of Leopoldville.



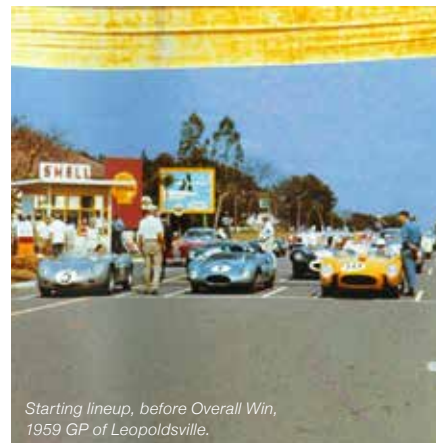
718-028 with #33 packed in with other heavy artillery at the start of the 1959 1000 KM Nürburgring (Barth).



718-028 placing 1st Overall at the 1959 Anvers GP (Barth).



Christian Goethals proudly posing with 718-028 before his Overall Win at the 1959 GB of Leopoldville.



Starting lineup, before Overall Win, 1959 GP of Leopoldville.

in torsion and 5x stiffer in bending. Its design eliminated body mounting structures that had been needed for the 550, reducing body weight by 30% from the 550. Its engine now drove the distributors directly from the front of the crankshaft with worm gear drive giving consistent ignition timing. The continuously improved Typ 547 engine now delivered some 135 brake horsepower with Weber carburetors.

Rear suspension, always a challenge for Porsche, evolved to a low-pivot design with a lower roll center. Longer trailing arms reduced camber change in cornering with a pronounced beneficial effect on swing axle induced oversteer. A 550A won the Targa Florio in 1956. Another, with slippery coupe bodywork, finished fifth overall and won its class at Le Mans.

The time was right for the Spyder's ultimate form, the Typ 718 RSK, with development beginning in 1956.

Owing its name, RSK, to the shape of the front suspension torsion bar tubes which on the top sloped down to meet the lower torsion bar tubes at their midpoints, shaping the letter "K", the design, intended to better master camber change in cornering, did not survive testing, but the nickname persisted. Even after parallel torsion bars replaced the "K"-shape the steering box remained at the center of the front track with equal length track rods. A double U-jointed steering column gave Porsche the option of offset or center steering wheel mounting. The body was slimmed and lowered, with a rounded nose. The rear air vents were discovered to be better at admitting air to the engine's intake and the

cooling system than they were at exhausting it. While retaining its swing axle concept the rear suspension underwent a notable redesign with a Watt's linkage replacing the historic trailing arm with two radius rods, one leading forward from the bottom of the hub and another back from the top that securely positioned the rear wheels. Porsche's rear torsion bars were succeeded by a pair of tubular shock absorbers with concentric coil springs.

The RSK's redesign was sufficient for Porsche to give it a new project number, 718. With Weber carbureted 1,587cc Typ 547/3 engines Jean Behra and Hans Herrmann drove an RSK to an unprecedented third overall at Le Mans in 1958. Later in 1958 Behra finished fourth at Riverside in the Los Angeles Times Grand Prix for sports cars headed only by



THE MOTORCAR OFFERED

Chuck Daigh in a Chevrolet-powered Scarab, Dan Gurney in a Ferrari 375 Plus and Bill Krause in a Jaguar D-Type.

The success of the Porsche Typ 718 RSK can be measured not only in terms of its race wins but also its adaptability. In 1957 and 1958 the FIA allowed full envelope bodywork in 1.5 litre Formula 2. The center-mounted steering box in the 718 RSK made it supremely adaptable to this formula and Jean Behra captured an F2 win at Rheims, followed by another F2 win by Edgar Barth at the Berlin Grand Prix at Avus. Of some 35 RSK Spydery built only a smattering, possibly as few as six, were built with center-steering. Of them there were only four that were factory-built with the combination of center- and offset-steering in the same car. Few automobiles have such adaptability.

Porsche RSK 718-028 was delivered with “center-seat” adaptation in 1959 to Christian Goethals, a Belgian driver who had competed in the 1958 German Grand Prix in a Cooper T43. His first recorded race with 718-028 was an overall victory in the March 3, 1959 Leopoldville (sports cars) Grand Prix in what was then known as the Belgian Congo where he vanquished John Love in a Jaguar D-Type (OKV 8, an ex-works 1954 Le Mans car), André Pilette in a Ferrari 250 TR and Mike Bond in the 1955 Le Mans class-winning Aston Martin DB3S (EMU 3).

Two months later Goethals was in Europe contesting the sports car preview to the Belgian Grand Prix followed by a win in the Payerne, Switzerland slalom driven by Heine Walter. An engine failure dnf followed at the 1000 km at the Nürburgring (Goethals/Jean

Romain) redeemed by overall victory at the Lance Anvers hillclimb in Belgium in July and a memorable fourth overall placing at the Avus GP in Berlin in August.

In 1959 Goethals was back in Leopoldville, recording another victory, then sixth overall and third in class in the 1960 Buenos Aires GP sharing the drive with Curt Delfosse. The RSK’s longevity was proved later in 1960 with another overall win at the Lance Anvers hillclimb, overall first at the Montlhéry Coupe de Paris, an overall second place at the rain-soaked sports car race in conjunction with the Belgian GP at Spa and another win at the Angola GP in September. 718-028’s subsequent history is obscure but in the early 90’s it was sequestered in a Dayton, Ohio garage in the care of a well-known car-sleuth noted for discovering and preserving epic Mercedes-Benzes of the Thirties.



It was remarkable that then, after years of competition, it retained its original Typ 547/3 engine, transaxle and its original Wendler bodywork.

It languished there until 1993 when the consignor - a prominent Ohio based collector of exceptional European sports cars - finally pried it from its owner's possession in a trade that involved a BMW 507 and a pair of Mercedes-Benz 300 SLs, a Roadster and a Gullwing Coupe. The new custodian tried vintage racing 718-028, but concluded it wasn't as easy as it appeared, enlisting a business partner and experienced Porsche historic racer, John Higgins, to realize 718-028's potential.

Restored to modern historic racing condition and safety, Porsche RSK 718-028 has successfully competed in many prestigious

events including all five Porsche Rennsport Reunions. It has participated in over 100 historic race meetings and is a concours class winner at The Amelia.

In its center-seat configuration Higgins describes it as "delightfully evenly balanced." Its intricate 4-cam Typ 547/3 engine was one of the last built by Porsche 4-cam master Bill Doyle at Rennwagen. Offered here with its complete original drivetrain, original Wendler coachwork and as-raced when it was new with Porsche's fantastically efficient helically-finned drum brakes, RSK 718-028 is a well-preserved, fabulously-maintained, meticulously-prepared vintage racing time capsule. Now configured with center-steering, the seating configuration remains adaptable to both center- and offset-steering. Included are updated disc front brakes, Le Mans auxiliary fuel tank, sway bar, spare flywheel and clutch,

top, passenger seat, 2-seater windscreen and numerous other spares accumulated in 28 years of historic racing.

Raced at Monthléry, Spa and the Nürburgring Nordschliefe, center-seat Porsche RSK 718-028 is one of few cars eligible for both the most prestigious sports car races and to compete in historic Formula 2 where envelope coachwork was accepted by the FIA in 1957-58. John Higgins thinks light, balanced RSK 718-028 would be a delight on the tight, intricate Monaco GP Historique circuit where, with its unusual center-steering, it should be eligible as a Formula 2 car.

Offered here only due to balancing out the owner's collection, someone now has the chance to realize that opportunity.

REFER TO DEPARTMENT

145.**1950 HUDSON PACEMAKER 500 DELUXE**

Chassis no. 505671

262ci Flathead Inline 6-Cylinder Engine
 Twin H-Power Induction System
 Approx. 150bhp at 4,200rpm
 3-Speed Manual Transmission with Overdrive
 Independent Front Suspension – Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ Largely original example with charming patina
- ★ Equipped with desirable Twin H-Power induction system and many period accessories
- ★ AACA National First Price and Senior Award Winner
- ★ Cool and historic Americana at its finest

**THE HUDSON PACEMAKER**

Like most other American manufacturers, Hudson recommenced production post-WW2 with a range of pre-war models before stealing a march on its rivals with the introduction of unitary construction in 1948, a farsighted move at a time when almost the entire US auto industry still used a separate chassis. Known as the 'Step Down' models on account of their dropped floorpan, these new Hudsons were low, sleek and handled exceptionally well. Hudson's six- and eight-cylinder engines were among the finest of their day; eminently tuneable, they enabled the company to dominate NASCAR racing in the early 1950s. In 1950 Hudson added a new short-wheelbase Pacemaker model to the range, and with up-to-the-minute styling and agile road manners, the Pacemaker proved an immediate success.

THE MOTORCAR OFFERED

This stunning Pacemaker 500 was acquired by renowned Hudson collector Gene Davis in the mid-1950s, from a Charleston, Illinois based Hudson dealer. Mr. Davis would keep the car in his impressive collection for decades, and eventually pass it on to his son, Chris Davis, with whom the Hudson would remain until 2017, when purchased by the consignor, a well-known Hudson collector and aficionado from Heyworth, Illinois.

Gene and Chris Davis owned and operated Davis Restoration, and had a reputation for finding and either restoring or preserving exceptional Hudsons. The fine example offered here, was found in superb original condition, and further preserved while in their expert care. The interior remains largely original, with a beautiful wood-grained dash. Some light paintwork was performed in

the original Legion Blue color back in the 1960s, and period correct accessories such as venetian blinds, dual fog and back-up lights, exterior sun visor, larger front and rear bumperettes and dual spot lights were added for a sharp stand-alone appearance, in addition to rare Twin-H Power intake manifold, for a extra performance. A 1998 AACA National First Price was given, as well as Senior Award number W11105. With just over 75,000 miles recorded on the odometer, this Legion Blue Hudson presents beautifully throughout, and deserves serious consideration.

\$30,000 - 40,000
WITHOUT RESERVE

146.

1993 TOYOTA SUPRA TWIN TURBO

VIN. JT2JA82J7P0003874

2,997cc DOHC Twin-Turbo 6-Cylinder Engine
Electronic Fuel Injection
320bhp at 5,600rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ Fewer than 17,000 miles since new
- ★ Rare, unmolested example of Toyota's iconic Twin Turbo Supra
- ★ Remarkably original throughout
- ★ Samurai-like performance and trend-setting aesthetics



THE TOYOTA SUPRA

Introduced in 1993, the 4th generation Toyota Supra was a stark departure from the car before and instantly won the hearts of enthusiasts and journalists alike, specifically in Twin Turbo guise. Packing two sequential turbos onto the base specification 220 horsepower inline-6 added 100 horsepower- a 45% increase- and motivated the coupe to 60 mph in a scant 5 seconds, bested only by the Dodge Viper, Ferrari 512TR and F40, the Lamborghini Diablo, Shelby 427 Cobra and the Vector W8 Twin Turbo when tested by Road and Track in 1993. The Supra was not only concerned with straight line speed, however, and the braking and handling were benchmarks in its segment. Stylistically, the Supra is unmistakable, with the large arched rear wing, prominent headlights, front airducts, and side scoops.

THE MOTORCAR OFFERED

Showing just over 16,000 miles since new, this handsome Twin Turbo Supra is beautifully presented throughout. Still sporting its original black paint on its aggressive bodywork and a supple tan interior, this Supra is one of the lucky examples to avoid heavy modifications. Originally purchased in 1993, the first owner kept this Supra until 2007, driving it sparingly over those 14 years, averaging just 1,000 miles per year. It was then traded in to a Toyota dealership, where it remained until 2013, before entering the private collection of a Toyota/Lexus dealer. The consignor acquired this sporty Toyota in 2018.

Aside from the tires, which were replaced in 2013, this Supra Twin Turbo remains in spectacular, unmolested condition. The paintwork is in very good condition, the interior is nice and tight, and the body is

straight with spectacular panel gaps, all a testament to its low mileage and garaged existence. The high polished rims compliment the glossy black paintwork, too, retaining a great luster without visible pitting or oxidation. This special Supra is remarkably well presented and comes complete with its original manuals, tool kits, keys, and original spare and CARFAX report. An up and coming young-timer collector car, these powerful Twin Turbo Supras offered Samurai-like performance and iconic aesthetics.

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



147.

1937 DELAHAYE 135M COMPETITION COURT ROADSTER Coachwork by Guilloré

Chassis no. 47471
Engine no. 47471

3,557cc OHV Straight 6-Cylinder Engine
Triple Downdraft Solex Carburetors
110bhp at 4,500rpm
4-Speed Manual Transmission
Transverse Semi-Elliptic Leaf Spring Front and Live Axle
with Semi-Elliptic Leaf Spring Rear Suspension
4-Wheel Mechanical Drum Brakes

- ★ *Unique automobile*
- ★ *In the present ownership for more than 20 years, never publicly sold*
- ★ *One of only 30 special order Competition Court/Short Chassis Delahaye 135 built*
- ★ *Technical and historical reports on file by marque experts André Vaucourt and Jean-Paul Tissot*



THE DELAHAYE 135

In 1935, the decades old concern of Delahaye pioneered the first of a new generation of automobiles that would change the marque's image forever; the T135 Coupe Des Alpes. A fine sporting car, it was powered by an engine, which, although designed for car use, had first appeared in a Delahaye commercial vehicle. The 3.2-liter, six-cylinder, overhead-valve unit produced 110bhp on triple Solex carburetors, while the chassis featured transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, center-lock wire wheels and Bendix brakes.

Delahaye improved on the formula the following year with the 3.6-liter, 120/130bhp T135MS, and the sports version was soon making a name for itself in competitions, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand

Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1937 and 1938 respectively. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example and went on to take victory in Brooklands' 'Fastest Road Car in England' race against some formidable opposition.

Delahaye had no in-house coachworks, so all its chassis were bodied by independents, which created some of their most attractive designs on the Type 135. It was a most fortuitous partnership, resulting in memorable automotive sculpture from the likes of Saoutchik, Chapron, Franay, Figoni et Falaschi and as here Guilloré.

Alphonse Guilloré was a late comer to the industry, joining it when he founded his coachbuilding house in 95 years ago, in July

1924, having been invalided after service during World War One and receiving the Legion of Honor. It was not until the mid-1930s that he would develop a rapport with Delahaye and his first renditions on their chassis materialize. This is one of two known survivors on the short chassis, albeit each differs.





THE COMPETITION COURT

As the new Delahayes built their phenomenal competition record, the company quite naturally developed them further, usually at the request of their clientele and as a result of their experiences on the race-track or in fast road competition.

For the ultimate sportsman in the late 1930s, by special order Delahaye would build you its lightweight, shortest chassis, they refer to these potent combinations as 'Competition Court', or short chassis competition, and were built on a 2.65 meter wheelbase. Coachwork was generally honed to match the perfect proportions of the haunch stance of the short chassis, although for a handful of these cars more flamboyant, and surely heavier renditions extended beyond the tight platform frame.

Of the 30 of this variant believed to have been built, the survival rate is relatively modest, yet testament to their stature in the collecting fraternity examples grace major collections around the world, including the Revs Institute in Florida and the Patterson Collection in Kentucky. It is unlikely that any of those cars would come to market in the foreseeable future and it is more than 5 years since any were available publicly.



THE MOTORCAR OFFERED

Presented for sale from more than 20 years of ownership where the car has been secreted in a major private collection, chassis 47471 proffers entry to an exclusive ownership club and a ticket to the Concours lawns around the world as well as the most coveted road tours.

Over the course of its current ownership, the car's history has been carefully researched by not one, but two of the leading authorities on the marque. The first was renowned historian André Vaucourt, who through the Delahaye Club in the 1970s through the 2000s. M. Vaucourt visited the car in the late 1990s and early 2000s, carefully reviewing the most intricate details of its technical specifications as well as its coachwork and history. In more recent times Jean-Paul Tissot, has further worked to endorse and add to its pedigree. Summarising the information provided:

The car was originally completed in May 1937 and registered in Paris under the license plate "7671 RL", the original registrant is not known. When it next changed hands it received the post war plate "1334 DZ 76" and was by then the property of Monsieur Ihno "Jacques" Ezratty, of 32 Rue Médéric, in Paris's 17th district. Mr. Ezratty is known to have been in the art and design world, supplying fabrics to the leading couturiers of the day and is charted as a close associate of the Russian artist Alexandra Exter. In recent years a number of Exter paintings were sold by descendants of the Ezratty family, with catalogue footnotes recounting Ihno as being a well-known sight in his convertible Delahaye, most likely this car.

The next owner was "Robert De Negre" of 50 Avenue Wagram in Paris in 1960. De Negre is

more correctly known as Baron Henri-Robert de Nègre du Clat, a serial Delahaye owner, who owned at least 3 other cars in this period, chassis 46837 another Competition Court, 46625 and 47192. Its penultimate Paris owner in this period was Gaston Garino's esteemed antique car agency on Rue des Bas Rogers in Suresnes.

Per the Delahaye Club, there is a gap before a Mr. 'Ng' is noted as the owner on November 3rd, 1980. At this point, the Delahaye migrated from its home country to America to become the property of Mark and Annie Shetler of Tustin, California. Mr. Shetler appears to have been a well-known West Coast collector from the late 1960s onwards. He and his wife showed the Delahaye, looking freshly restored in burgundy livery with cream fenders at the 1982 Pebble Beach Concours



d'Elegance which made a feature of this marque. Mr. Shetler passed in the late 1980s and it is likely that this precipitated the car's next change of ownership.

The buyer was the noted French collector and heir to the Schlumberger fortune, Michel Seydoux. Seydoux appears to have been responsible for a repaint in a single white color. Arch car sleuth and dealer extraordinaire Don Williams was able to extract it from this collection in the early 1990s bringing it to the US again, and it has resided on these shores ever since. Mr. Williams displayed 47471 at Pebble Beach Concours d'Elegance in 1992 in class P, and subsequently commissioned Mike Fennel restorations to repaint and refurbish the cosmetics of the car, which today he describes as having been a highly original example. He chose a rich royal blue

scheme and slightly embellished the car with 'spats' to match the form of the hood louvers, something that was not uncommon in period, and could easily be reversed if a new owner wished.

Don Williams sold the car to noted collector Oscar Davis, who exchanged it with the current owner in 1996. Within the last few years the car was brought Laidlaw Antique Auto Restoration where it received a thorough detailing of its 20 plus year old restoration with a new interior in rich biscuit hide and complementing top in sand cloth, piped in brown. On the completion of nearly a year's work, the car made its debut at the Elegance at Hershey Concours. It was subsequently displayed at the Greenwich Concours d'Elegance in 2017 where it garnered the People's Choice award.

In every regard this is a special automobile, from its distinctive looks to its underpinnings of the latest performance that Delahaye could offer in its day. Owing to its careful and low-key ownership for most of its life, it offers an incredibly fresh proposition to either concours or touring events for which the experience would likely be equally rewarding.

\$3,250,000 - 3,750,000



Bonhams is delighted to provide important additional history to this car.

The car is understood to have been imported to the USA by famed French car collector Vojta Mashek in the early 1960s. It was subsequently purchased from Mashek on July 10, 1965 by Walter B. Weimer. Mr. Weimer has confirmed it to have been in largely original, but tired order by the time he acquired the car, and still retaining original upholstery. He sold the Delahaye in 1970 to Tom Barrett, from whom it is assumed that Mark Shetler purchased the car.

We are grateful to Mr. Weimer's assistance and providing photos from his archives.



47471 when owned by Walter Weimer in the 1960s.

148.**1979 PORSCHE 911 RSR OUTLAW**

Chassis no. 9119201766

Engine no. 6292087

3,166cc SOHC Flat 6-Cylinder Engine
 MegaSquirt programmable Fuel Injection
 280bhp at 5,600rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ 280BHP Dual-plug Engine by noted Porsche engine specialist Dave Brown
- ★ Offered with its Porsche-issued Certificate of Authenticity
- ★ Classic RSR looks with modern drivability
- ★ Incredible outlaw build by Porsche Experts
- ★ Great car for High-Speed Rallies, and Porsche Club events

**THE PORSCHE 911**

Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engine layout was retained, but the 911 switched to unitary construction for the body shell 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 3-liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the "S" featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase, introduced in 1969, improved the 911's handling. Then, in 1970, the engine underwent the first of many enlargements—to 2.2-liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, excellent flexibility, superb brakes, meticulous finish, and a solid, unburstable feel were just some of the virtues praised by Motor magazine in its test of a Porsche 911 in 1973.

THE MOTORCAR OFFERED

This particular 911 left the factory on June 10, 1979 as a slicktop, sunroof-less 911SC. It was acquired by the consigner a few years ago. It was acquired by the consignor a few years ago, an enthusiast with a lot for Porsches of the 1970 and had been looking for a good donor car to turn into an outlaw tribute. So shortly after, it was acquired the groundbreaking restoration was begun.

After the car was disassembled, the body and chassis were entrusted to Backyard Legends in Concord, NC who to date have done a number of high-quality Porsche builds. All rust was removed, and fiberglass flares along with other fiberglass panels were purchased from GT Racing. The original hood was in very good shape and was retained. The entire car was stripped to bare metal, then painted in #018 Glasurit orange. Panel fit and finish is to a very high level and was also fitted with carbon fiber rear spoiler.



Since the car retained its original engine. The rebuild of this unit was entrusted to noted Porsche engine specialist David Brown. The unit was fitted with new Mahle barrels that increased the displacement to 3.2-liters. This engine was then fitted with Balanced factory rods, forged JE piston, and a 3.8 RSR grind cam. The ignition system is a coil on plug that is controlled via the MS3x Megasquirt ecu. Fuel delivery was handled by a MegaSquirt injection system and a custom 70mm throttle body. This finished engine produced 280hp at the crank, and naturally, this leads to very brisk level of performance. To cope with the extra power, Dave Brown also attended to the transaxle; he fully rebuilt the unit, fit a Wevo shifter, and upgraded the rear end with a Wavetrac LSD.

To ensure the car's chassis was able to deal with the substantial power upgrade, the suspension was fitted with all new Elephant

Racing components, featuring Von Shocks coilovers all around, monoball and polybronze bushings throughout, decambered balljoints, RSR style front and rear adjustable sway bars and adjustable camber plates. The steering system was completely restored and upgraded turbo tie rods were added. Additional chassis bracing was welded onto the shock mounts and sway bar mounts as well as a 935-style front X brace. Braking is handled by modified 993 brake calipers that utilize floating 930 front rotors and 930 rear rotors. This has ensured that the car has excellent road-holding and braking.

Lastly, the interior was trimmed to a very high level. The dash was finished with a radio and glove box delete along with a Rennline lower dash delete wrapped in Alcantara, and an RSR style 10k tach. The door panels were finished in carbon fiber to make the interior look even more sporting. The car was

fitted with GT Classic Rally seats that were upholstered in leather and Alcantara with contrasting orange stitching.

The final assembly of the vehicle was entrusted to Porsche specialist CM Performance in Bessemer City, NC. The end result of over a year's work is truly astonishing. The 911 was first displayed at the 2018 Werks Reunion at Amelia Island Concours, where it scored a first in the 911 Outlaw class.

This particular outlaw 911 is a fantastic tribute to the legendary RSR. A great car for Porsche Club events, or as an exciting weekend cruiser.

**\$130,000 - 180,000
WITHOUT RESERVE**



149.

Proceeds from sale to benefit multiple philanthropic organizations

1997 PORSCHE 993 TURBO

VIN. WP0AC2992VS376008

Engine no. 61V02438

3,608cc Air-cooled Twin-Turbo Flat 6-Cylinder Engine

Electronic Fuel Injection

408bhp at 5,750rpm

6-Speed Manual Transaxle - All Wheel Drive

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Well documented from new
- ★ Many desirable Exclusive options
- ★ Fewer than 16,000 original miles
- ★ The last of the air-cooled Porsches

**THE MOTORCAR OFFERED**

This Black on Black 993 Turbo was purchased new on December 17, 1996 by John T Vito from Brumos Porsche in Jacksonville, Florida. Ordered with several thousand in options, including the top of the line Nokia DSP audio system with a Becker 6-disc changer, power and heated Sports seats for both the driver and passenger—both featuring an embroidered Porsche crest on the headrest, an aluminum shift knob and handbrake grip, stainless steel exhaust tips and door entry guards, Alu-look instrument dials with chromed rings, and more. The total purchase price came to \$114,814 (\$128,299.87 including taxes and fees), as recorded on the copy of the Retail Buyer's Order in the history file. After eight months of waiting with bated breath, the new Turbo was delivered to Mr. Vito on July 18, 1997. Mr. Vito clearly enjoyed the car, keeping it for over a

decade and driving it about 10,000 miles with regular annual maintenance performed by the dealer as indicated in the copy of the warranty book.

In May of 2009 the car was purchased by its second owner, who brought the car up to Wisconsin. Likely unacquainted with sheer ferocity of a 993 Turbo, CARFAX reports that the car was in an accident damaging the left side of the car in July of that year with 11,506 miles on the clock. A copy of the insurance claim estimate details the recommended repairs to the front bumper, left front fender, left door, left rocker, and left pillar hinges. The total estimated repairs came to \$15,957.82. The repairs done were clearly to an exceptionally high standard given that subsequent pre-owned inspection reports by Porsche of Springfield (Missouri) in January

of 2010 and Import Specialists (also of Springfield, MO) in 2014 both highly rated the car to be in 'Excellent' condition.

In 2010 the car was acquired by Steve Lindell of New Hampshire with invoices on record detailing service work completed in his care. Keeping the car for four years and about 2,000 miles, the Turbo joined the collection of the current owner in June of 2014 with about 15,000 miles. The car now shows about 15,900 miles from new. Continually maintained throughout its history, it is reported by the seller to drive beautifully and perform like the best of what Zuffenhausen has to offer and is complete with various service records and copies of various inspection reports, the original purchase order and window sticker.

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

150.**1966 AUSTIN-HEALEY 3000 MK III BJ8**Chassis no. HBJ8/38090
Engine no. 29K/RU/H124172,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
150bhp at 5,250rpm
4-Speed Manual Transmission with Overdrive
Independent Front Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

- ★ Beautifully presented example of the end-of-the-line Big Healey
- ★ Ideal weekend cruiser for sunny days
- ★ Offered with Heritage Trust Certificate
- ★ Accompanied by restoration documentation

**THE AUSTIN-HEALEY 3000**

With the introduction of the final 'Big Healey' 3000 Mk III model, the legendary British manufacturer of sports cars successfully retained the essence of its classic curvaceous long hood/short deck sports roadster, but had grown the car to accommodate 2+2 seating and loaded it with amenities directed towards the booming North American market. Designed as a sports car, the Austin-Healey 3000 indeed was quite successful in rallying and racing and, by the mid-1960s, evolved into the fully civilized 3000 Mk III. Equipped with roll-up side windows and an easily operable soft top, the 2+2 tourer was quite enjoyable and safe for daily driving. Fitted with the potent 2,912cc 150bhp twin-carb six-cylinder engine and with disc brakes in the front, the 3000 Mk III also provided performance worthy of its sporting heritage.

THE MOTORCAR OFFERED

Built during the Fall of 1966, this charming 3000 Mk III BJ8 was configured as a left-hand drive US market car, and destined for Chicago, Illinois. According to the Heritage Trust Certificate issued for the car, the long list of factory fitted equipment included wire wheels, heater, adjustable steering column, whitewall tires, tonneau cover, laminated windscreen and overdrive.

The Healey has received much restoration and refurbishment work over the years and presents beautifully today. A comprehensive restoration was performed in the past, which is neatly detailed in a photo album accompanying the sale of the car. The work performed would attend to both mechanical and cosmetic aspects of the Austin-Healey and included a repaint in a lovely dark blue color, while the interior was trimmed in

beautiful dark chocolate-colored, French stitched leather with neatly contrasting light brown Sisal carpets. A new wiring harness was installed, while a stainless-steel exhaust was fitted. A recent service has been performed, and the car's history file contains much documentation and maintenance history along with miscellaneous service parts, owner's manuals and the British Motor Industry-issued Heritage Trust Certificate. It should be noted, that the engine fitted in the car carries an engine number of the correct type, but a couple hundred numbers off the number listed in the Heritage Trust Certificate. All in all, here is a wonderful example of the classic Big Healey, ready for spirited drives in the countryside.

\$25,000 - 35,000
WITHOUT RESERVE

151.

1965 ASTON MARTIN DB5 SPORTS SALOON Coachwork by Touring

Chassis no. DB5/1839/L
Engine no. 400/1905

3,995cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
282bhp at 5,500rpm
5-Speed Manual ZF Transmission
Independent Front Suspension, Live Rear Axle with Coil Springs
4-Wheel Disc Brakes

- ★ *Exceptional nut and bolt restoration by marque specialist Kevin Kay*
- ★ *Matching numbers, factory LHD example with original coachwork*
- ★ *Offered with copy of factory build sheet and extensive documentation*
- ★ *Truly iconic model; James Bond's preferred Aston Martin*



THE ASTON MARTIN DB5

"Like all classic GT cars, it combines enormous speed and comfort and the more you put into your driving, the more the car returns for your entertainment. And the DB5 really is entertaining to anyone who can exploit its outstanding performance, handling and brakes. It will also carry four people (just) and a fair amount of luggage so the merits of family transport (if need be) have not entirely been sacrificed to speed and elegant looks." *Motor*, 6th February 1963.

Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Touring-designed body established an instantly recognizable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised

3.0-liter unit had been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's Superleggera body construction, which employed a lightweight tubular structure to support the aluminum body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-liter engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardized later.

The DB5's distinctive cowed headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, Series V DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator





THE MOTORCAR OFFERED

electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment. From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

According to the documentation on file, this factory left-hand drive DB5 was delivered new to Mr. Frank Jackson of Elma, New York. Finished with an exterior in Sierra blue and a Black Connolly leather interior, the car was further optioned with chrome wire wheels, an engine breather valve system, heated rear screen, and Fiamm horns with a changeover switch. After a handful of years, the car would be placed in the hands of another New Yorker by the name of John F. Argue, and later in the 1980s to John. J. Dowling.

Upon entering the care of O.M. Herrera, the Aston Martin had traveled to the opposite coast and would remain there in Southern California up until present day. While in his hands, the DB5 received a comprehensive, nut-and-bolt restoration from renowned marque specialist Kevin Kay. The restoration

took several years, and detailed receipts and information about it can be found in the car's impressive history file.

Mr. Kay's efforts on the car are readily apparent, and as the vehicle sits today, now in the classic color of Silver Birch over a dark blue leather interior, it shows in remarkable condition indeed. Very little flaws are to be found throughout and the car shines with immense luster both from its brightwork and paint. Inside, the seats show a light 'worn-in' patina, with much else being devoid of intense use.

Complete with a bevy of documentation, the Aston Martin DB5 will arrive with a couple of documentation books displaying service work dating back as far as the 1970s, as well as a copy of the factory build sheet. In addition, a



heritage certificate and further invoices from the restoration will also be included. For all parties interested, it is greatly recommended to visit the history desk on our auction site as to fully take in the scope of the assembled paperwork. In 2007, the car entered its most recent home of a prominent, Los Angeles-based collector, and has since been shown at prominent Concours d'Elegance events such as the The Quail – A Motorsports Gathering, and the Los Angeles Concours d'Elegance.

The understated elegance of Aston Martin's DB5 has made it the preferred mode of transportation for those looking for style, luxury, and rapid progression down the motorway. It comes as no surprise that the vehicle was chosen for 007's main mode of transportation back in the 1960s, as the vehicle effortlessly exudes the panache

needed to provide the role of an international man of mystery. Well sorted examples of the DB5 will most certainly continue to be coveted motorcars for years to come, and DB5/1839/L unquestionably finds itself in the upper rung thanks to Kevin Kay. Retaining its original, matching numbers engine and factory left hand drive steering arrangement, this DB5 really ticks all the boxes. This is a wonderful opportunity to get behind the wheel of one of the most charismatic cars of the 1960s.

\$1,000,00 - 1.300,000

152.

The ex-Johnny Ysmael and William Doheny
1951 FERRARI 340 AMERICA COUPE SPECIALE
Coachwork by Vignale

Chassis no. 0132A
Engine no. 0132A

4,101cc Tipo 340/A SOHC V12 Engine
Triple Weber Carburetors
Approx. 220bhp at 6,600rpm
5-Speed Manual Transmission
4-Wheel Hydraulic Drum Brakes

- ★ *Stunningly unique and collectible example of Ferrari history*
- ★ *Documented history by marque authority Marcel Massini and factory build sheets*
- ★ *Cost a staggering \$25,000 when new*
- ★ *Retains matching numbers engine and original Vignale bodywork*
- ★ *Eligible for the most prominent motoring events around the globe*



0132A when new in Torino, December 1951.



THE RISE OF LAMPREDI'S V12

The early history of Ferrari is overwhelmingly characterized by the evolution of one classic engine, the Giacchino Colombo-designed motor that is often referred to as the short-block V12. Colombo had been a principle engineer for the Scuderia Ferrari prior to World War II, and his postwar 1.5-liter engine soon became the backbone of early Ferrari models like the 125S, 166MM, and the 212 series. Once the motor's displacement was enlarged to three liters in 1954, the Colombo V12 became the unifying component of Maranello's road car development for the following fifteen years.

Considering the short-block V12's longevity and significance to Ferrari's evolution, Colombo, himself, actually exited the company rather early, joining Alfa Romeo in 1950. His defection was ultimately prompted by some of the limitations in his engine's design, and the rise of one of his

pupils, one Aurelio Lampredi. While Colombo's V12 thrived in the aforementioned sports car models and their respective racing endeavors, the engine was considerably less successful in the all-important Grand Prix competition format.

Somewhat ironically, Alfa Romeo's Grand Prix cars dominated the immediate postwar period with a supercharged version of the motor that Colombo had designed for them before the war on the Scuderia's behalf. This engine championed the prevalent notion of the prewar period that Grand Prix success was reliant upon blown motors of relatively small displacement. While this approach had no doubt resulted in winning cars, such engines required extreme degrees of tuning, maintenance, and parts replacement, as the high-revving motors were particularly susceptible to wear. Along these lines, Colombo had attempted to supercharge

his postwar V12 for Ferrari's Grand Prix entries, but the short-block engine could not hold pace with the highly developed Alfa unit.

Junior Ferrari designer Aurelio Lampredi envisioned a different approach. As a considerably larger un-supercharged engine was allowed under the formula, Colombo's apprentice proposed a naturally aspirated 4.5-liter motor, which Ferrari approved for development by 1949. Lampredi's creation differed from his mentor's not only with a bigger displacement, it featured a wholly taller and longer architecture, thus prompting the "long-block" nickname (and the retroactive "short-block" designation for Colombo's unit). The engine also featured single intake porting versus the Colombo V12's siamesed arrangement, and twin ignition per cylinder for increased power. First utilized in the Scuderia's 1950 grand prix



0132A at Willow Springs, 1952



Johnny Ysmael in his prized Ferrari



McAfee with 0132A. @Massini

THE 340 AMERICA - A BIG FERRARI FOR THE U.S.

cars, and soon after in the corresponding sports cars, the Lampredi engine offered unprecedented power capabilities at a fraction of the required maintenance during endurance events. The immediate success of the powerplant prompted Ferrari to temporarily abandon further development of the short-block V12, and Colombo accordingly soon made his exit. At the ripe age of 30, Aurelio Lampredi was promoted to chief engineer of Ferrari. While Lampredi's long-block engine initially displaced 3.3 liters in Grand Prix configuration, versions of 3, 4.1, 4.5, and 5 liters were eventually developed. These motors became the grist of Ferrari's sports car racing campaigns over the following five years, powering superlative models like the 340MM, 375MM, and the Le Mans-winning 375 Plus.

In April 1950, the 3.3-liter Grand Prix motor designed by Lampredi was dropped into chassis no. 0030 MT, a Touring-bodied Barchetta that was dubbed a 275 S. Two such cars were entered at the 1950 Mille Miglia, one driven by Luigi Villorosi and the other by Alberto Ascari, but both suffered transmission failures during one of the final stages, the Appenine section between Pescara and Rome (despite leading the eventual winner, Giannino Marzotto's 195 S Touring Berlinetta). The result would be markedly different a year later.

Given the dominance of Allard's Cadillac and Chrysler-powered cars in SCCA circuits in the United States, Enzo Ferrari reasoned he could effectively market a large-bore sports car specifically for the American market. In August 1950, the company announced

plans for a 4.1-liter Lampredi engined car, and 0030 MT was shown at the Paris Motor Show in September 1950, reconfigured with the new larger engine and now called the 340 America.

Production began with chassis no. 0082A, a Vignale-bodied Berlinetta that made its debut in April 1951 at the Mille Miglia. Villorosi and Piero Cassani drove this 340 America to first-place overall, demonstrating the tremendous promise of the platform. This car marked the first of 22 purpose-built 340 America examples, all assigned even-numbered chassis designations and thus theoretically intended for competition use like the concurrent 212 Exports. Despite this chassis numbering, cars could still be individually ordered to preference by coachbuilder or bodystyle, and eight of the 22 cars were



0132A at the Ambassador Hotel Concours d'Elegance, Los Angeles, 1953. @Massini

THE MOTORCAR OFFERED

actually trimmed as well-appointed roadgoing examples.

Available in open and closed coachwork from both Touring and Vignale, the 340 America was also clothed as a Coupe by Ghia. The model constituted the first premium supercar that Ferrari marketed specifically to the United States, and the precursor to the 410 Superamerica, which would eventually employ the ultimate 4.9-liter configuration of the Lampredi design for roadcar use.

Bonhams is honored to be offering this truly unique and bespoke, one-off Ferrari, from single family ownership for more than 50 years. 1951 Ferrari 340 America chassis number 0132A began construction during the Summer of 1951, and as documented by the clear copies of the factory build sheets on file, the chassis received all the very best components available as it was the very best chassis Ferrari offered in the day. Just five of these type 340A chassis were made to be clothed by a Coupe Vignale body, and the car offered here featured many unique features. Carrozzeria Vignale handbuilt 0132A during the fall of 1951, and the long list of bespoke coachwork features included slotted tail lights recessed into the fenders, front fender slots, two air intakes on the bonnet and unique front and rear bumpers. Furthermore, an abundance of chrome trim was fitted on the 340 America, as well as unique interior features including an

oversized, three level cigarette holder, placed right atop the dashboard. No less than six tail pipes were fitted, making sure to let the missive 4.1-liter V12 engine let go of its exhaust fumes. Lastly, the Coupe Speciale was finished by a two-tone exterior paintjob.

0132A received the factory test drive at Ferrari in November of 1951 and was then in 1952 delivered to the official Ferrari agency of Rome, Ponti & Mambretti. In February 1952, the unique Ferrari 340 was featured in the American car magazine Road & Track and had by this point been purchased by millionaire playboy, Mr. Johnny Ysmael. As Esquire magazine puts it, 'Johnny Ysmael had the World'. A Lebanese immigrant to the Philippines, Ysmael and his family had made a fortune buying up land in Manila and Batangas. The family also owned Ysmael Steel, once a leading manufacturer



of steel and home electrical appliances, later on, importers of FIAT automobiles. Bon Vivant Johnny lived fast, and unfortunately died at only 32. It is reported, that Johnny Ysmael paid a hefty \$25,000 for 0132A, a sum that would have bought you several houses in 1952, and a small fleet of more pedestrian automobiles. Ysmael would keep the car in Los Angeles, and lovely archival photos on file show him in the bespoke Vignale Coupé Speciale, fitted with Italian customs license plates. In 1953, Johnny Ysmael sold 0132A to another prominent Los Angeles resident, Mr. William Doheny, owner of the Union Oil Company (Union 76). Mr. Doheny would later sell the car on to legendary sports car dealer Ernie McAfee, who would campaign the car around the Southern California landscape. 0132A was photographed during this time at the Willow Springs Raceway, and it is very possible the father of the consignor Mr. James Walter,

saw the car while shown around by McAfee. Mr. Walter purchased the spectacular one-off Ferrari in the late 1950s, and it has remained in his family ever since, now being offered by his daughter. Mr. Walter would keep the car on the road up through the 1960s, but then lay the important Ferrari up, and preserved its authenticity. A restoration was started by Epifani Restorations, but not finished. At some point a Chevrolet engine was fitted, but the original, matching numbers engine was kept and is now refitted. The Ferrari is accompanied by a deep file of documentation including dozens of exceptional black and white photos of 0132A during the ownership of Ysmael, Doheny and while handled by McAfee, as well as copies of the factory build sheets and Marcel Massini's history file. 0132A is now offered for sale for the first time in more than 50 years and is a unique

opportunity for a collector of the finest motorcars to bring the car back to its former and very glamorous glory. A rewarding project indeed, this car is worth the full restoration needed, or simply assembled and brought to running and driving condition. Eligible for every conceivable event in the automotive niche, from world class concours like the Pebble Beach Concours d'Elegance or Villa d'Este Concorso d'Eleganza to premium vintage rallies like the Mille Miglia Storico or Le Mans Classic, this sensational early bespoke coachbuilt Ferrari checks all the proverbial boxes. 0132A boasts rarity and legitimate provenance, and it would make a crowning acquisition for the dedicated Ferrari collector. This exceptional piece of Ferrari history is as perfect synthesis of the finest qualities of 1950s Italian custom coachbuilt sports cars.

REFER TO DEPARTMENT

153.**1935 BUGATTI TYPE 57 GALIBIER**
Coachwork by Gangloff

Chassis no. 57245

3,257cc DOHC Inline 8-Cylinder Engine
 Dual Throat Updraft Stromberg Carburetor
 135bhp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Cable Operated Drum Brakes

- ★ *A handsome and inviting Type 57 benefitting from recent expert care*
- ★ *Known history from the 1970s*
- ★ *Elegant Jean Bugatti designed coachwork with an appealing patina*
- ★ *Wonderfully suited for Bugatti Club road events*

**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 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. Atalante two-seat coupé, Ventoux four-seat coupé, Stelvio cabriolet and the Galibier sedan vied with the best of France's and Europe's formidable coachbuilders' creations and comprised the bulk of Type 57 production. Bugatti's clients could have the best, but overwhelmingly they chose Jean Bugatti's designs on the Type 57.

THE MOTORCAR OFFERED

This 1935 Bugatti Galibier Saloon, is a handsome and usable example that is wonderfully suited for touring in the grand tradition of the Bugatti T57. It has been treated to recent mechanical care courtesy of a West Coast specialist and is presented with a charming patina that encourages enjoyment on the road. According to the car's history file and correspondence with American Bugatti specialists, it is based on an early Series 1 chassis and running gear, while the body originates from a later Series II car. Such combinations are not uncommon in the Bugatti world, as many cars were separated from their original coachwork during WWII or utilized for parts over the years. Little is known of this car's earliest history, though it is understood that this Galibier body came from a later chassis. In the 1970s, the Bugatti was in France, owned by Adrien Maeght.



Mr. Maeght was part of a famous family of art dealers and patrons, who maintained a spectacular collection of artworks, held across galleries in Paris and Barcelona, and Nice. In addition to priceless works of art, Adrien collected automobiles, with a particular fondness for Bugattis. He maintained a private motoring museum, and he published Antoine Raffaelli's fabulous book, *Memoirs of a Bugatti Hunter*. A copy of a French registration in Maeght's name is included in the history file. It was sold from the Maeght collection in 1994, purchased by A. Arman, also of France, who preceded two additional short-term owners.

By 2013, this Galibier Saloon was in the hands of the most recent owner on the West Coast of the USA. There, it received expert sorting and care at a specialist restoration shop. With its engine-turned alloy cam covers

and firewall, the presentation of the engine is tidy, appearing well maintained and consistent with a great, usable road car.

Cosmetically, the classic black and red livery, which has acquired a moderate patina through the course of time and careful use, is very appealing. The paint is in fine condition overall, with admirable body fit and doors that open and shut with satisfying precision. The coachwork features plenty of period-correct details including dual trumpet horns, Marchal Aerolux headlamps, and Klaxon semaphores. Brightwork is consistent and in good order, from the prominent horse-collar grille to the polished sills and fender stone guards. The style is understated yet handsome, riding on silver-painted wire wheels shod with appropriate black-wall Michelin rubber.

The beautifully appointed cabin features natural tan leather on the seats and door cards. The upholstery remains supple and appealing, with the feel and character of a favorite pair of leather gloves. Tan carpets the wool broadcloth headlining are in good order. Jaeger instruments and switches are fitted to the wood dash, and the driver is treated to the iconic four-spoke, wood-rimmed steering wheel. This handsome Galibier Saloon is an excellent selection for touring with the always-enthusiastic American Bugatti Club. It is also an approved CCCA Full Classic and thereby eligible for CARavan events. A practical, comfortable, and exciting touring car, this Bugatti Type 57 is sure to reward its next owner with the kind of enjoyment that only the great motorcars from Molshiem can bring.

**\$325,000 - 375,000
WITHOUT RESERVE**

154.

1932 AUBURN 12-160A BOATTAIL SPEEDSTER

Chassis no. 12-160A 1991 E

Engine no. BB 1216

391ci Lycoming Side-Valve V-12 Engine

Single Updraft Carburetor

160bhp at 3,500rpm

3-Speed Manual Transmission with Dual-Ratio Rear Axle

Front and Rear Semi-Elliptical Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- ★ Among the most original and correct example known to exist
- ★ Pebble Beach Concours d'Elegance class and award winner
- ★ Auburn Cord Duesenberg (ACD) Club Certified Category 1
- ★ Meticulous, national award-winning full restoration by Steve Babinsky



THE AUBURN TWELVE BOATTAIL SPEEDSTER

The Auburn Twelve was produced for only two seasons, 1932 and 1933, with unsold cars retitled and sold into the 1934 model year. In that brief moment – barely a blink in automotive history – it cemented itself as one of the great multi-cylinder cars of the Classic Era, offering outstanding engineering, performance, and style.

The latter was never more abundant than in the “boattail” speedster model, styled by the young and skilled Alan Leamy with a flowing two-passenger body that gracefully tapered to the rear, accentuated by subtle two-tone moldings. Few automobiles so much embodied the speed of which they were capable: the Twelve speedster looked fast, and it most definitely was, as anyone who has ever spent time behind the wheel can happily attest.

With its long hood and graceful lines, the Auburn Twelve speedster became a performance icon of its era, beloved by true enthusiasts – most notably, the Collier brothers, who famously raced their “Beelzebub” in Automobile Racing Club of America events, forerunners of today’s SCCA. In modern times, the same remains true of the speedster; the great enthusiast Dr. Fred Simeone wrote of this chassis: “The Auburn 12 offered more than a powerful engine. It had a high cruising speed with a Dual Ratio rear end which, upon command from a dash mounted lever, would offer either a 4.5 or 3.0 ratio for each of the transmission’s three gears.” Indeed, Dr. Simeone noted that a twelve-cylinder speedster set a speed record at Indianapolis of 115 mph, an average speed that was actually higher than that of the winning car in the 1932 Indy 500.

Today these cars are still joys to drive on tours, ACD Club events, and CARavans; they have even participated with some distinction in the Colorado Grand.

To the knowledgeable collector, however, acquiring an Auburn Twelve speedster is not easy. It is estimated that only 65 original twelve-cylinder speedsters were produced in three trim lines, unsurprising given the effect of the Depression on the sales of such flamboyant automobiles. Because of the tremendous rarity and desirability of the twelve-cylinder speedster, this model was among the first to be replicated by enthusiasts.

Accordingly while many twelve-cylinder Auburn speedsters exist, only a handful are authentic original examples.



THE MOTORCAR OFFERED

That handful of survivors— including just twelve of an estimated thirty-one 12-160A models produced — are fiercely prized and seldom ever become available for sale, with most remaining in long-term ownership. As such, they can justifiably be held as among the most seldom-traded and difficult to acquire American Full Classic, and scarce is the opportunity for one to be acquired privately much less publicly.

The authenticity of this particular 12-160A Boattail Speedster, one of the twelve verified authentic cars, is beyond question, with an unusually fortunate, lengthy provenance with enthusiasts extending back over the last six decades. Its history has been traced by historians back to 1957, when it was owned by Earl Grey of Columbus, Ohio. Mr. Grey held on to the Auburn until 1962, at which point he sold the car to Frank Cek, another Ohio Auburn Cord Duesenberg Club member, who is highly respected as a specialist in the twelve-cylinder Auburns. Mr. Cek owned the Speedster for nearly four decades and, importantly, largely preserved it in its original and intact condition.

In 2000 the car was inspected at Mr. Cek's home by Paul Bryant, chairman of the ACD Club's Certification program. After careful

recording and verification of its numbers, the Speedster was issued Category 1 Certification. This document, a copy of which is on file, notes that the car retained, as it does today, even the original serial number and engine number plates, its original frame stamping, and the original body number stamping in the woodwork. Few surviving examples of its kind have "ticked all the boxes" so thoroughly, undoubtedly due to the preservation efforts of the car's owners. Mr. Bryant summed up his report with unusually enthusiastic hand-written notes, recognizing the quality of what he beheld: "A rare authentic speedster...All Nos. match...This is the most original unrestored 12-cyl. Speedster I have ever seen — a benchmark for originality & authenticity!"

Soon after this inspection the car was



acquired from Mr. Cek by another well-known figure in the Auburn Twelve world, Ron Monte

of New Jersey, with whom it remained until its acquisition by the current owner in 2015. Soon thereafter the new owner decided that such an outstanding Speedster deserved a restoration of equal quality, and submitted the car to Steve Babinsky's Automotive Restorations of Lebanon, New Jersey. Automotive Restorations is highly respected, having produced numerous national award-winning examples of various Classic marques, including Best of Show at the Pebble Beach Concours d'Elegance, and is widely regarded for both the mechanical and cosmetic quality of their work.

A full restoration was undertaken, with no component left untouched and the goal of returning every nut and bolt to authentic, original condition. In a recent conversation, Mr. Babinsky noted that he was pleased to

find that the car's reputation as a straight, solid and remarkably complete original example – shown in photographs taken on-delivery – had not been exaggerated. Every piece of original sheet metal and inner woodwork was preserved and reused, including even the fenders and sills; the original body number stampings remain in place. Every drivetrain component was correctly and properly rebuilt.

Indeed, great effort was taken to ensure that the car would not only be capable of winning major awards, but that it would also run

and drive strongly – important to the owner, who thrills at actually using and enjoying his automobiles. It has been well-maintained to that same standard since; even the Columbia Dual-Ratio rear axle functions as was originally intended, and the owner notes that he has

indeed driven the car at 90 mph, "as I felt everybody should do that at least once!"

At the completion of the restoration, the car debuted at the 2016 Pebble Beach Concours d'Elegance, where it received a class award in the always hotly-contested American Classic Open class, and received the Briggs Cunningham Trophy, recognizing it as the Most Elegant Open Car. It also received the Roy Faulkner Trophy for Best Auburn and the Harold Ames Trophy for Best of Show at the Auburn Cord Duesenberg Club's 2016



National Reunion; scored at a perfect 100 points at the Classic Car Club of America's Annual Meeting in Reno, Nevada, in early 2017; and achieved a Junior First Prize and the National Auburn Cord Duesenberg Trophy in Antique Automobile Club of America (AACA) competition. Everywhere it has gone, it has been an award-winner.

Few of the surviving twelve-cylinder Boattail Speedster have accumulated such a wealth of important honors – with, it should be noted, many more such opportunities remaining open for a new owner, including further judging occasions with the AACA and CCA, and many other significant concours in both the United States and abroad. It would also, of course, be warmly welcomed back to Auburn and other ACD Club events, where its quality, excellence and provenance are widely recognized.

The opportunity to acquire a genuine twelve-cylinder Auburn Boattail Speedsters happens once a generation, and few meet the exceptional standards of authenticity, purity, and quality set by this national award-winning, ACD Club Certified Category 1 example. It is deserving of the most outstanding and selective collector, as the finest of its kind available – a truly superb car.

\$1,800,000 - 2,400,000

155.**1941 BUICK SUPER EIGHT CONVERTIBLE COUPE**

Chassis no. 14158673

Engine no. 44447204

320ci OHV Inline 8-Cylinder Engine

2 Twin-choke Carburetors

165bhp at 3,800rpm

3-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully restored example of the Model 56C Super Eight Convertible Coupe
- ★ Fitted with desirable Fireball Dynaflash OHV 8-Cylinder Engine
- ★ Previously in singular ownership for 45 years
- ★ A lovely example ready for tours or car shows

**THE 1941 BUICK**

Before World War II, there was no blurring of the hierarchy at General Motors. The ladder built by GM boss Alfred P. Sloan started with Chevrolet, with Pontiac a rung up, followed by Oldsmobile, Buick, LaSalle and Cadillac. Although positioned between Oldsmobile and LaSalle, there was nothing inexpensive or bare-bones about the Buick. It was a high-quality car that communicated a fair bit of status in its own right. Within the Division, Buick had a hierarchy of its own consisting of four series. As a result, Buick was able to offer cars for as little as \$900 and as much as \$2,300, which helped considerably to broaden the company's appeal.

THE MOTORCAR OFFERED

Offered here is a stunning example of the 1941 Buick Super Eight Model 56C Convertible Coupe. Previously in a collection for 45 years straight, the car is today offered from a prominent, East Coast based collection housing some of the finest American and European collector cars. This 56C Super Eight is finished in lovely Burgundy color over a rich caramel-colored interior, with a matching tan convertible top. The car was restored to a very high level during the mid-2000s by a group of Chicago-based restoration shops. The car is fitted with the optional Sonomatic push button radio and fender skirts, as well as the Fireball Dynaflash OHV 8-Cylinder Engine, which is easy to access from either side thanks to the newly introduced for 1941 two-way hood that could be made to open from either the right or left side.

With the specter of WWII lurking in the future, 1941 would be the last full year of production of cars for public consumption. While big styling changes were heralded for 1942, the government-imposed prohibition of the use of chrome on January 1, 1942 meant the new cars didn't carry the gleaming, toothy grills and shining accents of their predecessors. This stunningly well restored example, which has mellowed over the years to be a very usable and enjoyable driver, is the perfect Convertible for a lovely, long drive on a strip of smooth blacktop.

\$55,000 - 75,000
WITHOUT RESERVE

156.

1970 TRIUMPH TR6 ROADSTER

Chassis no. CC-54009

2,498cc Inline 6-Cylinder
Twin Stromberg Z6 Sidedraft Carburetors
150bhp at 4,900rpm
4-Speed Manual Gearbox
Factory Electronic Overdrive
Front Disc and Rear Drum Brakes

Without Reserve

- ★ Comprehensive rotisserie restoration
- ★ Three owners from new
- ★ Early VIN example with high-compression engine
- ★ Finished in rare color combination



THE TRIUMPH TR6

Its sports cars having relied exclusively on four-cylinder engines for the preceding decade-and-a-half, Triumph turned to six cylinders to extend the life and improve the performance of the much loved 'TR' series. Similar to the preceding four-cylinder TR4A - the first TR with independent rear suspension - but with Triumph's 2.5-liter, six-cylinder engine installed in place of the old 2.1-liter four, the TR5 was produced during the 1968 model year only pending the arrival of the TR6. Restyled for 1969 by Karmann of Osnabruck, the TR6 sported a full-width nose and squared-off tail. Under the skin the chassis remained basically the same as its independently-rear-suspended TR4A ancestor's while the 2.5-liter Lucas fuel-injected power unit was unchanged, producing 150bhp initially.

THE MOTORCAR OFFERED

This three owner Triumph TR6 has more recently benefited from an incredibly thorough rotisserie restoration after decades in enclosed storage. With over \$50,000 spent to restore this TR6, it presents beautifully today in Burgundy over tan interior, while the engine and transmission were rebuilt, as well as receiving a new wiring harness. There wasn't a single component overlooked or expense spared while bringing this example to better condition that would have been delivered new in 1970. This rare, early VIN example is fit with the high compression engine that delivers power to the wheels through its 4-speed manual gearbox with an electronic overdrive, a very rare option for 1970. This TR6 appears today with roughly 2500 miles on the car since its restoration was complete.

Accompanying the sale of this TR6 are its books, jack, original tool kit, and a comprehensive file of invoices outlining the history and restoration of this car by its previous owner. For any enthusiast looking for the sporting fun of a Triumph TR6, there is little chance that a better example will be seen on the market after so much care has been taken in restoring this car. The six-cylinder TRs are arguably the most exciting Triumphs ever made, continuing to enjoy an enthusiastic following world-wide and an excellent network of spare parts and service providers.

\$35,000 - 50,000
WITHOUT RESERVE

156A.

Offered from the esteemed Robert M. and Anne Brockinton Lee Collection

1930 ROLLS-ROYCE PHANTOM 1 DERBY

DUAL COWL TOURER

Coachwork by Brewster

Chassis no. S402MR

Engine no. 22029

7,668cc OHV inline six-cylinder engine

Single carburetor

100bhp at 3,000rpm

Three-speed manual transmission

Front semi-elliptical leaf springs and

rear cantilever spring suspension

Four-wheel servo-assisted drum

brakes

- ★ *Iconic collaboration of Rolls-Royce and Brewster*
- ★ *One of only 14 built and 11 to survive today*
- ★ *Ex-James Leake Collection,*
- ★ *Featured in de Campi's 'Rolls-Royce in America'*
- ★ *Unseen publicly for decades*



THE PHANTOM I DERBY

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signaling the beginning of its decline. The Phantom I was in production for only five years and the UK-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce, re-emerging as an auto-maker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934 and the company became part of the reconstituted Springfield Manufacturing Corporation.

Of all the bodies that Brewster built on Springfield chassis it is the Derby that has become the most hallowed. They are without doubt one of the best-looking cars of the period of any coachbuilder and, represent the pinnacle of Brewster



THE MOTORCAR OFFERED

design, with the dished aluminum molding stretching from stem to stern, cutaway doors and compact tail. The fact that they quite literally appear to be moving when standing still alludes to their sporting pretensions and eschews much of the preconceptions of the brand.

Only 14 Derby Tourers were ever built and it is thought that of those a mere 11 survive to this day, a further 4 Speedster versions which are identical save for kick up rear fenders complete this neat batch of automobiles. All are universally coveted and rarely change hands the last such examples being offered publicly more than 6 years ago.

This example comes with a pedigree that could hardly be bettered, being offered directly from the collection of one of the foremost collectors of the marque Robert M. Lee. It was acquired by him in the heyday of his acquisitions of Rolls-Royce, when a number of mythical examples of the brand joined his collection including icons such as London-Edinburgh Silver Ghosts and several unique coachbuilt Silver Clouds.

S402MR could chart an equally important history preceding this, it had been built as one of the last Phantom Ones, and as such benefits from details such as its late series C. M. Hall torpedo head and sidelights, which are more befitting of the rakish bodywork than the earlier 'drum' design.

Of course, for Rolls-Royce, a wonderful aspect of the quality of the marque is that they were vociferous record keepers and information on build and ownership is known from day one. The original owner was one Mrs. Margaret Dunlop of Amsterdam, New York, whose husband David had heralded from the British Isles in Scotland and she from Ireland, perhaps accounting for a leaning towards the iconic British car builder, and a wish to own a blend of the best of these two nations either side of the Atlantic.

S402MR was the last Phantom One to have worn Derby Tourer bodywork from new, something that is not common since body switches even in those days were frequent, as Brewster and Rolls frequently updated cars to resell them. Mrs. Dunlop received the Rolls two days



before Valentine's Day 1930 and would retain it for seven years. Ownership after this remained in New York state, first with another lady, Mrs. Dorothy Tuckerman then in March 1939 it moved out onto Long Island and into the possession of Francis DeBeixedon of Easthampton. From this point the car transferred across the country, leaving East Coast ownership to pass to F. Ryden Skinner of Alta Lodge, Utah in 1945. The following year it migrated right across the country and to San Diego, becoming the property of Lester P. Wegeforth.

According to the Rolls-Royce Owner's Club, the Derby was already in the ownership of famed Rolls-Royce collector, James 'Jimmy' Leake of Muskogee, Oklahoma by 1966. In his ownership it is featured in John Webb de Campi's

definitive reference book, Rolls-Royce in America and it remained in that same stable by 1990 when offered at auction where it was purchased by Mr. Lee. It would later be joined by a Derby Speedster, effectively duplicating its purpose within the group, leading to the rationalized decision to offer the car for sale.

Today the car's older restoration shows some age but none too much to overshadow its exquisite form, which is the essence of the 'Roaring Twenties'. Its guise is a tasteful rich chestnut hue, with matched fenders coach-lined in cream and further accented externally by whitewall tires, an off-white top and covered trunk. These are contrasted by the simple chrome features of radiator, dual windshields and the aluminum trim swage molding. The interior is trimmed in deep burgundy hides.

With the depth of choice among the collection the Derby has seen only limited display in this three decades of custody, it provides its next keeper the opportunity to show a much-fabled model which will, as it did in its day, surely draw considerable interest.

\$600,000 - 750,000

156B.

Offered from the esteemed Robert M. and Anne Brockinton Lee Collection
1960 JAGUAR XK150 3.8 LITER ROADSTER

Chassis no. S832160DN

Engine no. VA 2268-8

3,781cc DOHC 6-Cylinder Engine
2 SU Carburetors, 220bhp at 5,500rpm
4-Speed Manual Transmission with Overdrive
Independent Front Suspension – Live Rear Axle
4-Wheel Hydraulic Dunlop Disc Brakes

- ★ Desirable end-of-the-run 3.8-Liter XK150
- ★ Jaguar Letter confirms matching-numbers engine
- ★ Factory Overdrive example
- ★ In the present ownership for more than 30 years



THE MOTORCAR OFFERED

'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*.

Bonhams is honored to offer this particular XK150 from the Robert M. and Anne Brockinton Lee Collection. The car has resided in this stable since the 1980s, where among many British built cars it has rubbed shoulders with others of each chapter of the Jaguar story.

As new, according to a letter from Jaguar's Browns Lane Works in the 1980s, the car was supplied new to these shores and through Jaguar Cars North America to its first owner, Mr. F. Brown of Colombes, Missouri in November 1960. That same

letter confirms it to have been delivered much as it is seen today, with the matched numbers engine, and in the same paintwork scheme of Cream/white with a black top and interior. With its late number, this places it in the very last sequence of these cars to have been delivered and has the appealing 'DN' suffix confirming overdrive transmission.

By the late 1980s the car appears to have migrated north to Montana, where it was restored by Carlson's Classics of Kalispell, MT. Correspondence on file records the extent to which the Roadster was restored, and it would seem that this was to a very high standard and with good authenticity for the detail aspects.

It is likely that the car was offered for sale on completion of its rebuild and Anne Lee recalls it being acquired from a New York Times advertisement in the late 1980s. Ever since that time it has resided in this collection, where it has generally been displayed rather than used. Although being an older restoration it has been sympathetically maintained, standing the test of time well. Later it was duplicated within the collection, now leading to the decision to part with the car.

As an extremely late example with the big 3.8 Liter motor and in roadster form, coupled to its prestigious ownership makes it a highly desirable example with great potential for future tour use.

\$125,000 - 150,000
WITHOUT RESERVE

156C.

Offered from the esteemed Robert M. and Anne Brockinton Lee Collection
 1956 JAGUAR XK140 MC DROPHEAD COUPE

Chassis no. S819159
 Engine no. G9464-8S

3,442cc DOHC Inline 6-Cylinder Engine
 2 SU Carburetors
 210bhp at 5,500rpm
 4-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- ★ A great model for long distance tours, rallies and driving
- ★ Practical car for all weathers, with exceptional performance and elegant styling
- ★ Matching numbers, Special Equipment model
- ★ Offered with Heritage Trust Certificate

**THE MOTORCAR OFFERED**

Launched in 1954, the Jaguar XK140 was more refined than its sensational 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 power unit remained Jaguar's well-tried, 3.4-liter, twin-cam six. Options included an MC Modified C-Type head version, which provided a 10% boost in power up to 210bhp, and when tested in Road & Track, recorded a 0-60mph time of 8.4 seconds and top speed of 121.1mph. US marketing also offered the option "for the traveler, of the "Visit Europe Delivery Plan", where one could collect at the Works and then ship to USA. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers. Like its forbear, it was built in three model types: roadster, coupe and drophead coupe.

The eminently versatile Drophead Coupe body was cleverly cross marketed to sports enthusiasts as family men, perhaps as the ultimate excuse to sneak one into their garages! In one US advert, a car very similar to that offered today, is depicted outside a store, with lady and child poised with groceries, and captioned 'the car ... Jaguar. Here you see the Jaguar XK140 Convertible, very much a part of the family picture at the famed Farmers Market – docile, gentle, yet every thoroughbred inch a Jaguar. You will find this superb car with its fully-lined convertible top, roll up windows and additional seats for small children – is particularly suitable for family use.'

This Jaguar XK140 SE/MC Drophead was built on November 12, 1956 and delivered to the US one month later through Jaguar Cars, New York. As new it wore cream paintwork, with a black top and interior, much as it is

today, with only the interior changed to red. At some point in its career, most likely in its immediate previous ownership it was restored to a high standard. It was acquired by Bob Lee while at the Scottsdale auctions in 1989, and so has resided in this world class automobile collection for the last 30 years! Its 'S' chassis prefix confirms the car to have been delivered new in that more desirable form of the Special Equipment models, which benefited from the performance addition of a 'C' Type cylinder head, wire wheels and dual fog lamps and twin exhaust.

Over the course of the last three decades, the Jaguar has shared a stable with some of the greatest cars in the world, while being carefully exhibited on museum display. Offering the best of all worlds as a tour car, the drophead coupes are a popular choice for long distance rallies.

**\$100,000 - 125,000
 WITHOUT RESERVE**

157.**1933 CHRYSLER CL CUSTOM IMPERIAL SEDAN**
Coachwork by LeBaron

Engine no. CL1312

384ci L-Head Inline 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 Drum Brakes

- ★ *One of just 21 CL Imperial, Close Coupled Sedans built*
- ★ *Top-of-the-line Chrysler model with custom LeBaron coachwork*
- ★ *Magnificent restoration, with recent recommissioning by renowned restorer Bob Mosier*
- ★ *A CCCA™ Full Classic eligible for a host of tours and events*

**THE CHRYSLER IMPERIAL**

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. 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. 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 rare 1933 Chrysler CL Custom Imperial is one of just 22 examples completed with LeBaron Sedan bodywork. The elegant motorcar formed part of the Tommy Allen Collection in the past and is reported to have been treated to a comprehensive restoration costing several 100,000s of dollars at some point. Most recently award-winning California-based restorer Bob Mosier carried out a mechanical recommissioning on the top-of-the-line Chrysler, which included attention to the fuel, braking and cooling systems. A recent professional detailing job ensures the rare CL Imperial Sedan by LeBaron looks its absolute best. From the Golden Era of pre-war Chrysler production, this fine motorcar is eligible for a host of tours and events, and deserves serious consideration.

\$100,000 - 150,000
WITHOUT RESERVE

158.

1967 PORSCHE 912 COUPE

Chassis no. 460436

1,582cc OHV Flat 4-Cylinder Engine
2 Solex Carburetors
90bhp at 5,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ Recipient of comprehensive restoration
- ★ Finished in Bahama Yellow
- ★ Classic Porsche styling
- ★ Offered with Porsche Certificate of Authenticity



THE PORSCHE 912

Put into production in July 1964, the 911 presaged the end of 356-production. It was July 1965 before the 911 made it to the US, and customers immediately noticed the differences from its predecessor. In addition to being more modern and more powerful, it was also more expensive: nearly \$2,000 more than the comparable 356 model. In Europe, too, this was a problem. Thus, by April 1965 a "transitional model" entered production. Essentially a 911 with a 356-type flat four, the new car, designated "912," was not only less expensive, selling at near-356 prices, but enjoyed more even weight distribution and better economy. The combination of the four-cylinder engine and the slipperier 911 design was capable of achieving 30 mpg. More than 30,000 were eventually built.

THE MOTORCAR OFFERED

The seller reports this 912 was the recipient of a comprehensive restoration which was completed in 2015. Finished to specifications matching the COA, the Porsche wears factory correct Bahama Yellow paint. Both the engine and transmission were rebuilt as part of the project as to ensure a dependable drivetrain. The floor pan of the car was also replaced alongside the front trunk floor, and every nut and bolt are reported to have been re-cadium plated. Responsible for the interior appointments, K&H re-did the entirety of the upholstery inside the car. Just 4 owners have had the pleasure of owning this delightful 912, and since the completion of the restoration, the car has been sparingly used and is ready for its next owner to enjoy.

One of the purest Porsche experiences, the 912 is a vehicle that every enthusiast should own at some point. Do not miss this opportunity to purchase a well sorted example.

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



159.

2008 ALFA ROMEO 8C COMPETIZIONE

VIN. ZARJA181180038486

4,691 cc DOHC V8 Engine
Fuel Injection
444hp at 7,000rpm
6-Speed Semi-Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Brakes

- ★ From the collection of James Glickenhaus
- ★ One owner from new
- ★ Spectacular double red specification
- ★ Complete with fitted luggage



THE ALFA ROMEO 8C COMPETIZIONE

First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C revived a famous name from the Italian company's illustrious past when it entered production in 2006. The original 8C (eight-cylinder) Alfa engine had been designed in 1931 by the legendary Vittorio Jano and was used to power Alfa Romeo's most prestigious road models, as well as its sports-racing and Grand Prix cars, until the decade's end. Styled by Wolfgang Egger, the modern-day 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sports-racers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite a UK price tag of £111,000. Alfa though, stuck

by the decision to build only 500 examples of the 8C coupé but later changed its collective mind and made a further 500 roadsters. In 2010 the 8C Competizione was chosen to feature on the Goodwood Festival of Speed's main 'sculpture' display alongside an Alfa Romeo P2 Grand Prix car.

The genesis of the 8C Competizione graphically illustrates the close links between Italy's premier marques: Alfa Romeo, Ferrari and Maserati, all of whom are owned by FIAT. Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and is powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena. An enlarged version of that found in the Maserati Quattroporte

and GranTurismo, the 4.7-litre V8 produces 450bhp at 7,000rpm and drives via a six-speed, semi-automatic, paddle shift gearbox, which is located immediately ahead of the rear axle in the interests of mass centralization. The Pirelli P Zero tires were specially developed for the 20" alloy wheels. As is the norm with 21st Century supercars, the 8C Competizione also features switchable performance modes.

The main chassis and its engine/gearbox/suspension sub-frames are steel, with carbon fiber used for the passenger cell and external body panels. Carbon fiber and aluminum both feature in the stylish interior, which is equipped with lightweight, leather-trimmed seats by Poltrona Frau of Turin. Alfa Red or black were the standard exterior colors and there were also various options, some at extra cost.



THE MOTORCAR OFFERED

No one buys an Alfa Romeo, and certainly not one as special as the 8C Competizione, without being interested in its performance potential. Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate 500 customers was at all dissatisfied.

This 8C has had the distinction of remaining under the single ownership of a Mr. James Glickenhaus. A name immediately recognizable among those in the automotive world, Mr. Glickenhaus is likely most famous for his Pininfarina bodied Ferrari Enzo, dubbed the P4/5. While his car was on display at the Paris Salon, Alfa Romeo was also showing their latest creation, and so it happened that he ordered one for himself in matching paint specification to his Ferrari. Like the other vehicles within his collection, the car was driven extensively and currently shows over 40,000 miles on the odometer.

More recently, Glickenhaus' attention has shifted towards the ultimate automotive endeavor: the establishment of his own marque, Scuderia Cameron Glickenhaus. With several upcoming models on the way, one in

production, and sights set firmly on a Le Mans 24 Hour victory, little time can be devoted to his 8C, and so it has come time to part ways.

Being in such good hands for so long, the vehicle is up to date on its maintenance with the most recent work including a new set of tires and comes complete with fitted luggage and owner's books. Unquestionably a modern collectible, the 8C's seductive lines and Ferrari derived powerplant make for one of the most complete sports cars of the past 2 decades. Offered from the best of homes, this Alfa is sure to be cherished for years to come.

\$200,000 - 250,000

160.

1929 BENTLEY 4½ LITER SPORTS TOURER Coachwork by Vanden Plas

Chassis no. FB3317
Engine no. FB3320

4,398cc SOHC Inline 4-Cylinder Engine
4 Overhead Valves Per Cylinder
110bhp at 3,500rpm
4-Speed Manual Gearbox
Front and Rear Leaf Spring Suspension
4-Wheel Drum Brakes with Servo Assist

- ★ Well-known and documented example accompanied by detailed Clare Hay Report
- ★ Retaining original coachwork, engine, drivetrain and suspension
- ★ Thoroughly maintained by marque expert Steve Babinsky
- ★ Colorado Grand and California Mille Participant



THE BENTLEY 4 ½ LITER

W.O. Bentley proudly debuted the new 3-liter 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. In only mildly developed form, this was the model which 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.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Liter's competitiveness was on the wane and this, together with the fact that too many customers had been tempted

to fit unsuitably heavy coachwork to the excellent 3-liter chassis rather than accept the expense and complexity of Bentley's 6½-liter 'Silent Six', led to the introduction of the '4½'.

The new 4½-liter model effectively employed the chassis, transmission and brakes of the 3-liter, combined with an engine that was in essence two-thirds of the six-cylinder 6½-liter unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-head architecture, but reverted to the front-end vertical camshaft drive of the 3-liter. Bentley Motors lost no time in race-proving its new car. The new model also retained that "bloody thump", as noted Bentley owner Walter Foden referred to it, a characteristic that enables one to clearly identify a 4-cylinder Bentley from many

miles away. Bentley Motors wasted no time in proving the new car in competition. It is believed that the first prototype engine went into the 3-liter chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-liter chassis for that year's Grand Prix d'Endurance at the Circuit de la Sarthe. The original 4½-liter car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up. The new engine quickly proved its worth, and it managed an outright win at Le Mans in 1928.

The 4½-liter was produced for four years, all but nine of the 665 cars made being built on the 3-liter's 'Long Standard',



THE MOTORCAR OFFERED

10' 10"-wheelbase chassis. Purchasers of the 4½-liter model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required. The most iconic of course were the cars fitted with tourer bodies by Vanden Plas, which provided 669 bodies from 1922 to 1931. Bentley's relationship with Vanden Plas began in 1922, and by 1924, the company bodied 84 Bentleys alone. In 1925, Vanden Plas leased a portion of their premises to Bentley for the latter's service department, securing their role as the coachbuilder of choice for Bentley.

Reaching 90 years of age, this British sportscar looks today much as it would have done when completed by the dream team of W.O. Bentley's Cricklewood Works and Vanden Plas' coachbuilding house. Of course, it was that partnership that provided the juice for the campaigns at Le Mans throughout the 1920s and garnered no fewer than 4 outright wins. Each were built in this guise of the most potent Bentley to date, clad in lightweight open bodywork. It was a recipe for success, and provided Bentley and the famous Bentley Boys, the likes of Henry 'Tim' Birkin, Woolf Barnato, Clement Watney, and so on, with numerous other wins around the UK and Europe, at Brooklands and beyond. Back in the day, it would have been every boy's wish to pilot one of these fabled machines, and that desire has perpetuated the brand through 99 years of existence.

Few marques have had as many coachwork and engine replacements as the early Bentleys. Many closed bodies were replaced by sporting, open tourers, both in-period and after the war, and few original bodies have survived intact, making FB3317 all the more desirable. Besides originality, proper maintenance is vital, and the value of a vintage Bentley is not diminished if it has sensible updates, thoughtful maintenance, and supporting documentation. Consequently, after 90 years, this example is a rare find.

Archived by Bentley Motors and Vanden Plas, and subsequently by clubs like the Bentley Drivers' Club and Rolls-Royce Owners' Club, early Bentleys can often be accurately documented. The ownership history of FB3317 is admirably complete, starting with its first owner in 1929, F.W. Howarth, of The Danes, Higher Crumpsall, Manchester.



Clearly a Bentley enthusiast, he first owned a 1925 3-Liter Arnold Saloon, then a 1928 4½-Liter J. Gurney-Nutting Saloon, and a 1930 4½-Liter Supercharged Vanden Plas Coupé.

He was followed by B.C. Garnham, of London, in 1933 and G. Forbes, of Essex, in 1936. Following a presumed wartime slumber, the car re-emerged in 1946 with a succession of known owners, most notably Captain Geoffrey Hunt, who brought FB3317 to the New World in 1956. At some point, presumably before its export to America, the original chassis frame was replaced by AD3671. This practice was not uncommon at the time; presumably, AD3671 was in better condition than FB3317, which is known to have been repaired multiple times in the 1930s. It is further known that Captain Hunt

installed the Marchal headlamps, which remain with the car to this day, whilst the dating of the current cycle wings is unknown.

In 1966, owner W. A. Boone restored the car, and he won many concours events with it. The rebuild is recorded in number 100 of the Bentley Drivers' Club's Review from May 1971, and Boone notes that the wooden body frame was restored by Don Carpenter, of Wizard Works in Kenosha, Wisconsin; since the body was extensively restored at this time, it is possible that the wings were replaced then as well. In any case, to this day, the body retains the hallmarks of the Vanden Plas craftsmen.

Boone and FB3317 participated in club tours and events, including RROC Spring and Fall Tours in the U.S.; Vintage Racing at Laguna

Seca, California, and Road America in Elkhart Lake, Wisconsin; a Bentley Drivers' Club Tour of England, covering 1,200 miles; and the SCCA Michigan Miglia, which covered 1,000 miles in three days. Awards include the NIRCCA Grand Award for Excellence and an RROC First in Class for "Vintage Bentley" in 1970; the AACA's "S. F. Edge Award for the outstanding restoration of the year of a foreign-made automobile in a national event" in 1972; the BDC, "Best Overseas Car" at Kensington Gardens, London, in 1974; and 100 points in the "Senior Foreign" class at the Indianapolis National Grand Classic in 1976.

Published references include seven in the Bentley Drivers' Club Review between 1974 and 1982 and five in the RROC Flying Lady between 1971 and 1979. In addition, FB3317 is mentioned in Vanden Plas Coachbuilders,



by Brian Smith, and All the Pre-War Bentleys - As New, by Stanley Sedgwick. Perhaps the most astute observations have been made by Clare Hay, author of many archival Bentley reference volumes, including Bentley: The Vintage Years; Bentley Factory Cars, Bentley Speed Six; and Bentley Eight Liter. Hay inspected the car thoroughly in early-2013 to examine the original components and map out for the first time where and why repairs, replacement of parts, and sensible upgrades were performed.

In the incredibly detailed report, every component of the car is examined, photographed, and recorded. Aside from the replacement chassis, Hay notes that the engine, the desirable close-ratio C-Type gearbox, number 6442, the steering box, and the front and rear axles remain original to the

car, as do the correct-type Bentley & Draper shock absorbers. The front brakes are the original 1929 type, although it is noted that the finned brake drums are a later update and are considered superior to the original units. The fuel system is correct, including the matched pair of SU HVG5 carburetors and Ki-Gass cold starting pump, as is the matched pair of ML ER4 magnetos. The car even retains its original leather trays between the chassis and the sump flange, which are almost always missing, as well as the quick release radiator cap, which was originally fitted to racing cars and ordered by F.W. Howarth from Bentley in April 1930.

FB3317 has retained its complete identity throughout its entire life and has participated on rallies such as the Colorado Grand and California Mille. It has been cared after and

maintained by expert restorer Steve Babinsky and recently received \$16,000 worth of work in 2018. Offered from a prominent East Coast based collection of some of the best sports and racing cars made, this Bentley is ready to be enjoyed and would be welcomed in clubs, like the Bentley Owners' Club Ltd., and invited to the finest events round the globe. Unlike many cars from the 1920s, a Bentley is thrilling to drive, and one is an essential part of a pre-war collection.

\$700,000 - 850,000

Please note, this vehicle is titled under the engine number.

161.

1962 ASTON MARTIN DB4 SERIES V VANTAGE Coachwork by Touring

Chassis no. DB4/958/L
Engine no. 370/994/SS

3,670cc DOHC Inline 6-Cylinder Engine
Triple SU Carburetors
266bhp at 5,750rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Disk Brakes

- ★ One of very few, highly desirable, LHD, covered headlight, Vantage examples made
- ★ Retains the original, matching numbers engine
- ★ Offered from 33-years of ownership
- ★ A very rare and collectible Aston Martin from the Golden Era



THE ASTON MARTIN DB4

'When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races.' - *The Autocar*, 3rd October 1958

Classically proportioned and instantly recognizable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. 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 at Lagonda under the auspices of 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.'

First seen at Le Mans the previous year in the DBR2, the 3.7-litre, six-cylinder, double-overhead camshaft engine was the work of Tadek Marek, formerly with Austin, while the gearbox was a new David Brown four-

speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.





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 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, while the third series featured separate rear lights, two bonnet stays, and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear

lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburetors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit. Almost all DB4 Vantages were built with the faired-in headlights of the DB4GT, including the car offered here.

The DB4 Series V Vantage is one of the rarest and most desirable of the DB range with very few cars built in this final incarnation of the DB4. Indeed, the original 'James Bond' car used in the filming of 'Goldfinger' was a DB4 Series V, as they look virtually identical to the DB5 which at that time was not quite ready.



THE MOTORCAR OFFERED

The gorgeous Aston Martin DB4 Series V Vantage offered here is one of very few, end-of-the-run, covered headlight fifth series DB4s made. Furthermore, the car is a factory Vantage model, with a left-hand drive steering arrangement from new. Records differ, but some say that less than ten of these cars were made!

According to a copy of the original factory build record on file, DB4 chassis number DB4/958/L was delivered new to Garage Fischer & Cie, Zurich, Switzerland on May 12th, 1962. The factory build sheet further notes the desirable factory equipment as Vantage specification, overdrive and chrome plated Borrani wire wheels, and a left-hand drive steering arrangement. Triple SU carburetors were fitted, as well as Smith metric instrumentation and Avon tires. The

car was finished in Desert White, with a black Connolly leather interior. It remains unclear how long the car stayed in Switzerland, or Europe for that matter, but DB4/958/L had made its way to the United States by the mid-1980s.

The consignor, a Texas-based collector and connoisseur of exceptional European sports cars, bought the rare Aston Martin from Tom Barrett in 1986, and has retained the car in his impressive collection ever since. A repaint in red has been performed at some point, but other than that, the Aston Martin DB4 Vantage remains in highly original and unmolested condition throughout. The original black Connolly leather interior remains intact, and many compartments feature the original, factory-applied finishes. The chassis and body plates are original, and the original,

matching numbers Vantage engine remains in the car. The car has never been altered or changed about, and really offers a rare opportunity to acquire a splendid example of this highly collectible Vantage model. Rarer than a DB4 GT, and maybe even the GTZ, this spectacular, factory left hand drive Series V, covered headlight Vantage DB4 is coming out of decades of devoted ownership and offers the next owner unparalleled opportunities.

\$550,000 - 750,000

162.

1928 ROLLS-ROYCE PHANTOM I TRANSFORMAL PHAETON Coachwork By Hibbard et Darrin

Chassis no. S267FP
Engine no. 22677

7,672cc OHV Inline 6-Cylinder Engine
Single Dual-Throat Carburetor
108bhp at 2,300rpm
3-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes

- ★ *Exquisite Hibbard et Darrin Transformal Phaeton coachwork*
- ★ *One of only 35 Rolls-Royce chassis bodied by the exclusive Parisian Carrosserie*
- ★ *Beautifully restored and maintained in stunning condition*
- ★ *Suitable for concours and touring events worldwide*



THE ROLLS-ROYCE PHANTOM

America in the first third of the twentieth century was a wide-open, fast-growing economic colossus. Its vast area yielded riches both mineral and agricultural. Exploitation of seemingly endless resources created fortunes for daring entrepreneurs, capital that soon was redeployed to support growing industries, compounding wealth upon wealth.

Like its natural resources, an epic stream of immigrants created synergies as the expanding and industrious population consumed food, news, entertainment and dwelling space. Roads, which at the turning of the twentieth century were nearly non-existent outside America's cities, expanded with the advent of the automobile, a means of transportation singularly adapted to the largely dispersed, rural character of America.

Not surprisingly, then, America became the most significant foreign market for Rolls-Royce. Rolls-Royce automobiles appealed to newly wealthy American financiers and industrialists with their quality, luxury and reliability. A newly wealthy society appreciated the cachet of Rolls-Royce's reputation. Production of Rolls-Royce aircraft engines in America during World War I introduced the company to the skills, resources and suppliers rapidly turning America into a manufacturing power. Claude Johnson recognized the potential for building Rolls-Royce automobiles there soon after the war and in 1919 arranged to purchase the former American Wire Wheel factory in Springfield, Massachusetts.

Springfield was located along the axis of America's industrial development, in an area famed for its armories and machine tool

industry. It had a workforce trained in precision manufacturing and was easily accessible to a network of suppliers from Boston to Buffalo. Manufacturing began in 1920 using components imported from Rolls-Royce in Great Britain but soon began to incorporate domestically produced content, particularly electrical, that was readily available, easily serviced and found to be as good as, if not better than, that sourced from Derby. Eventually, some of the finest automobiles built by Rolls-Royce came from the Springfield factory.

The "New Phantom", now known as the Phantom I, represented an incremental approach to the evolution of Rolls-Royce's premier model. At its core was a significantly new engine. Still a straight six, at 7,672cc displacement it was slightly larger than the



Silver Ghost that preceded it. Rolls-Royce's years of experience, particularly with aero engines, resulted in a pushrod operated overhead valve head with significantly better cross-flow breathing. Real output increased from 86bhp in the Silver Ghost to 108bhp in the Phantom. The new overhead valve engine rested in a developed but largely unchanged chassis with semi-elliptical leaf springs and four-wheel drum brakes with mechanical servo assist. Springfield Rolls-Royces had the U.S. pattern 3-speed center shift gearbox and left-hand drive.

New Phantom production in Springfield persisted from 1926 until 1931, but only about 1,240 were built as the world descended into the Great Depression. Most were bodied by Brewster in Long Island City, New York, a Rolls-Royce subsidiary since 1926.

A few Springfield Rolls-Royce chassis received coachwork from a rapidly declining cadre of custom coachbuilders. Executed with nearly unique style, they are the ultimate New Phantoms, including this Hibbard et Darrin bodied Transformal Phaeton created for Hollywood movie mogul Jack L. Warner.



THE MOTORCAR OFFERED

Hibbard et Darrin's signature elegance radiates in this car, officially called the Torpedo Transformal Phaeton, built on a Springfield Phantom I chassis, number S 267 FP. Characterized by its low roofline, trapezoidal side windows, and unique B-pillar treatment, this patented design was personally drawn by Darrin. With the top in place, a flap fills the space between the windows to create a B-pillar of sorts, allowing for a weather-tight cabin and a distinct low-slung profile. Lowering the top and side windows gives the car the appearance of a sporting dual-cowl phaeton. The unique styling was by advanced construction techniques. Traditional coachbuilders crafted wooden frames which were then skinned in steel or aluminum. However, Hibbard et Darrin utilized a patented procedure they called "Sylentlite" (silent-light) to build the major body components.

The doors, for instance, are one-piece alloy castings, which were not only light but rattle resistant and allowed for tighter tolerances. The remainder of the body is skinned in aluminum alloy to reduce weight.

Chassis number S 267 FP is one of fewer than five known Phantom 1 chassis to wear this stylish Hibbard et Darrin coachwork. Subtle differences distinguish them, and this car is considered the sister to a similar example once owned by Marlene Dietrich, gifted to her by Paramount Studios and featured in her 1930 film Morocco. This car share's the same split, opening windshield design with the Dietrich car, as well as the distinct roof treatment. The ownership history of S 267 FP is well-documented through accompanying Rolls-Royce Owner's Club records. Sold new in 1928 to A.H. Chapin,

it changed hands less than a year later to Bud A. Lipman of New York, New York. Subsequent owners include Clifton Carr and Franklin Lee. In approximately 1945, Mr. Lee sold it for \$200 to Hans Hinrichs of St. Louis, MO. Mr. Hinrichs became the first long-term owner, enjoying the beautiful Rolls-Royce with his family for many years. He displayed it at the National Museum of Transportation in St. Louis, which he co-founded. Toward the end of nearly 40 years in the Hinrichs family, it fell into a state of disrepair and required restoration. It then passed to another St. Louis collector and restorer, David Weber in 1982. Both Weber and Mr. Hinrichs' son still remember the car fondly from its days in St. Louis.

It then joined the famed collection at the Imperial Palace in Las Vegas, who



commissioned a restoration, which it wears proudly today. Since the late 1990s, it has been lovingly maintained in a significant collection of Rolls-Royce and Bentley motorcars. Finished in the striking livery of black over red hides and accented with a red-piped black top, this is a stunning example of Hibbard et Darrin's talent. The beautiful restoration has aged exceptionally well, with exquisite paintwork, high-quality plating and beautiful detailing. The interior is trimmed in the finest materials and opulently appointed in the tradition of the great European coachbuilders. Gorgeous red leather shows a bit of character from occasional use, while the carpets and door panels remain in excellent order. Stunning inlaid woodwork features on the door caps, dash, and division panel. Details include a Swiza clock for the rear compartment and restored instruments and

switches in the fascia. The doors have roll-up glass windows to make for a cozy, weather tight driving compartment with the canvas roof in place.

Under-bonnet detailing is up to the same exceptional standards, with the engine number 22677 corresponding with the documents provided by the Rolls-Royce Foundation. The 7.7-liter inline six is a beautiful piece of engineering, presented with finely finished castings and black porcelain fittings. Wiring, plumbing, and fixtures are period correct and presented in beautiful condition, revealing the quality of care it has received in the time since the restoration.

Only a small percentage of Springfield Phantom I chassis went to anyone other than Brewster, and this marvelous Transformal

Torpedo Phaeton is one of only 35 Rolls-Royces bodied by the masters at Carrosserie Hibbard et Darrin. A unique amalgamation of British engineering, American craftsmanship, and Parisian style, this distinguished motorcar is suitable for use in tours or concours events. One of the most desirable open Rolls-Royces of the era, this exquisite example will surely satisfy even the most discerning collector.

\$350,000 - 550,000

163.**1966 JAGUAR E-TYPE SERIES 1 4.2 COUPE**

Chassis no. 1E32352

Engine no. 7E32352

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

- ★ *Always maintained, but never restored condition*
- ★ *Sold after long term ownership*
- ★ *Numbers matching example*
- ★ *Opalescent Gold Sand over Cinnamon*

**THE JAGUAR E-TYPE**

Introduced in 3.8-liter form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was a lot more to the E-Type beneath the skin.

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-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not

disappoint: firstly, because it weighed around 500lb 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. Aerodynamically, the Coupé was superior to the Roadster and a more accomplished Grande Routière, enjoying a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

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 sub-frame that supported the engine. 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.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the



THE MOTORCAR OFFERED

electrical and cooling systems, and also to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-type was 'the most beautiful car ever made'.

This Series 1 4.2 E-Type is seen today in always maintained, but never restored condition, painted in Opalescent Gold Sand over cinnamon interior color. This matching numbers example is being sold now after long term ownership, having traveled 87,000 miles from new. The interior of this car wears beautifully, being mostly original, while the paint has received work throughout its life.

Overall, the car shows a tasteful amount of patina in and out, while maintaining functionality and operating order, described as driving quite nicely. Powered by the large 4.2 liter inline 6 that the car was delivered with new, this E-Type is equipped with the 4-speed manual fully synchronized transmission. Handling is provided by 4-wheel independent suspension that was so successful for Jaguar that they continued to use the same geometry

for years of production with continual successful motorsports pedigree.

Included with the sale of this E-Type is the Jaguar Heritage Certificate showing that the car is indeed a numbers-matching example, as well as its spare tire and jack. The example being sold here is prepared for Sunday cruising and eligible to enter any number of vintage rallies.

**\$130,000 - 160,000
WITHOUT RESERVE**

164.

1901 PANHARD ET LEVASSOR 5HP TWIN CYLINDER REAR ENTRANCE TONNEAU

Chassis no. 2362
Engine No. 2362

1,280cc, Side Valve Two Cylinder Phenix Inline Engine
5bhp, Single Phenix Carburetor
3-Speed Manual Transmission with Chain Drive
Front Suspension, Fully Elliptic Leaf Spring, Rear, Semi-Elliptic Leaf Spring
2-Wheel Contracting Band Brakes, with Additional Transmission Brake

- ★ *Meticulously restored and documented*
- ★ *Highly original, and one of only two known 5 HP Panhards to exist*
- ★ *Dated by The Veteran Car Club of Great Britain*
- ★ *Has completed numerous London to Brighton Runs*
- ★ *'The definitive London to Brighton car' with early start time*



PANHARD ET LEVASSOR

"the two-cylinder car must be regarded as one of the most reliable and best-made machines of the Veteran era" – John Bolster, of the Panhard-Levassor.

Today, Panhard Levassor automobiles are rarely seen in America, but in their day this continent was a strong market for their products, many imported under the auspices of the enterprising gentlemen who had raced them in France, Messieurs Charron, Girardot and Mr. Voight (later manufacturers of their own C.G.V. cars), working with Smith and Mabley. In the famed photograph of George J. Gould with his collection of early motorcars, at Lakewood, New Jersey, a Panhard of a similar period to that offered here was front and center, evidence that there were certainly a number of these cars in America. As they had been in Europe they would also be raced,

David Wolfe Bishop controversially running the New York to Buffalo Endurance among other events in 1901, with his 16hp four-cylinder Phènix-engined Panhard.

But while the presence of Panhards in America may be predominantly contained to after the turn of the 20th Century, in France the concern was already approaching a decade of its existence. In Bolster's famed book *The Upper Crust*, the Panhard is described in the second chapter of the automobile story, the topic concluding that following their win in the Paris-Bordeaux-Paris 'Thereafter, the pattern was set for the next decade, and to make the upper crust a car had to do well in the glamorous town-to-town races. As Panhards had the monopoly of racing successes for the first few years, this was the make to buy if you wanted the best.'

The dawn of the automobile may be in the Benz camp, but in many ways the *Système Panhard*, now more than 120 years ago pioneered much of the concept of how a car was operated and continues to be today. The engine was moved to the front, beneath a 'hood' or 'bonnet', the transfer of speed was mechanical, cog on cog, rather than by belt, and Panhards were the first to encase their geared transmission in a 'box'. Piano style pedals were used for operating clutch and transmission brakes, ordered as they still are on most 'stick shift' cars today. First a tiller was used to operate the directional control of the car, but within a few years this was replaced with a 'steering' wheel. It all sounds obvious today, but the Panhard was the first car that these concepts were seen on. Only one main aspect shows its age, that of the transfer of power to the road by





As found, 1980s



THE MOTORCAR OFFERED

chains from the transfer 'box', this part of the mechanism would remain fashionable through the introduction of the Daimler 'Mercedes' product for at least a decade on many production cars and today among collectors from Locomobiles to Simplexes, the idea of a chain drive car remains very appealing!

The survival rate of these cars is relatively modest, and in America the few that exist are predominantly housed in major institutional collections, such as the National Automobile Museum (Harrah Collection) in Reno, Nevada, and the Revs Institute in Florida.

In addition to their importance and stature in the history of the automobile, in today's age of vociferous documentation and proof of history, Panhard Levassor cars are head and shoulders above most in that the original ledgers recording their order and supply survive, definitively proving their age, which can be a challenge for some cars.

Copies of the factory records on file confirm that 2362 was ordered on August 30, 1901 to regional Lyon Panhard and Renault agent Christy, Médecet et Cie. Its original build sheet can be translated to confirm that the order requested Caisse Carrosserie Ordinaire, a factory term for Tonneau and that while 6 layers of undercoat paint were applied, the topcoat and hence color was left for the end user to have chosen.

Owing to having been retailed by an agent, the first owner of the car is not known, but judgements of the longevity of its use can safely be assumed from the condition in which it was found many years later. Photos of the 'as found' Panhard, dating from the 1980s clearly show that it still wore a studded tire. Such tires were outdated by as early as the late teens. It is also safe to say that the Panhard itself would have quickly been usurped by faster automobiles after no more than a handful of years. The photos on file confirm that the car was found complete with original body and bonnet, including – rarely found - the original mahogany wings.

The car was by then the property of Professor Jean Tua, a Swiss entrepreneur and scientist based in Geneva, who would later open his own museum for a decade or so. By that



stage the Panhard had already been sold to noted Veteran car collector Brian Garner in 1983. He brought it to his home in Jersey in the British Channel Islands and was responsible for a sympathetic restoration.

It passed through a succession of owners in the late 1980s before being sold to the former owner, Philip Tillyard in 1992. The current custodian, a fastidious collector of the purest cars only purchased it in October 2015, having been impressed by the intrinsic originality of the car, and its factory bodywork and which extended to details rarely found such as its Phenix carburetor, stamped with the engine number. Having secured such a great basis, and mindful of its now aged 1980s restoration, the decision was made to comprehensively restore the car. By this, as evidenced by the catalogue, the car was

literally taken to pieces and restored from the ground upwards.

A rich deep blue scheme for the main bodywork, accented by black moldings and cream coach-lining in correct period style. The upholstery was totally renewed to an exceptional standard in black hides and to a button back pattern. The rebuild was completed in 2017 and as can be seen is wholly exacting and beautifully finished. Its restoration, and extensive history research, including copies of the factory records and many period event programs, is contained in no less than 9 binders!

Since that time the car has been properly run in, on the French 'Rallye des Ancetres' in 2017, which it completed without trouble and successfully as well as travelling to Brighton

in 2017 and 2018. Being of 1901 date of manufacture the car routinely commands a start in the sub 100 car category (number 84 in 2017, number 87 in 2018), allowing for a less congested run down to Brighton.

2019 represents the 125th Anniversary of the birth of motorsport, where Panhard and Panhard-engined Peugeots took the honors, that win started a decade of manufacture of similar machines along the Système Panhard principles. This exquisitely presented example offers the chance to experience this legendary series of automobiles and is a no excuses, officially dated and perfect entry to the London to Brighton, on which it has competed no fewer than 32 times.

\$400,000 - 450,000

165.

C.1911 PIERCE-ARROW MODEL 66-A RUNABOUT

Engine no. A4-657

824.7ci T-head Inline 6-Cylinder Engine
66bhp

4-Speed Selective Shift Manual Transmission

Front Semi-Elliptic Leaf Springs and Rear $\frac{3}{4}$ -Elliptic Leaf Springs and Live Rear Axle

Hartford Friction-Type Shock Absorbers

Rear-Wheel Hydraulic Drum Brakes

- ★ Among the most legendary American Brass cars - a true king of the road
- ★ The largest engine ever utilized in an American production car
- ★ One of very few examples with two-passenger coachwork
- ★ An effortless, trouble-free veteran of two long-distance tours



THE PIERCE-ARROW MODEL 66

All Brass Era Pierce-Arrows are respected for their solid construction, quality engineering, and powerful engines, but none equals the Model 66, the company's largest model and among the most massive American cars ever produced. Its T-head 6-cylinder engine of 824.7ci is the largest engine ever installed in an American production car; compare to the largest production engine used in a modern car, the Dodge Viper V-10, which displaces "only" 505ci (in the final iteration). Virtually every other component of the car was sized to match, including the towering 27-inch wheels wrapped in 37-inch tires. With such impressive credentials, the relatively small number of extant examples of the model are fiercely prized by the collectors fortunate enough to hold them.

THE MOTORCAR OFFERED

Of the surviving Model 66s, the majority are large touring cars, of the type famously used by Woodrow Wilson during his time in the White House. Rare still are the true performance models, two-passenger runabouts, with "barely there" bodywork that ensures maximum speed is wrung from the massive T-head six. It is easy to imagine these great beasts churning the dirt roads of the Brass Era; no wonder, then, that those given the opportunity to restore a 66, often choose to maximize its potential through two-passenger coachwork.

The current owner and restorer of this particular Pierce 66 was offered it by Bruce Zillner in 2008, as a project that clearly had the means and potential to become a truly beautiful automobile. A full restoration was soon undertaken, with the intention to utilize

the car on long-distance events. The owner notes that the engine, a 66-A-4 passenger car unit, and all related components are either original Pierce 66 or 48 parts, with the exception of an upgraded Schebler carburetor and a 12-volt electrical system with alternator affixed underneath the original Westinghouse starter. The engine was rebuilt, with bored cylinders, new forged pistons, and a modern driveshaft, and all components properly restored; a 2.5:1 differential gear set was installed, and the transmission fitted with all new gears, to enable easy highway touring.

Underneath, the new, correct 66-specification chassis, made by Michael Paul, was outfitted with correct Hartford friction shock absorbers and new artillery wheels, shod in 37-inch tires – each complete wheel assembly actually measures some 38 inches, or over three



feet, across! Selected upgrades, including hydraulic brakes, were made to ensure safe drivability on modern roads – an important consideration when restoring any Brass car with an eye to regular use and enjoyment.

Bodywork was crafted using the correct Pierce cast aluminum construction of the period, in a rakish two-seater runabout style, finished in grey and burgundy, with comfortable burgundy leather bucket seats overseen by a well-constructed charcoal top. As with any proper big-horsepower Brass car, accessories are in abundance, including Rushmore headlamps, Pierce Solar 935C side lamps, a Dragon 812 bulb horn, Warner Auto-Meter combination speedometer and clock, and a correct taillight and license plate illuminator, which has been wired to function as a brake light for tours.

The owner proudly notes that the Pierce is a proven tour car, having completed every event that it has started, including two aggressive and challenging tours that covered over 400 miles each, all while running effortlessly at 60 mph.

The Pierce 66 is the dream of nearly every Brass Era enthusiast – a car that not only holds records for its size, but that offers superior engineering and the abundant power needed to keep up on numerous national touring events. This example has been set up by its owner to use and enjoy, and with a proven track record in long-distance events, would be an ideal machine to take on the road during the next touring season. It has sheer presence in spades!

\$225,000 - 300,000

166.

1959 MERCEDES-BENZ 300 CABRIOLET D

Chassis no. 189033.12.9500367

Engine no. 189980.12.9500287

2,996cc SOHC Inline 6-Cylinder Engine

2 Solex Carburetors

115bhp at 5,000rpm

3-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *The premier German luxury sedan of the 1950s*
- ★ *Desirable open top Cabriolet D 'Adenauer'*
- ★ *One of only 65 such cars built and a genuine US-market car*
- ★ *Equipped with Bosch fuel injection, automatic transmission, power steering, and air conditioning*



THE MERCEDES-BENZ 300 'ADENAUER'

One of Mercedes-Benz's first all-new designs of the post-war era, the 300 saloon debuted in 1951 and would succeed in re-establishing the Stuttgart firm in the front rank of prestige motor manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

The 300 featured independent suspension all round, four-wheel drum brakes, hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height. Initially developing 115bhp, the 3.0-liter, overhead-camshaft, six-cylinder engine, also used in the 300 SL sports car, gained the latter's fuel injection in the restyled, longer wheelbase (and even more roomier) 300d of 1957. Other improvements included larger brakes (servo-

assisted from 1954), optional power steering (on the 300d) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. It was the car of choice among West German government officials and was widely favored by businessmen, financiers and politicians. Indeed, 'Adenauer' became its unofficial model name, after German Chancellor Dr Konrad Adenauer, its most famous customer.

THE MOTORCAR OFFERED

This 1959 300 Cabriolet D is a marvelous example of Mercedes-Benz's iconic luxury car. The four-door Cabriolet one of the most desirable models in the Adenauer range, with stunning presence and exceptional rarity – as it is one of just 22 cabriolets built in 1959, out of a total production of only 65 units. This original US-market example comes recently from an extensive private collection, and it presents in an elegant dark, non-metallic green with black interior trim and a black hood. It features an attractive, well-maintained older restoration with high-quality paintwork and excellent, straight panels. The paint has a deep gloss, with only a few minor imperfections and touch-ups accounting for the car's careful and occasional use. The extensive chrome and brightwork are in similarly fine order, appearing straight and with excellent finishing. Bumpers, headlight trims,



and the proud, upright radiator grille present in excellent order, with only minor polish marks visible upon close inspection. It retains appropriate Bosch lamps all around and rides on proper chrome wheels with color-keyed hubcaps and wide-whitewall cross-ply tires.

Passengers enjoy opulent, wood-and-leather trimmed accommodations. The generous seats are trimmed in black leather, and display a wonderful character with light creasing and a pleasing luster. The door cards are upholstered to match, capped with beautiful wood trim that wraps around to include the dash and windscreen pillars. The dash features original instruments, switches, and bright metal trim, along with the signature ivory two-spoke steering wheel. The convertible top is covered in correct-type German canvas and includes a matching boot.

Verified by the Mercedes-Benz data card, this car retains its original engine, which is in strong running order. The sophisticated Bosch fuel injection remains in place, and the engine features power steering as well as a modern-type rotary compressor for the trunk-mounted Arti-Kar air conditioning system. Backing the engine is the preferred automatic transmission, which allows for the ultimate luxury motoring experience. The presentation of the big 3.0-liter engine is excellent, with high quality painted finishes on the air cleaner and ancillaries, plus numerous period correct decals and labels. Aside from the A/C unit, the generous trunk houses the spare wheel, jack and lug wrench, and features the original rubber lining.

With its lovely presentation, this car earned an Award of Excellence at the 2017 Classic

Sports Sunday concours, part of the prestigious Palm Beach Cavallino Classic. It is a beautiful example of this rare, exquisitely engineered, and highly desirable Adenauer; ready for enjoyment on the road or for display in regional concours events where its exceptional rarity and commanding presence can be appreciated..

\$225,000 - 275,000

Please note, this vehicle is titled under chassis no. 9500367.

167.**1962 CHEVROLET CORVETTE ROADSTER**

Chassis no. 20867 S 112930

Engine no. 2112930 F0612RF

327ci OHV V8 Engine

Single 4-barrel Carburetor

340bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

★ *Recipient of recent, comprehensive restoration*★ *Matching engine*★ *Sporting Corvette with manual transmission*★ *The very last year for the classic C1 Corvette***THE CHEVROLET CORVETTE**

There was no doubt in GM General Manager Ed Cole's mind that the Corvette needed a V8 engine. Work on what became the 1955 V8 began as soon as Cole was instated as head of the Chevrolet Division. With it, the Corvette was transformed from an acceptable and attractive boulevard cruiser to a genuine performance machine. It was then down to Harley Earl's team of designers to upgrade the package, which they did with the introduction of the 1956 model. A stylish new design, wider and wilder than its predecessor, the Corvette gained popularity among America's youth, and with continuous styling refinements and updates, the model remained fresh. By 1958, the 'Vette featured a four-headlight front end and more chrome trim, while engine packages continued to grow in output. In 1961 the Corvette again received a substantial cosmetic make over, with the primary

changes at the rear, which became far more sleek and modern.

By 1962, Chevrolet had firmly secured its position as America's sportscar builder and plans were well underway for the second-generation 'Vette that would debut the next year. Of course, prior to heading out, Chevy saved the best version of the first generation 'Vette for last—the '62 Fuelie. Of the 14,531 Corvette built in 1962, only 1,918 were ordered with the most potent available power plant, the 327 cubic inch, 360hp Rochester fuel-injected V8. It was little wonder as checking the box for RPO582 added \$484.20 to the bottom line—about 12% of the base price alone.



THE MOTORCAR OFFERED

This 1962 C1 Corvette is indeed a fine example of the breed fitted with the top-spec (carbureted) 340 horsepower motor. The recipient of a complete restoration courtesy of County Corvette of West Chester, PA, the roadster was fully stripped down and brought back to factory specifications. The Vette Shop was responsible for treating the motor, a number matching unit, and was further fitted with ceramic headers. Just about \$100,000 was spent over the course of the project. The result is a wonderfully sorted out Corvette that runs as good as it looks. The black interior features a period Wonder Bar radio, clear, shiny gauges, a 4-speed manual, and seats which have barely been broken in. Outside, the red paint and chrome present with a good bit of luster.

More recently, the car was fitted with a new nylon top and will also be accompanied by a recently re-lined hard top. Furthermore, an owner's guide and history file detailing the restoration will be included upon purchase.

Being the final production year of the C1 Corvette, this example benefits from years of developments Chevrolet conducted on the platform, yet it still retains the charm of the earliest cars. A restored example, such as the one on offer, with its powerful 327ci motor will most certainly provide its next caretaker with many joyful miles of motoring.

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

168.**1969 PORSCHE 912 SOFT WINDOW TARGA**

Chassis no. 129010648

Engine no. 4096092

1,582cc OHV Air-Cooled Opposed 4-Cylinder Engine

2 Solex Downdraft Carburetors

102bhp at 5,800rpm

5-Speed Manual Transmission

Independent Front and Rear Suspension

4-Wheel Hydraulic Disc Brakes

- ★ *Desirable early, soft-window 912 Targa*
- ★ *Matching numbers example*
- ★ *Excellent open-top Porsche for rallies or local car shows*
- ★ *Offered with the Porsche-issued Certificate of Authenticity*

**THE PORSCHE 912**

Although widely acclaimed, the 911 was necessarily expensive, a shortcoming that Porsche addressed by offering the 912 which, though outwardly identical, was powered by the 356's 1.6-liter four-cylinder engine. As installed in the 912 the latter produced 90bhp, some 40 horsepower less than the 911's six, but this deficit was offset by significantly reduced weight, resulting in a well-balanced car with great road manners. The 911 gearbox was used, offering a choice of four or five speeds. Despite being down on power, the 912 had a respectable top speed of 119mph. A little over 30,000 examples were produced at Karmann's works (Porsche's was fully occupied with the 911) between 1965 and 1968 and today the 912 is a relative rarity when compared with its better-known sibling.

THE MOTORCAR OFFERED

This highly collectible 1969 Porsche 912 Soft Window Targa offered here is in fully restored condition, wearing Tangerine over black interior. The restoration of the paint and body appear to be done at a very high quality while the interior is practically untouched and shows in excellent condition.

The Porsche COA for this 912 shows that the car is matching numbers and is sold with its tool kit, spare tire, and Driver's Manual. Today, the Soft Window Targa model is one of the most highly sought after variants with the already increasing collectability of the Porsche 912.

\$70,000 - 90,000
WITHOUT RESERVE

169.**1951 ALVIS TA21 DROPHEAD COUPE**
Coachwork by Tickford

Chassis no. 24501

2,993cc OHV Inline 6-Cylinder Engine

Dual SU Carburetors

93bhp at 4,000rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ One of only 302 Dropheads produced, of which just 80 were left-hand drive
- ★ Nicely restored example
- ★ Elegant color scheme
- ★ Recent interior wood refinishing and new Wilton carpeting

**THE ALVIS TA21**

Looking much like its TA14 predecessor but featuring independent front suspension and a new, overhead-valve, six-cylinder engine, the 3.0-liter Alvis - type TA21 - was announced in 1950. Styled along classical, pre-war lines, the 3.0-Liter was reckoned by *Autocar* magazine to appeal to 'discerning owners who appreciate quality and good handling as well as mere performance.' Not that the TA21 was lacking in the latter, comfortable cruising at 70mph and a maximum speed of better than 85mph being reported.

Additions to the range were not long in coming, a sports two-seater and a Tickford-bodied two-door drophead coupé being announced for the 1951 season. The introduction of open-top models was calculated to boost sales in the all-important United States market, where Alvis was beginning to make an impact.

THE MOTORCAR OFFERED

This car was completed on February 4, 1952 and delivered to De Nederlandsche Motors Rotterdam with the following special features: Lucas headlamps, dip switch and pattress, Trico windscreen washer, Bonnet ventilators, polished wood cappings to screen pillars, twin carburetors and heat def., sun visors, new d/ light levers, Kilo speedometer, and Dunlop tires.

It is reputed that the first owner was Pia Beck, a famous Dutch jazz pianist and singer. Besides being considered the "best Jazz pianist in the world" and performing for such dignitaries as General Eisenhower, Walter Cronkite, the British Royal Family, and Freddy Heineken, Pia Beck owned over 47 different cars in her lifetime with open sports cars being her favorite. After Pia's ownership, the car went to a Museum in the Netherlands,

then was sold by the English car dealer Stephen Langton in 1987 to John Dela Bosco who exported it to Canada. In 1988, John had the car fully restored for his wife, Geri, who owned the car until 2014.

The car is finished in Willow Green with fawn leather interior and top and fitted with the desirable manual shift transmission. Recently, the interior wood was refinished, the trunk reupholstered, a new top and boot installed, new Wilton carpeting installed, and chrome redone as needed. The car comes with factory build sheets, and an extensive history and service file.

\$60,000 - 90,000
WITHOUT RESERVE

170.**1934 ROLLS-ROYCE PHANTOM II CABRIOLET**
Coachwork By Henri Binder et Cie

Chassis no. 162SK

Engine no. 2K35.

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

120bhp at 3500rpm

4-Speed Manual Transmission

4-Wheel Servo-assisted Drum Brakes

- ★ *Exclusive and beautiful Henri Binder coachwork*
- ★ *Romantic period history, delivered new to The Copacabana Palace Hotel in Rio de Janeiro*
- ★ *Comprehensively restored in the late '80s, and remains in lovely condition*
- ★ *A unique amalgamation of British engineering and Parisian style*

**THE ROLLS-ROYCE PHANTOM II**

Reputedly the last model that Henry Royce designed himself, the Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

THE MOTORCAR OFFERED

In the early 1920s, the President of Brazil suggested to his wealthy friend Octavio Guinle that Rio de Janeiro needed a world class beachfront hotel. Guinle took up the challenge and hired French architect Joseph Gire to design a fabulous new building. The Copacabana Palace, as it would become known, was built to be the very best and it soon became a destination for royalty, Hollywood stars, and the social and business elite of the world. In the late 1920s, his hotel a rousing success, the time came for Guinle to order a new automobile and he looked no further than Rolls-Royce's new flagship, the Phantom II. An aficionado of French design, Guinle turned to one of Paris' most exclusive coachbuilders, Henri Binder, to supply the bodywork. Binder was well established as a constructor of high-quality coach bodies, and successfully transitioned to automobile bodies

at the turn of the century. Binder bodies were traditionally very stylish and exceptionally well-constructed, usually gracing big, powerful chassis from Minerva, Delage, Cadillac, and even one of the six majestic Bugatti Type 41 Royales. Guinle's Phantom II (wearing chassis number 103GY) was sold through Oscar A. Cox & Co. of London and was delivered to Binder on July 31st of the same year. After completion of the dramatic drophead coupe body, it was shipped to Rio where it remained in Guinle's possession until 1938. Subsequent owners included Mr. W.D. Radcliffe of Liverpool, B. Stinton Johnson of Stretton Hall, Cheshire from 1947-1950 and Neil Tuson of London. It then found its way to the United States where it was featured in several prominent collections including Bill Lassiter, The Blackhawk Collection, the Imperial Palace Collection and then finally with Dr. Donald



Vestley who took the opportunity to restore this beautiful machine in 1986.

Under the guidance of Mr. Vestley, 103GY underwent a comprehensive restoration. Coincidentally, Vestley had another PII, chassis number 162SK, in his possession. 162SK was a fully restored, bare chassis and one of the very late production cars that had benefited from the refinements made by Rolls Royce. 162SK was originally delivered wearing formal Sedanca deVille coachwork by Windovers but that body had long been separated with the chassis. It was decided that the restored body and engine of 103GY would be mated to the improved long-wheelbase 162SK chassis. Now, the magnificent Binder Cabriolet bodywork rode on a chassis that featured more refined suspension, central lubrication and improved handling, making it an ideal choice for drivers.

Today, 162SK presents in lovely condition, painted black with a matching fabric roof, offset by a subtle red pinstripe to compliment the striking red interior. The Binder Cabriolet coachwork is long, sleek and sexy, with a unique dropping rear body line and a low-slung three-position Victoria-style roof. Dual rear-mount spares keep the body sides clean and help make the body look even longer and lower. A useful trunk is integrated into the rear bodywork, fitting nicely between the rear wings. The black paintwork suits the spectacular lines and presents in good condition, showing some age in places but keeping a handsome patina overall. The red leather cabin is similarly patinated but very inviting and usable. The engine compartment is tidy and very presentable, the massive "six" having been overhauled in 2000 and remaining quite strong today.

It is not uncommon for pre-war Rolls-Royce motorcars to wear several different bodies in their lifetime. What makes 162SK special is the combination of comprehensive and interesting history, the magnificent sporting coachwork and a wonderfully sorted late-specification chassis.

**\$350,000 - 450,000
WITHOUT RESERVE**

Please note, this vehicle is titled under the model year 1930.

171.**1967 PORSCHE 911 2.0 COUPE**

Chassis no. 306528

Engine no. 909869

1,991cc SOHC Flat 6-Cylinder Engine

Dual Weber Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Matching numbers example of the desirable, SWB 2.0-Liter 911*
- ★ *Comprehensively restored to original specification by a marque expert*
- ★ *Period-correct rear-window wiper and fog lamps installed*
- ★ *Elegant and timeless design with excellent power and handling characteristics*

**THE PORSCHE 911**

The Porsche 911 has become the most popular and longest-lived sports car in history, and with good reason. Its familiar profile has remained almost unchanged over half-a-century and is instantly recognizable everywhere in the world. The light, powerful, and somewhat visceral six-cylinder 911 was unveiled in 1963 as the successor to the popular 356 series, and production for the 1965 model year began soon afterward.

Only 3,421 examples of the "O"-series 911 coupe were produced for 1967. Weighing less than 2,400 pounds and boasting a sophisticated torsion bar suspension with front McPherson struts, rack-and-pinion steering, and large disc brakes all around, the 911 was quick and agile, soon becoming a sought-after platform both for everyday motoring and track competition.

THE MOTORCAR OFFERED

Completed at the Zuffenhausen-based Porsche works in March of 1967, this beautiful short wheelbase 911 features the very clean and early design of the early production 911. While its early ownership history is unknown, this very attractive 911 Coupe appears to have spent much of its life in California. It was in the possession of a San Francisco Bay Area collector of short-wheelbase 911s, for about 15 year, before being sold to the consignor, a Nevada-based collector of exceptional sports and racing cars, in 2014. The Porsche was treated to an intensive two-year cosmetic and mechanical restoration. The previous owner informed that the 911 was in non-running condition when he acquired it, and the restoration included installation of a new front suspension pan. The body was stripped to bare metal and repainted its original color of 6604 Light Ivory.

The floor pan was correctly undercoated. The seats were completely rebuilt, including new padding. The black leatherette interior with off-white headliner and charcoal velour carpeting were supplied by Autos International. The reclining mechanisms were re-chromed. All the instruments were rebuilt by North Hollywood Speedometer. The odometer was re-set to zero; the car's original mileage is unknown. All switches and controls are original; other parts were either replaced with new OEM or good used or rebuilt items, and re-plated where necessary.

The two-liter opposed air-cooled six, number 909869, and the five-speed transaxle, number 130676, are original to this car, adding to its desirability. Both were rebuilt by the previous to factory specifications, as were the four-wheel disc brakes. The factory's Certificate of



Authenticity states that this car was originally fitted with a radio antenna and speaker, but a radio was not installed (a common practice for the period), and the car is presented in that form today, with a correct factory blank panel on the dashboard.

During the restoration, a set of Bosch H-1 twin-bulb headlights and a rear-window wiper assembly, both period-correct, was fitted. New door locks were also installed, matched to the ignition key. This car left the factory with silver-painted 4 1/2-inch-wide steel disc wheels with chromed hubcaps as it wears today, giving it the pure look of an unmodified car of the period. The hubcaps supplied are adorned with attractive full-color enameled Porsche crests, while a correctly-dated steel spare wheel, jack, and tool roll complete the package.

Early 911s are now highly sought-after not only for their design but for their ease of use and pleasing driving experience, and 306528 is one of the nicest that has come our way. Having been stored in a climate-controlled environment while in the consignor's care, this superb Porsche is certain to provide many miles of enjoyable driving for its new owner, as well as the opportunity for display at Porsche club Concours events.

**\$100,000 - 130,000
WITHOUT RESERVE**

172.

The Ex-David Hobbs, Jack Baldwin, Jacques Villeneuve, Scott Goodyear

1988-90 PEERLESS GTP CORVETTE LOLA-CHASSISED
IMSA/GROUP C RACING COUPE

Chassis no. HU8811-01

10.2 Liter 4-cam/32-valve V8 Engine
Fuel Injection
956bhp at 6,300rpm
5-speed Hewland VGC Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- ★ Lemans Classic eligible
- ★ Incredible race history
- ★ GMs answer to the Porsche 962
- ★ With the current owner since 1992
- ★ 1 of only 7 GTP Corvettes produced, 1 of only 2 designed & fitted with V8 Power



THE MOTORCAR OFFERED

Here Bonhams is delighted to offer this 'GTP Corvette' as initially campaigned by Peerless Racing in the top-line American IMSA race series of 1987-88. But this particular race car's story is not confined to those home events. Oh no. This particular race car was later entered in the world's most prestigious single road race, the French Le Mans 24-Hour Grand Prix d'Endurance, where it appeared in 1990 as the Paul Canary/Dennis Kazmerowski Eagle Performance 'Group C' entry – only to falter during qualifying with an obscure electrical failure...

Only seven such 'GTP Corvettes' were built, constructed to General Motors' order by legendary British specialist race car company Lola Cars Ltd of Huntingdon, England – the historic town chartered by King John as long ago as 1205. The cars design was a

joint effort between the companies, with GM spending countless development hours in the wind tunnel testing and designing to maximize downforce and decrease drag. Of the seven GTP Corvettes built there, only the first and last chassis produced were designed and fitted with V8 engines, the others being turbocharged V6s. Four of the seven cars went to Hendricks Motorsport, one to Lee Racing and the last car built ('HU8811-01' now offered here) to Peerless Racing. As the last of the series, the car benefits from all of the advancements made and is the most developed of the seven cars.

This former Peerless team car has been with the current owner since 1992. During its initial two-year career in the IMSA Series it carried 'Bud' and 'Bravo' sponsorship livery. During 1987 it was driven by David Hobbs and Jack

Baldwin, then through 1988 it was entrusted to Jacques Villeneuve and Scott Goodyear. Villeneuve drove it in the Grand Prix of Palm Beach on April 23, the Mid-Ohio 500Kms on June 4 and (with Goodyear) in the Watkins Glen 500kms on July 2, finishing 5th in the GTP category. These majestically beautiful 'GTP Corvettes' are integral to the long and illustrious racing history of GM and of the Corvette family itself.

The GTP Corvettes were perhaps the best-looking endurance racing Coupes of the 1980s, luxuriously proportioned yet purposeful and reflecting the form of the road-going production Corvette whose sales they were designed to promote. Chassis 'HU8811-01' offered here was known as the Peerless GTP Corvette.





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During its Peerless team IMSA career, this car ran a 366 cubic inch aluminium Donovan small-block V8 engine. It contested six IMSA races, three in 1988 and three in 1989, and always qualified in the top ten. Its best finish was 4th place in the 300km race around the Columbus street circuit on October 2, 1988, co-driven by David Hobbs/Jack Baldwin. On that occasion it was headed only by Geoff Brabham's Nissan and two Porsche 962s.

One can judge a great frontline race car by the company it kept in period. This combination IMSA/Group C thoroughbred raced wheel-to-wheel with other such illustrious IMSA/Group C contenders as the Porsche 962s, Jaguars, and Nissans. Today within Vintage and historic racing a drawback of the Porsche 962 is the cost of maintaining and running them at a competitive level. Even a basic engine 'freshen-up' for a 962 could swallow some \$80,000 plus. In contrast a Chevy

360/410 NASCAR-tune small-block V8 with up to 800bhp can be 'refreshed' for some \$12-15,000 or replaced entirely at around the \$45-50,000 mark compared to \$200,000 plus for a 962 power plant.

This opens the door to panoply of high-level and hugely enjoyable Vintage racing, with entry potential to all manner of top-profile International events unconfined just to the United States, but extending to Europe and worldwide. This particular car is presented in the IMSA 'Bud' livery but in specification terms it is in fact just as it was when competing in Group C form at Le Mans in 1990 – complete with its Eagle 10.2-liter (956bhp) 4-cam/32-valve engine installed. The consignor also has a Donovan aluminum 410 cubic-inch short block engine that will be supplied with the car. Transmission is via the correct Hewland VGC 5-speed gearbox which mates to both big- and small-block Chevy engines.

This particularly fine GTP Corvette has not been run for several years but it has instead been preserved in careful storage. Since 1990 it has only been out in public three times, once at the invitation of GM and the Peterson Museum in 2013 for the West Coast introduction of the new C7 Corvette, then again at Laguna Seca Monterey Historics when Chevrolet and Corvette were the featured marque. The car was also displayed at the 2017 Monterey Rolex Reunion.

Before an attempt is made to run this car, the current owner in conjunction with Bonhams of course recommends professional inspection of its mechanical components, fuel system, brakes, hydraulics etc.

This is an immensely attractive modern-era endurance racing car of particular pedigree, reflecting both General Motors' Corvette line and the purebred racing pedigree and



class of Lola Cars combined. The Le Mans-history Eagle engine is so unique that a new owner plainly has the most attractive option of re-adopting the original small-block Chevy configuration as run in IMSA to save the Le Mans unit for posterity as part of the car's unique history. And now – Corvette admirers – this ultimate Corvette is only one bid away from being yours...

\$425,000 - 525,000

Offered on a Bill of Sale.

173.

1989 FERRARI F40

VIN. ZFFGJ34B000079763

Engine no. 15307

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

- ★ 4,500kms from new
- ★ European spec F40 with desirable six-point harness sport seats
- ★ Believed to have had three owners the past 25 years



THE FERRARI F40

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: 0-60mph 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 Evoluzione, and they 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 GTOs, 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. European-spec F40s, such as the motorcar being offered here, came with rubber fuel bladders encased in sponge, while U.S.-bound models were fitted with aluminum tanks.

Sitting on a frame of tubular steel and composites, the F40 shares the same length of wheelbase as the GTOs, but the track is wider. Because of 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, Porsche's 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 through it.





The F40's bodywork was designed under the direction of Leonardo Fioravanti, who also was responsible for the 288 GTO, Daytona, Dino 206 and 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; 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.

Under way, the F40 feels as rigid as if it was carved from a huge diamond due to the innovative body/chassis construction. 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.



THE MOTORCAR OFFERED

Though the factory initially had announced that only 400 examples of the F40 would be produced, the car's popularity affected the production run from 1987-1992, resulting in 1,311 F40s which were all left-hand drive and painted in Rossa Corsa.

Completed at the Maranello-based Ferrari Works in 1989, this exceptional European-spec F40 was slotted for the home-market and delivered to the first owner in February 1989 through an official Ferrari agency. The car is believed to have been fitted with the desirable six-point racing seatbelt harness and sport seats from new. A few years later the car sold to a German enthusiast, before it was exported to the growing Japanese Ferrari market, where the car has remained until 2016. Since the present owner's acquisition in three years ago, the car has been regularly

serviced by the marque specialists at Miller Motorcars in Greenwich, Connecticut. Work completed includes the fitment of four new tires, reconditioning of the coolant tank, replacement of both fuel pumps, changing all the fluids, replacing the timing belts, and installing a new clutch.

Today, this striking F40 presents in exceptional condition throughout, and has covered a hair over 4,500 kilometers (2,800 miles) in the care of just three owners since new. The interior appears original and beautifully kept, as one would expect from such a low-mileage car. The felt on the dashboard presents very well, as does the racing inspired red seats. Factory decals are in place, and compartments and jamba all appear to be original and untouched. With all of the right specifications, this F40 presents much like it did when it

left the legendary Ferrari factory. The F40 is offered with its leather wallet including the operating manual, dealer directory and service book.

Certainly one of the most charismatic of the so-called Supercars, the F40's minimalist purity has never been surpassed, and no serious collection of the marque can be complete without one. Aside from the accolades, it is simply one of the finest cars, of any era, that you'll ever drive. A superb example of the car that Enzo Ferrari promised would be the "best in the world," this F40 is ready to be enjoyed by a new caretaker.

\$1,200,000 - 1,500,000

174.**1965 CHEVROLET CORVETTE 327/350HP ROADSTER**

Chassis no. 194675S118703
 Engine no. 5118703 F0520HT

327ci OHV V8 Engine
 Single 4-Barrel Carburetor
 350bhp at 6,000rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Lovely Nassau Blue Metallic over blue livery*
- ★ *Optioned with the powerful 350 horsepower V8 engine and 4-speed manual gearbox*
- ★ *Comprehensively restored by D & A Corvette of Gillespie, Illinois*
- ★ *One of the finest pieces of mid-century American design*

**THE CHEVROLET CORVETTE**

Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled fiberglass coachwork. Motive power came from Chevrolet's 235.5ci (3.8-liter) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to

being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical re-style for '56 consolidated the Vette's position in the market.

Introduced for 1963, the heavily revised 'Sting Ray' version sported a totally new ladder-type chassis and for the first time there was a Gran Turismo Coupe in the range. This new chassis was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.' Styled in General Motors' Art and Color Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer. As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterized by

annual facelifts and few engineering changes of note. The long-overdue arrival of four-wheel disc brakes was the most significant development for 1965.

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Now recognized as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic. The Sting Ray, of course, continued and the Corvette would go on to become one of the world's best-selling and longest-lived sports car.



THE MOTORCAR OFFERED

This beautiful example of the 1965 Chevrolet Corvette 327/350HP Roadster must surely be one of the finest on the market today. Presented in the subtle, period correct and tasteful color scheme of Nassau Blue Metallic over a light blue interior, the sporty Corvette looks just right. The Corvette is powered by the upper-level, high performance 350 horsepower 327 cubic inch V8 engine, mated to a wide ratio Muncie 4-speed manual transmission. This 1965 Corvette Roadster benefited from a comprehensive restoration by D & A Corvette in Gillespie, IL completed in May of 2015, and was restored to be competitive in Corvette judging. The car was later purchased by a collector in Arizona and received a great deal of tuning and servicing by Vintage Iron & Restoration and Illusion Restoration & Repair LLC. The 1965 Chevrolet Corvette 327/350HP Roadster is fitted with

period-correct, reproduction aluminum wheels, and is offered with a history file which includes several photos of the car during restoration.

It is very hard to argue with the attraction of the Sting Ray Corvette. There is nothing subtle about these extremely powerful and loud cars, which offers spectacular looks and thrilling performance in one delightful package. By any measure, this striking Nassau Blue Metallic 1965 327/350HP optioned Roadster is a great example of this iconic Chevrolet model, and would be a splendid candidate for high-speed touring on tours such as the Copperstate 1000, or surely a competitive entrant into a Concours d'Elegance.

**\$85,000 - 110,000
WITHOUT RESERVE**

175.

1961 JAGUAR E-TYPE SERIES 1 'EXTERNAL BONNET-LATCH'

Chassis no. 875274
Engine no. R1395-9

3,781cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
265bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Ultra desirable, early external bonnet-latch E-Type*
- ★ *Gorgeous color combination*
- ★ *Widely regarded as one of the world's most collectable cars*
- ★ *Original, numbers matching engine, head, and transmission*
- ★ *Offered with Jaguar documentation, and invoices*



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 sub frame. 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 highly sought after, hard to find external bonnet-latch, flat-floor E-Type Roadster was dispatched from the factory on August 3rd, 1961 and exported to Jaguar Cars, New York. Chassis No. 875274 is the 274th E-Type Roadster constructed and initially left the factory sporting a Carmen Red exterior with a black interior and hood. The car's first registered owner is listed as Executive Leasing Co., in Clayton, Missouri. At some point during the 1990s, the vehicle is believed to have received nut and bolt restoration and was meticulously brought back to pristine condition by marque specialists, JK restorations. During the restoration, the car was adorned with a stunning Opalescent Green Metallic paint job and a Biscuit leather interior, protected by a black top. The transmission was upgraded with a new Tremec 5-speed all synchro gearbox while the original, numbers matching Moss box and bell



housing were retained and are supplied with the car. The modern transmission makes the car a real joy to use in modern traffic while also being completely reversible with the possession of the original equipment.

Upon acquiring the roadster, the consignor, a southern Californian based collector, sent the early E-type to the experts at Classic Showcase in Oceanside, California to be fully sorted. A near \$10,000 invoice documents the work performed which included the replacement of the shocks, bushings, and the fitment of a new exhaust system. After enjoying the car for the next 3 years, the consignor would again have the car sent to another marque specialist, XKS Motorsport, to further fettle and perfect its operation. Receipts for the recent work is included in the cars history file. The car has been a real hit at local events and gatherings, always

drawing a crowd of onlookers who are thrilled to see the rarest of the E-Types. In addition to retaining the numbers matching engine, head, and transmission, the bonnet also possesses the body number stamping showing that it is original to the car.

Featuring the initial, purest iteration of the famed E-Type styling, this Roadster contains the prized features unique to the earliest examples produced (of which this is), including the exterior bonnet-latches, welded louvers, and flat floors. All of these features were later abandoned in the name of practicality and production costs, and make this a particularly notable, rare example of one of the world's most iconic sports cars. Accompanying the car is a tool kit & wrap, service invoices, and Jaguar documentation. Unquestionably one of the earliest and most desirable examples of the breed, Chassis

no. 875274 is a must-have for any serious collector.

\$275,000 - 325,000

176.

1973 MASERATI BORA 4.9

Design by Italdesign

Chassis no. AM117/49/588

Engine no. AM11749588

4,930cc DOHC V8 Engine

4 Weber Carburetors

320bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ One of just 275 4.9-Liter examples
- ★ Complete with Maserati Classiche paperwork, books, tools and extensive history file dating back to 1987
- ★ Recipient of recent, extensive mechanical work
- ★ Matching numbers



THE MASERATI BORA

"The brief called for a car that was clearly a Maserati, modern but devoid of the exotic look that unnecessary decorations can create, strikingly sporty but not inordinately aggressive. In short: innovative but not revolutionary." - Italdesign press release, 1971

Introduced at the 1971 Geneva Motor Show, The Tipo 117 Bora was Maserati's first and only mid-engine V8 supercar, following the trend set by the Lamborghini Miura in 1966. Maserati commissioned Italdesign, Giorgetto Giugiaro's nascent design firm, to develop this new genre of Maserati. This design, while unmistakably Giugiaro, featured striking styling similarities with the DeTomaso Mangusta, BMW M1, and even the Delorean DMC 12. As quoted above, the Bora was strikingly sporty but not inordinately aggressive, a truly worthy Maserati GT car, with clear connections to the Ghibli that came before.

Underneath the striking Italdesign body, the Bora bore a 4.7-liter alloy V8 mated to a ZF 5-Speed transaxle and a fully independent double-wishbone suspension system designed by Giulio Alfieri, the co-designer of the legendary 250F Formula 1 car. Starting in 1973, a larger 4.9-liter engine was available as well, gaining 10 horsepower over the 4.7-liter version.

Along with being a capable mid-engine supercar, the Bora was considerably more practical than its competition. The Bora featured dual pane glass and a carpeted engine bay to greatly reduce engine noise, as well as a full-sized trunk - a rare feature in a mid-engine supercar. The Bora was also one of the first new models to be released after Citroen gained a controlling interest in Maserati in 1968. As a result, the Bora

featured innovations like hydraulically operated headlights and seat/pedal box adjustments. The Bora also featured a telescoping and movable steering wheel, making it much less of an ordeal to enter an exit than its competitors from Sant'Agata and Maranello.



THE MOTORCAR OFFERED

Ordered May 1, 1973, Chassis 588 was destined for California soon after. As per the Maserati Classiche certification, this Bora left the factory with the larger and more powerful 4.9 Liter, quad cam V8 engine and a Bluapunkt "Frankfurt" radio- both of which still can be found in the car. Readily apparent, is the wonderful condition of this fine Maserati sports car. Having been the recipient of a restoration, the body shows with clean lines and proper sheet metal fitment. The expectedly red paint shines along with the minimal touches of brightwork. Inside, the black leather swathed interior presents with equal attention to detail.

More importantly, a comprehensive project addressing the mechanicals of the Bora was

conducted over the course of 2015-2019. A complete engine and transmission rebuild from crank to cams has resulted in a strong and fresh motor ready to deliver howling pulls at speed. Of particular concern in today's traffic is the dispensation of heat. To ward off the imminent issue, the cooling system received a new high-performance electric water pump and SPAL pulling fans. The extent of the work- totaling tens of thousands of dollars- goes beyond what can be described in such a brief description, so it is best recommend to view the history file which dates back to 1987. In addition, both the owner's and maintenance manuals and tools will be included alongside the car as well as the original bonnet.

A fine alternative to its Italian contemporaries, the Maserati Bora offers big V8 power housed in a more restrained, svelte package for the period. This example will prove to be readily rally-proven and should not be passed up.

\$170,000 - 210,000

177.Ω

The Ex-Bill Paterson/Peter Briggs
1956 COOPER-CLIMAX 1.5 LITER T-39 'BOBTAIL'
SPORTS-RACING, CENTER-SEATER

Chassis no. CS11-12-56
Engine no. FWB 400/86877

1460cc SOHC Inline 4-Cylinder Engine
108bhp at 6,400rpm
4-Speed Manual Transmission
4-Wheel Drum Brakes
4-Wheel Independent Suspension

- ★ Imported to Australia by Jack Brabham, 1956
- ★ 1957 Victorian Tourist Trophy class winner
- ★ 1958 Victorian Hill Climb class winner
- ★ Extensive Vintage Racing History



THE MOTORCAR OFFERED

The initial T39 was powered by a Coventry-Climax FeatherWeightAutomotive 1100cc four-cylinder engine nestled within a tubular chassis. The lack of purpose-built racing parts forced Cooper to adapt components from various sources, but innovation is clearly displayed in the driver's center seating and in the aluminum alloy body's truncated rear, fashioned by Maddock in response to Kammbach aerodynamic theory. Hence, the nicknames of Manx tail or Bobtail. Total production is unknown but is accepted to be less than fifty. Fewer than fifteen are thought to exist today.

Ivor Bueb was first to race a T39, at Brands Hatch in 1955, finishing 3rd. The "Bobtail's" first appearance of two at Le Mans was in that year's ill-fated race; in 1957 Jack Brabham and Ian Raby placed 15th overall, 3rd in class.

In 1956 Charles Cooper asked Brabham to ship a T39 to Australia and introduce the model to the country's racing scene in November's Australian Tourist Trophy. Brabham's friend Bill Patterson, an accomplished amateur racer (1954 Australian Hill Climb champion), knew of the plan and asked Brabham to bring him a T39 as well, equipped, like Brabham's, with the more powerful Coventry-Climax FWB 1460cc engine. According to Brabham in a 2008 conversation with the car's current owner, T39s were in short supply, so to get Patterson's car Brabham deftly intercepted a T39 that had been destined for America. Indeed, when the two T39s arrived in Australia, the car on offer today sported the white and blue-striped livery meant for the Briggs Cunningham team. Stirling Moss won the race in a Maserati 300S, leading a host of the heavy, front-engine machinery

then dominating sports-car racing; Brabham finished 11th but first in class, undoubtedly attracting the desired attention with his foot-to-the-floor driving style. Patterson DNF'd after rolling his car on the first lap but returned on the meet's second weekend for a class win, 3rd overall. Patterson next entered the 1957 Australian Grand Prix but failed to start after gearbox problems in qualifying.

This T39's next race was the 1957 Victorian Tourist Trophy. Patterson took a well-earned third and a class win, and then placed second in the 1957 NSW South Pacific Championship at Mount Panorama. In 1958 Patterson competed only three times, notably taking a class win and second overall at the Victorian Hill Climb Championship, obliterating the class record by a full four seconds.



Patterson then sold the car to Alan Jack, who ran it sparingly in both the 1959 and 1961 seasons but finish 5th at the 1959 Australian Grand Prix. At the 1961 Australian GP at Mallala, Jack finished 7th as Coopers captured six of the first seven slots. Jack's final race in the car was the Australian Tourist Trophy, where he took 4th overall and 1st in class.

After Jack retired the car, it passed through several more owners before ending up in a rural auto museum in western Australia, where it was discovered as a heavily campaigned old racecar, by the present owner. It did have the original chassis with number plate; lower arms; magnesium brake hubs, drums, uprights and rims; driver's seat; steering wheel; instruments; undertrays; tank and more. The original, fragile ERSA gearbox

had been replaced by a Volkswagen unit. The extensive restoration included many replacements from Crosthwaite and Gardiner (new rims, steering box, tie rods, brake and clutch master cylinders, brake pads, rear uprights, bronze bushings, wheel bearings, the correct chrome moly tube steering column; all removed original components are supplied with the car.) The engine and cylinder head were completely freshened; a new generator was fitted; the carburetors were rebuilt by Australian SU specialists; and new lower wishbones were manufactured with adjustable turnbuckles to aid correct wheel alignment. Vintage racing rules dictated a roll cage, so a custom arrangement was built using the same chrome-moly tubing as for the chassis.

The car was campaigned regularly at Australian vintage meets from 2009 to 2015, when the Cooper was damaged. The owner had a new body made to exact specifications, using another T39 for patterns, and the result is a spectacular achievement (the original is included with today's sale). This beautiful T39 was racing as recently as December, 2018, and it is ready to return to the track, eligible for numerous vintage race meetings including the Goodwood Revival and Le Mans Classic.

\$190,000 - 230,000

178.

1948 BENTLEY MARK VI 'NEW LOOK' SPORTS SALOON Coachwork by James Young Ltd.

Chassis no. B495CD
Engine no. B498C

4,257cc OHV Inline 6-Cylinder Engine
Single Twin-Choke Carburetor
Approximately 130bhp
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ Shown at the 1948 Earls Court Motor Show with James Young Ltd.
- ★ The prototype example of just three streamlined 'New Look' sports saloons built
- ★ Extensively documented by copy of factory records and report by Bentley historian Diane Brandon
- ★ Exciting James Young Bentley with futuristic design



THE BENTLEY MK VI

After World War II when Bentley production resumed at the new Rolls-Royce facility in Crewe, England, the model being built was the Mk VI. The Mk VI marked a radical change for Rolls-Royce, being the first car to be offered by the company with factory designed coachwork. Very similar to the contemporary Rolls-Royce Silver Dawn, primary differences were to the grille, trim and badging. Close fraternal twins in appearance, mechanically the two were identical. Both the Rolls and the Bentley shared a 4,257cc F-head straight-six. Though Rolls-Royce and Bentley never released horsepower figures, output has been estimated at approximately 126-132 horsepower with induction handled by a pair of SU carburetors (Stromberg for LHD cars) and electrical components supplied by Lucas.

THE MOTORCAR OFFERED

One of the most distinct new-world designs to feature on a Mark VI chassis was James Young's style number C10M, as seen here on the featured car, chassis number B495CD. With its fully enveloped fenders, clean lines and slim pillars, this design no. C10M was dramatically different than the staunchly traditional Standard Saloon, causing quite a stir when it debuted on the James Young stand at the 1948 Earls Court Motor Show. B495CD is the very car that appeared at that show, and it is a fascinating example of the forward-thinking approach independent coachbuilders could take. At the time, design C10M was quite polarizing; however, it found enough favor to see three similar examples built.

Historical records and build sheets supplied by the RREC show that B495CD was

produced to order for Mr. Ronald Strauss of Strauss, Turnbull & Co. The chassis left the works in June 1948 and shipped to James Young to receive its coachwork. Following the exhibition at the London Motor Show at Earls Court in late October, final delivery came in December 1948. In 1953, Mr. Strauss traded the car via Jack Barclay Ltd. who in turn sold it to Mrs. Caroline Blackmore. It appears she ran the car for approximately two years before selling it via Barclay to the legendary British racing driver and car dealer, Duncan Hamilton. He then sold the car to Thomas Whittle & Sons, Ltd, a well-known manufacturer of automotive belts located in Warrington. Copies of the chassis records and sales records from Barclay's are included in the extensive file. The British registration book documents all subsequent home-market owners.



The one off Bentley on display at the Earl's Court Motor Show, 1948. RROC

In the 1980s, B495CD received a full restoration and saw regular enjoyment on the road before being stored on behalf of the owner, understood to be The Hon. David Keightley Rideal Oliver. In 2003 it was sold by Oliver and shipped to the Netherlands where it received an extensive mechanical freshening. Service records from England and the Netherlands go as far as 2013 when the car made its way to America, where it was displayed in a private collection until recently.

Today, this fascinating Bentley presents in good order with a light patina from age and gentle use. The two-tone blue and silver livery suits the car well, giving it an understated appeal. Full wheel covers – originally polished – are now painted to match the body and hidden beneath fill spats in the rear. The paint is generally good, with some minor

imperfections noted under scrutiny. Nice original touches remain, such as the Lucas driving lamp, original Bentley B70 headlamps, flush-mounted trafficators, and unique bumper overriders.

The four-place cabin is in lovely condition; the blue leather seats showing well, with light creasing in the otherwise supple Connolly hides. Blue Wilton carpets are in good order, and the extensive wood trim of the dash, door caps, and picnic trays was beautifully restored while in the care of the previous owner. Fine details include front wind wings that open via cranks, a set of hand tools in a sliding under-dash drawer, pivoting rear quarter lights, and a retractable rear sunshade. Rear passengers enjoy picnic trays and individual compartments, each containing a bar set consisting of two crystal shot glasses and

a leather-bound whisky flask (or whiskey, depending on your drink of choice).

Retaining its original, numbers-matching engine paired with a four-speed manual gearbox, this Mk VI delivers the relaxed, capable performance expected from a Bentley of the period. Built before 1949, this car is recognized by the CCCA as a Full Classic and therefore eligible for their CARavan tours, and is accompanied by a comprehensive history file. B495CD is a rarely seen example of James Young's New Look design language and is an excellent example of the creative spirit of one of Britain's greatest coachbuilders.

\$175,000 - 225,000

179.

1931 CADILLAC 452-A V-16 SPORT PHAETON Coachwork by Fleetwood

Engine no. 703225

Body no. 85

452ci OHV V-16 Engine

2 Twin-Choke Cadillac Carburetors

165bhp at 3,400rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ Offered from the Thomas Family Cadillac Collection
- ★ LaRue C. Thomas's treasured possession since 1973
- ★ Believed to be the final style number 4260 sport phaeton produced
- ★ Documented by a copy of its Cadillac build sheet



THE CADILLAC V-16

The vast majority of V-16 Cadillacs produced were built and sold in the 1930 model year. Nineteen thirty-one was essentially a continuation of the 1930 specifications and design. While there were continuous running improvements to the car's equipment and engineering, there was no official change from one model year to the next, though historians consider the 1931 models to have begun at serial number 702888 and ended at 703251. Thus only 363 1931 V-16s are known to have been produced making them considerably rarer than the 1930 models, but available in the same dizzying roster of available Fleetwood and Fisher styles.

THE MOTORCAR OFFERED

Few of the early V-16s are more desirable than the Style no. 4260 Fleetwood sport phaeton, one of the most beautiful of Harley Earl's early General Motors designs. The car achieved flowing and delicate lines, with a beltline that gently curved into the doors and ran back the length of the car, while still providing a windshield for the rear seat passengers. When not in use, the windshield could be rolled down into the back of the front seat, thus avoiding the cumbersome hinged second cowl often employed on this style. Instrumentation was provided in the division, so that the passengers could monitor the chauffeur's progress to their satisfaction.

It is believed that eighty-five original, authentic examples of the sport phaeton were produced, of which fewer than twenty 1931 models remain extant. The car offered here is

body no. 85, the highest known body number and, therefore, likely the very last sport phaeton produced.

According to its build sheet, this special V-16 was delivered new in Brooklyn, finished in black and Tunis Blue with Old Ivory striping, black fenders and chassis, and a Burbank cloth top, as well as dual sidemounted spares. Interestingly, no other optional accessories are mentioned, though later owners saw fit to add driving lights and wind wings, to complete the car's authentic appearance.

The earliest known collector owner of the sport phaeton David Towell, the latter a prominent Akron, Ohio, Cadillac dealer for decades, who maintained a small, select private collection of his own. Several significant V-16s figured into the Towell fleet





over the years, including most prominently a one-off Madame X Imperial landau cabriolet and the legendary Pinin Farina boattail speedster. He was a well-known figure in Midwestern vintage automobile circles and a frequent participant in shows and concours with his cars for many years. The V-16 sport phaeton was thus in very good company in his collection for some time, winning a Classic Car Club of America Primary First Prize at the Dearborn Grand Classic in 1967.

The car was sold by Mr. Towell in 1969 to Peter Kruidenier of Scottsdale (son of a Cadillac dealer), from whom it was acquired in 1973 by LaRue C. Thomas, owner of Los Angeles's famed Thomas Cadillac Company, the world's largest Cadillac dealer for his personal collection. In other words, the car's three most recent owners were all proud Cadillac dealers or scions thereof. It has been

in good hands, those of men who knew, loved, and believed in the Cadillac marque, for the last half century.

This was reportedly Mr. Thomas's favorite of his many vintage Cadillacs, licensed "GLENIE" in California, in honor of his beloved wife. It was featured in the 1981 Cadillac national advertising campaign, on loan from the Thomas fleet, displayed in the dealership's sixth floor high above the City of Angels. While the Thomas collection was relatively private, Mr. Thomas would occasionally exhibit the car at local events, both for promotional purposes and for sheer enjoyment. Because of this sentimentality and the close personal connection to the car, the sport phaeton was one of the few vehicles that Mr. Thomas continued to maintain after selling the majority of his collection.



The car remained in the ownership of LaRue Thomas until his passing in 2004, and is offered today as one of the final Cadillacs remaining in the hands of the storied Thomas Family.

In storage in recent years and believed to have been unseen in public in the last three decades, the car remains very complete, solid and intact, though the restoration, in Hunter Green and black with white striping and tan canvas top, is considerably older, it has held up extremely well; a testament to the quality of the work performed. Ideally, it would also be an easy beginning for a complete re-restoration, after which the car would be envied after debut to modern concours audiences. It is accompanied by a copy of the original build sheet, a copy of the 1931 V-12 and V-16 service manual, and the Thomases' history and maintenance file.

Few surviving V-16s, even others of the rare 1931 models, can offer this sport phaeton's excellent history, including time spent with David Towell and LaRue C. Thomas – great names in the world of Cadillacs.

**\$400,000 - 500,000
WITHOUT RESERVE**

180.

2006 FORD GT HERITAGE EDITION

VIN. 1FAPP90S26Y401772

5,408cc DOHC Supercharged V8 Engine
Electronic Fuel Injection
550bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Extremely well-kept, pristine example*
- ★ *Very collectible and extremely powerful Supercar*
- ★ *Just two owners and just about 1,900 miles from new*
- ★ *One of just 343 rare and desirable Heritage Edition examples made*



THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

The ultra-high performance Ford GT showcases the finest in advanced technologies, constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power.

With this prolific power, the Ford GT will accelerate from 0-60 in about 3.5 seconds, hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again—and became an instant collector's car



THE MOTORCAR OFFERED

Of the 2000-era Ford GTs, none are more sought after than the limited-production Heritage Edition model, like the one we are pleased to offer here. Officially titled the Heritage Paint Livery Package, this \$13,000 option was finished on just 343 cars and was only available during the final production year of 2006. The brilliant light blue and orange paint calls back to the famed Gulf Oil sponsored John Wyer Automotive Engineering cars, which won the 24 Hours of Le Mans in both 1968 and 1969.

Sold new from the Ford dealership in Novato, California in September of 2006, the Heritage Edition Ford GT appears to have remained in the Golden State until 2010. At this time, the Ford relocated to the North East for about two years, before being purchased by the consignor, a prominent Southern California-

based collector of exclusive sports and high performance cars, in 2012. The CARFAX report offered with the car, lists just two owners on the car since new.

Today, this Heritage Edition Ford GT presents in excellent condition and has received exceptional care for the entirety of its existence. Just about 1,900 miles are recorded on the odometer at the time of cataloging, and the supercar remains in largely as-new pristine condition with minimal signs of the past decade. The car is offered with owner's manuals along with other factory options and accessories.

Given its inimitable heritage, prolific performance, stunning design, and thrilling driving experience, Ford's GT supercar is a unique creation that will undoubtedly be

revered for years to come. This particular GT offers a great opportunity to add a particularly rare and well-optioned example to any collection. Considered an "Instant Classic" by many collectors around the world, this 1,900-mile 2006 Ford GT Heritage Edition deserves serious consideration..

\$400,000 - 500,000

181.**1965 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER**

Chassis no. 1E10675

Engine no. 7E2377-9

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

- ★ Matching number example
- ★ Offered following a rotisserie restoration
- ★ Recent mechanical service recorded
- ★ Handsomely finished in red over black
- ★ Featured in the original color combination

**THE JAGUAR E-TYPE**

'Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for Autosport shortly after the car's debut in 1961. Introduced in 3.8-liter form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine.

The latter was the same 3.8-liter, triple-carburettor 'S' unit first offered as an option on the preceding 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 motor car.

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 sub frame. 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 unsprung weight.



THE MOTORCAR OFFERED

Despite the E-Type's gorgeous appearance, taller drivers could find its interior somewhat lacking in space, a criticism addressed by the introduction of foot wells early in 1962. Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

This 1965 Jaguar E-Type Series 1 4.2 Roadster offered here is a fully restored, numbers matching example presented in excellent driver's ready condition. With a handsome overall appearance, the car is seen today in its original color combo of red over black. This Roadster comes from a collector who took great care in storing, operating, and maintaining this E-Type.

This beauty has benefitted from a rotisserie restoration, but more recently, Jaguar professionals at Classic Showcase performed a complete service to this XKE's furl and hydraulic systems and have gone through the cars mechanical systems to ensure smooth and strong ride for its next owner. Receipts for service work performed will accompany the car upon purchase. This example comes along heavily optioned with many Series 1

exclusive features such as covered headlights, triple SU carbs, toggle switches, and comfy seats.

Some of the features of this model are toggle switched, full instrumentation with styling and a design that was ahead of its time with a center console, and arm rests. Other features of the Series I are its steep windshield and tail lights, which are placed above the bumper line on the rear deck. Similarly, the parking lights are above the front bumper line on the front fenders. In 1964 when the 4.2 was tested, fuel consumption was rated road reported at 22 MPG and a top speed of 140 MPH.

**\$150,000 - 180,000
WITHOUT RESERVE**

182.

1935 RILEY MPH TWO-SEATER SPORTS

Chassis no. 44T 2255 (see text)

Engine no. 6F-2577 (see text)

1,726cc OHV Inline 6-Cylinder Engine

3 SU Carburetors

Approx. 70bhp at 4,800rpm (see text)

4-Speed Pre-select Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ *The ultimate Riley model*
- ★ *Fascinating provenance and ownership by motoring luminaries*
- ★ *Sensitively restored between three USA ownerships*
- ★ *Veteran of Colorado Grand and other road tours*



THE RILEY MPH

Riley was a company that had the rightful claim to being 'As Old As The Industry, As Modern As The Hour', its origins could be traced to 1896 and for a little more than 40 years, before they were acquired by the Nuffield Organization, they produced automobiles that were always innovative, unquestionably well thought out and invariably sporting.

As the company entered the 1930s, it didn't matter which model of Riley one bought, each had its own identity, with an imaginative product name, sedans were not just sedans, they were a Merlin or Falcon, or conjured an exciting location such as Biarritz or Monaco, and for those that wished to combine aerodynamics and sportsmanship, there was the rakish Kestrel with its swept back tail. While open touring cars had names like Alpine

or Gamecock. Perhaps it was symptomatic of the era, but somehow the level of design in even the closed cars was extremely novel and wherever possible the diamond of the Riley emblem was echoed in each car's trim.

The pinnacle of Riley production was undoubtedly the MPH. It was the definitive evolution of all the principles, engineering genius and styling cues of this famed British marque, and one that is placed in a near mythical status alongside other great icons of its era. Indeed, there are some that would argue that the MPH outshines its contemporaries from Italy and France in terms of outright beauty! To turn the dial a little more is the fact that less than 2 dozen were ever built by the works making the chance to own one very scarce.

THE MOTORCAR OFFERED

All MPH cars are charted in a remarkable reference work by Robin Cameron, of which considerable time is devoted to the car we offer here. As with some others of its era, the MPH appears to be something of an anomaly in the production, in that from its earliest days it is one of two cars to have carried its chassis number, albeit each with a different pre-fix and different coachwork. Mr. Cameron pontificates extensively as to the reasons why this is the case, while all the time confirming and acknowledging that both cars have full histories and legitimate claims to their hallowed status as MPHs.

In fact, assisted by its distinctive British Registration 'OW 7925', its history is recorded and almost certainly carries a pedigree associated with one of the most famous of all those who raced the 'blue



diamond' brand, Hector Dobbs. Dobbs was an exceptional privateer who became something of a national hero in the mid-1930s in Great Britain. Most notably, in an era when the British motor industry did not produce a true single-seater racing car, he was one of a number of privateers who converted two-seat chassis to single-seat configuration using offset bodywork, and was probably the most famous exponent of them. His two Riley specials of 1935 were by far the most successful of this genre, although with the arrival of the first ERA in 1934 changed the racing landscape and the offset style of body was soon to be a thing of the past.

The prefix of its 'OW 7925' license confirms it to have been originally road registered in the jurisdiction of Southampton County Council, which Dobb's Hedge End Motors of Botley

would certainly have come under for this purpose. Visually, 'OW 7925' was first seen in an advertisement in Motor Sport in June 1954, where it is pictured and captioned 'Riley MPH One of these rare, fast 2-seaters, with a lovely body finished in red, 6-cylinder, 3-carburetor engine, forerunner of the successful E.R.A.s. Full weather equipment including zipped tonneau'.

In the coming years it passed to one Frederick Clarke, a trader specializing in the marque, whose son Michael has confirmed to the current owner that by then the car was in a somewhat tired order, and had received a replacement engine following frost damage to the 6-cylinder engine. Nevertheless, it was very much in the form that it is still to this day, this being all part of its detailed and interesting file. By then, three key discriminating factors

were already apparent, the MPH front-end torsion bar set up had been removed, the steering box mounting bracket was heavily lightened/drilled and the rear brakes were likewise altered to a Bowden cable set up. All three of these characteristics were Dobbs hallmarks. Curiously, the car is also always known to have had 3 carburetors, rather than the standard twin set up, which has led to the addition of a purposeful hood 'bulge' to accommodate this performance upgrade.

The most plausible reason summarized by Cameron and other marque experts is that 44T 2255 had been used by Dobbs as the basis for one of his famed Single Seaters during the 1935 season, one of which was known to have been based on an MPH and then had its body returned to it prior to sale. Or indeed it was placed on another of



the distinctive MPH frames, for the original chassis plate that its body still carries to this day is the sole marker of its identity. Even in its early post war transactions, suggestion was made that the car had had a glittering racing career, perhaps even participation at Le Mans but despite extensive research by various owners this has amounted to nothing more than conjecture, as if often said of cars 'if only they could speak'...

Clarke's recollection was that the Riley was sold to a Naval Officer based in Southampton, who, perhaps optimistically, intended to restore it while onboard an aircraft carrier! It seems unlikely that this actually happened for it next surfaced with a Peter Still, who had advertised looking for one of these cars and received a response from a lady who seemed rather keen to dispose of the car while her

husband was at sea! At this point the Riley was refurbished for the first time by Still and a period correct Riley six-cylinder power plant fitted.

Its history from this point is well charted through numerous collectors, many who have been luminaries of the hobby, and all would have appreciated the MPH's collectible status and racing potential (the pre-selector gearbox being a direct forerunner to ERA), including Chris Mann, Werner Oswald, Eckhart Berg and Anthony Bamford. The Riley migrated to the USA in the late 1990s and continued in that vein with ownership by noted collector Bill Roberts of Washington State.

Mr. Roberts was responsible for giving the car something of a 'birthday' with new upholstery matched to the body color, rewiring

and strengthening of its 60-year-old frame. Enamored by its beauty but slightly challenged in its usability because of the size of the cockpit, he cleverly had the cross bar behind the driver and passenger pushed back, to allow room to set back their seats. This is undoubtedly a success and interestingly would not have been possible in terms of space but for the modified 'Dobbs' brake set up. Bill Roberts retained the car using it on various tours, including a few Colorado Grands, before it passed to David Cohen in Vancouver, BC.

Since 2008, the Riley has been domiciled on this Peninsula in a private collection of 'driver's cars', where it has been exercised on occasion and maintained as necessary. Through its near 85-year career it has gained a charming natural patina, the like of which



can not be replicated. Its rich burgundy paintwork and matched trim remain cleanly presented and its history is supported by a file with various copies of period images and correspondence.

The hen's teeth of Rileys, and the definitive article of their production, this with its added benefit of provenance and assumed link to Hector Dobbs' racing career, will provide its next owner with a beautiful and important sporting pre-war British car that is eligible for numerous events and a joy to experience.

\$650,000 - 750,000

183.**1911 DELAHAYE TYPE 413A CHARABANC**

Chassis no. 249

3,000cc Side-Valve Inline 4-Cylinder Engine

3-Speed Manual Transmission

Mechanical Brakes

Dual-Chain Driven Rear Axle

Ferodo Type Cone Clutch

★ *Previously on long-term museum display*★ *Two-year restoration completed in 2016*★ *Charming and practical Delahaye*★ *Superb tour bus for Concours d'Elegance events***THE DELAHAYE TYPE 413A**

Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1895 and later branched out into commercial vehicle manufacture. Up to the mid-1930s its products tended to be worthy though unexciting, but then in 1935 came the first of a new generation which would change the marque's image forever - the T135 Coupe Des Alpes.

Emile Delahaye himself designed the early cars and remained with the company he had founded after its sale in 1897 to two Paris-based industrialists, Léon Desmarais and Georges Morane. He retired in 1901, leaving Delahaye in the capable hands of production manager Charles Weiffenbach and engineer Amédée Varlet. By this time the company had left its Tours home and been re-established in the Morane family's factory in the Gobelins district of Paris.

The firm built single- and twin-cylinder models initially and introduced its first four-cylinder car – the Type 11 – in 1903. By the outbreak of The Great War, Delahaye had established a reputation for quality and reliability and was ranked in the top ten of French carmakers. During WWI, Delahaye manufactured military trucks, FN rifles and parts for Hispano-Suiza aero engines.

THE MOTORCAR OFFERED

The featured 1911 Delahaye Type 413a started life in France as a fire engine built by Société Generale du Carrosserie et de Charronage of Paris and was in service in south east of France. After very little time in service, it was replaced by a larger machine that could cover a wider area. After it was decommissioned, the Delahaye found its way to the Musée de l'Automobile du Sud-Est in St Cannat (Provence) where it remained for many years. When the museum closed in 1973, the Delahaye was purchased by Michael Banfield, a well-known British fire engine enthusiast, who kept it for another 40 years with the intention of undertaking a restoration, though this was never carried out in his tenure. The Delahaye was registered in the UK in 1981 as LE 7485, records for which still appear in the DVLA database.



Following its time with Mr. Banfield, the wonderful Delahaye found a new owner in 2014 who commissioned a ground-up restoration, which included fitting the 12-seater charabanc-style body. The body is constructed of wood and finished to a high standard, in keeping with the quality and period feel of the chassis. Fenders and bonnet are finished beautifully, with good quality finish that is period appropriate for a commercial vehicle. Gold coach stripes adorn the fenders, bonnet and wood-spoked wheels. During the restoration, the large wooden wheels were restored and updated to wear pneumatic tires which provide a more civilized ride as well as proving to be far more serviceable than the original solid-rubber tires. Loads of beautiful brass equipment includes period brass King of the Road headlamps, twin coach lamps, a winged Moto-Meter, brass windscreen frame

and other trim pieces. The multiple rows of seats are all trimmed in matching black upholstery and appear in very good condition, remaining very fresh and virtually untouched since the restoration was completed in 2016. A canvas soft top has been recently fitted, which is completely removable for fair weather driving.

The big Delahaye is powered by a 3.0-liter, four-cylinder, sidevalve engine, which sends drive rearward via a Ferodo type cone clutch to a three-speed transaxle gearbox and dual-chain driven rear axle. To make it more accessible and enjoyable, a battery, charging system, and electric starter motor have been added, while the metal brakes have been converted to Ferodo friction linings, as well as the aforementioned pneumatic tires. The sale includes some older photographs as

well as some documentation. This fun and unique Delahaye would make an enjoyable parade vehicle or it could even be used for promotional work, but we envision it as the perfect toy for summer outings in the company of a big group of friends and family.

**\$100,000 - 135,000
WITHOUT RESERVE**

184.

1974 FIAT X1/9

Coachwork by Carrozzeria Bertone

Chassis no. 128AS-0012555

1,290cc 4-Cylinder Engine

Single Carburetor

Approximately 100bhp at 5,900rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *One of the finest examples in existence*
- ★ *Complete mechanical overhaul by marque experts*
- ★ *Fewer than 14,000 original miles*
- ★ *Extensive list of original accompaniments*
- ★ *Featured at the 2018 Hilton Head Island Concours d'Elegance*

**THE MOTORCAR OFFERED**

Bonhams is pleased to offer what is surely one of the finest Fiat X1/9s in existence! This particular example is the highly sought after and seldom seen 1974 model; the first year of production for the X1/9 in North America. Among many unique features, the 1974 model year is most admired for its small metal bumpers which do not obstruct the stunning Carrozzeria Bertone lines.

Having covered just over 13,000 original miles, the car is in phenomenal condition. The original Sand (code 561) paint has been beautifully preserved, as has the showroom-like interior. To ensure that the mid-engine sports coupe performed as exceptionally as it looked, the country's leading X1/9 specialists went through the car and performed a complete mechanical restoration. A detailed list of the work performed is included in the

cars history file. Some of the noteworthy work consists of a rebuild of the engine with choice upgrades to a Euro-spec tune, a new clutch master, slave, disc and pressure plate, along with a lightened flywheel, an overhaul of the cooling system, braking system, and suspension system. It was at this time that the car was fitted with a new-old-stock dual-outlet Super Sprint performance exhaust and a highly sought-after set of mint condition magnesium Cromodora CD-39 13x6 wheels which wear new production, period-correct DOT-approved Michelin TB15 road rally tires with original metal FIAT center caps. Since the work was performed, the car has covered just a few thousand miles. On a recent test drive, the car performed beautifully and was an absolute pleasure to drive.

The X1/9 has been displayed and toured at the Fiat Club of America national gathering in Pittsburgh in July 2015, and more recently featured at the 2018 Hilton Head Island Concourse. Accompanying the Bertone are its original 1974 specific owner's manual, warranty book, service station book, tool kit, jack and spare, in addition to extras which include the original wheels and tires. Whether on the concourse filed, in a museum, or part a significant collection, this exceptional Fiat X1/9 will be sure to draw attention wherever it goes. Do not miss a rare opportunity to acquire a best-of-breed example of a rapidly appreciating classic.

\$25,000 - 30,000
WITHOUT RESERVE

185.

1965 VOLVO P1800S COUPE

Chassis no. 18345VE13720

Engine no. 6188

1,782cc OHV 4-Cylinder Engine

2 SU Carburetors

108bhp at 5,800 rpm

4-Speed Manual Transmission with Electric Overdrive

Front Disc - Rear Drum Brakes

Without Reserve

- ★ One of the finest P1800S examples to be found
- ★ Nut-and-bolt restoration by marque specialist
- ★ Desirable early S model constructed in Sweden
- ★ California car from new with full ownership history



THE MOTORCAR OFFERED

This stunning Volvo P1800S was sold new to its original owner, Fumiko Carlson, in California, where the Swedish sports car would remain in for its entire life. Over the years, the car would have only four additional caretakers, each of which is partially responsible for the vehicle's incredible condition. In 1988, the car's 3rd owner had the B18 engine fully rebuilt. The car's 4th owner decided to bring the car back to showroom condition. Show Car Restoration of Van Nuys, California, was entrusted with the vehicle and given the task of bringing it back to its as-delivered condition. In 1995, a 4-year rotisserie restoration was commenced. During the restoration, only the very best parts available were used. The exterior was refinished in the original shade of Pearl White. The interior shines just as brightly with a complement of beautiful, original blue-faced

gauges and an original radio delete plate on the dash. Volvo accessory Recaro chrome-plated seat recliners and headrests make the front seats fully adjustable while the original folding rear seat with original leather luggage straps is in the rear. During the restoration, the dealer-installed air conditioning was removed, but the thermostatically controlled electric cooling fan was left in place should the unit, which will accompany the car, want to be reinstalled. Underneath, the chassis has been tastefully updated with a more sporting oriented suspension, Bilstein shocks, ipd sway bars, 30mm lowering springs, and Panasport wheels (stock wheels accompany the car). Thanks to the choice upgrades, this P1800S handles like a lightweight sports car should, and is a real joy to drive.

Since the completion of the restoration, the car has been used sparingly and always properly stored inside, undercover. Since 2016, the car has been under the stewardship of the country's top P1800 specialists, where it has benefited from continuous upkeep and kept up to current parts standards, including recently receiving an original Girling brake booster, accurate interior upholstery panels, new rubber body seals, and a new wiring harness. In addition to the original spares mentioned above, the car is accompanied by its original owner's manual in sleeve, original tool kit, jack and covered spare.

\$60,000 - 80,000
WITHOUT RESERVE

186.

1965 CITROËN DS21 CONCORDE COUPE Coachwork By Henri Chapron

Chassis no. 4350009
Engine no. DX 000712

2,175cc OHV Inline 4-Cylinder Engine
Single Carburetor
100bhp at 5,500rpm
4-Speed Semi-Automatic Transmission
Independent Pneumatic Suspension

- ★ One of just 35 examples to feature this sophisticated design from Henri Chapron
- ★ Presented in original colors and specification
- ★ Sophisticated chassis with elegant coachwork
- ★ Recently freshened after long-term ownership in France



THE CITROËN DS21

Citroën's magnificent, space-age DS turned the motoring world on its head when it launched at the 1955 Paris Auto Salon. Onlookers at the show were stacked ten-deep, gendarmes were called in to control the crowds and visitors began waving their Francs at Citroën representatives to get their deposits down on this most remarkable machine. With such a scene unfolding, it would be easy to assume the DS was an exotic sports car or highly exclusive limousine for the elite. But in fact, Citroën's stunning new creation was a mid-priced family sedan, taking and more than 12,000 deposits on the first day of the show! Despite the humble purpose, the DS was a technological tour de force, featuring hydraulic suspension (pioneered on the Traction Avant's self-leveling rear end), high-pressure self-centering steering, semi-automatic gearbox, radial tires, and

four-wheel disc brakes. It was wrapped in a gorgeous, futuristic body penned by Italian sculptor Flaminio Bertoni and French aeronautical engineer Andre Lefebvre. The great French theorist and aesthete Roland Barthes described it as having "fallen from the sky." The DS would go on to become an enduring symbol of French ingenuity, creativity, and Avant Garde style. More than a million were built over 20 years, with everyone from middle-class families to heads of state counted among the proud owners.

THE MOTORCAR OFFERED

This car is one of approximately 35 examples built by Chapron, and it is one of just six from the second series, distinguished by the "finned" rear wing treatment. Build records supplied by the coachbuilder show that chassis number 4.350.009 arrived at Chapron in October 1965 and was assigned the commission number 7550. It was completed and invoiced on the 10th of December 1965.

According to the documentation, Chapron built this Concorde to special order for Monsieur Jean Lavail, who listed his address as the architectural firm CETAB. This elegant Citroën is no doubt a fittingly sophisticated motor car for a French architect. Appropriately for a coachbuilt car, this example included a host of luxury options. The high specification as listed on the build sheet includes power windows, leather trim, optional Jaeger



instrument cluster, Radiomatic FM radio with automatic Hirschmann antenna, Marchal fog lamps, and Robergel wire wheels. The handsome Midnight Blue and Shell Gray livery it wears today is the original color scheme as specified on the build sheet. All-in, Mr. Lavail's invoice totaled nearly FF 41,000, which would have been the equivalent of over \$8,000 US Dollars. By comparison, a new Cadillac DeVille cost less than \$6,000, and the exclusive Citroën would have been on par with the cost of a new Cadillac Series 75 Limousine.

While it is not clear how long Monsieur Lavail owned his DS Concorde, it appears that it spent the majority of its life in France, with French registration papers showing it changed hands in 1985. The new owner, a professional Citroën mechanic, bought the car as a complete and original example, although

it was not running at the time. He gradually refurbished it, treating it to a light restoration in 2000, and is said to have rebuilt the engine during his ownership, although records are not available. For the next 33 years, the owner enjoyed and cared for this very special Citroën, maintaining it in excellent condition and using it regularly on the road.

Today, this beautiful and rare DS21 Concorde benefits from a recent cosmetic freshening of the restoration. It presents in its original colors of Midnight Blue with a Shell Gray roof, which highlights the crisp and elegant Henri Chapron design. The bespoke exterior trim, unique to the Concorde model, was polished and detailed. Likewise, the beautiful interior is freshened with new plush carpeting and rejuvenated leather upholstery. The seats have an appealing character, with light creasing

accrued through gentle use, while the panels, dash and headlining are in original condition. It runs and drives with the road feel of a car that has seen consistent use and careful maintenance. This lovely example is ready for continued enjoyment at the hands of its next enthusiastic caretaker.

\$175,000 - 225,000

187.

1966 FERRARI 330 GT SERIES II Coachwork by Pininfarina

Chassis no. 8361
Engine no. 8361

3,967cc SOHC V12 Engine
3 Weber Carburetors
300bhp at 7,000rpm
5-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Disc Brakes

- ★ *Matching numbers example of the desirable "single-headlight" 330 GT*
- ★ *Ferrari Classiche Certification awarded in 2018*
- ★ *Documented by Ferrari historian Marcel Massini*
- ★ *Comprehensively restored inside and out*
- ★ *Elegant Pininfarina built Sixties V12 Ferrari*



THE FERRARI 330 GT

Determined to broaden its customer base by building comfortable and fast touring cars that could accommodate more than two passengers, Ferrari replaced its popular but aging 250 GTE 2+2 with the interim 330 America in 1964 and the 330 GT 2+2 in 1965. The first series of the 330 GT 2+2, with quadruple headlamps, received mixed reviews stylistically; Pininfarina cleaned up the second series with a cleaner front-end design utilizing just two headlights, different fender vents, and an extended nose. The Series II offered a five-speed, fully-synchronized transmission and new Koni adjustable coil-over shock absorbers for improved drivability. Campagnolo center-lock light-alloy disc wheels became standard fitment, although traditional Borrani wires remained an extra-cost option. The 300bhp Colombo-designed wide-angle V12 engine offered a top speed of about 150mph. It is estimated that some 460 examples of the Series II 330GT 2+2 were constructed from 1965 through 1967.

THE MOTORCAR OFFERED

Never mind letters of credit or wire transfers; when U.S. Ferrari importer Luigi Chinetti ordered a new car from the factory in the 1960s, he simply wrote a check and mailed it off to Modena. Such was the case when he arranged the purchase of this example, a left-hand drive, U.S.-specification 330 GT 2+2. Having received a check from Chinetti Motors in the amount of \$8,349.00, Ferrari completed and shipped chassis 8361 in March of 1966, and it was delivered to its first owner, a Mr. Fulmor, in Los Angeles on April 26 of that year. It was finished in Argento with a beige leather interior and equipped with electric windows and a Blaupunkt stereo.

As documented by Ferrari researchers Marcel Massini and Cathy Roush, this car was soon thereafter sold to Mr. Richard Robinson of Santa Ana, California, who enjoyed the car until December 10, 1977, when he in turn sold

it to Mr. Gary Alums of Manhattan Beach. This Ferrari remained with Mr. Alums until his passing, when his estate sold it to the current owner on August 29, 1997. At that point in time, the car had recorded just 75,002 miles. The new owner – an experienced foreign car technician residing in the San Jose area – immediately began a comprehensive restoration that encompassed three and a half years. The engine was completely overhauled, with new pistons and rings, new valves, springs, guides, and valve seats. All plain and roller bearings were replaced, the water pump and mechanical fuel pump were rebuilt, and a new electric booster fuel pump installed, and in 2002, the trio of downdraft Weber carburetors was overhauled by experts at Pierce Manifold. A new Bosch 70w/h internally-regulated alternator was installed and the car recently received a Pertronix ignition. Both the radiator and gas



tank were cleaned and the latter resealed. The transmission was refurbished, and a new rubber driveshaft coupling installed. Underneath, the suspension was rebuilt, all bushings replaced, the front A-arms were replated and the braking system was overhauled.

In 1999, the new owner had the Pininfarina-built body re-sprayed in Silver as when new, by John Holt of Autosport Autobody in Clovis, California. The bumpers, over-riders, door handles, and other chrome trim items were replated, and all stainless steel parts polished. Finally, a new interior was crafted to original patterns by Chuck Coop at Jack's Auto Top and Upholstery in early 2012. All receipts are available for inspection. Although the car was delivered with a set of Campagnolo light-alloy center-lock wheels, a previous owner acquired and installed a new set of period-

correct and optional chrome-plated Borrani wire wheels. The original Campagnolo wheels are supplied with the car, along with the original ignition system, an original spark plug wrench and grease gun, a replacement tool set, jack, hub puller, and some documents and manuals. In 2015, the car was purchased by its current owner, a Greenwich CT. based collector. Since, it has been maintained at Miller Motorcars and further received a full repaint compliments of J+B Body Works of Mt. Vernon NY. Most importantly, a Ferrari Classiche certification was completed and delivered within the past year and will be accompanying the car upon purchase.

This handsome Ferrari has been displayed many times at Concorso Italiano, most recently in 2012. With fewer than 10,000 miles added since its complete renovation, it offers its next owner four liter's worth of lusty

V12 power in a family-friendly 2+2 package, perfect for the enthusiast desirous of fast and smooth motoring.

\$260,000 - 310,000

188.

1923 ROLLS-ROYCE TWENTY DUAL WINDSHIELD TOURER Coachwork by Barker & Co. Coachbuilders

Chassis no. 54S4
Engine no. G273

3,127cc OHV Inline 6-Cylinder Engine
Single Carburetor
Coil and Magneto Ignition
3-Speed Manual Transmission
Leaf Spring Suspension
Rear Mechanical Brakes

- ★ *Stunning Barrel-sided custom coachwork by Barker & Co*
- ★ *Desirable Overhead-valve Six-cylinder engine*
- ★ *Documented by the Rolls-Royce Foundation*
- ★ *Excellent Rolls-Royce for many prominent touring events around the world*



THE ROLLS-ROYCE TWENTY

It was a significant meeting in the Midland Hotel, Manchester, on 4th May 1904. The Hon. Charles Stewart Rolls had traveled to Manchester by train with his business associate and fellow pioneer motorist, Henry Edmunds, for a meeting with Mr. Frederick Henry Royce who arrived from his Cooke Street offices, off Stretford Road, Manchester. The significance of that meeting cannot possibly have been perceived by either party, however the outcome was that the names of Rolls and Royce would forever be linked and fall into common parlance, not only in the motoring world but in the field of aviation. Here was the start of a legend where those two names became synonymous with superlative quality in so many spheres.

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, and the all-new Twenty model joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unit construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favorably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction of enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon.



THE MOTORCAR OFFERED

Offered here is a stunningly beautiful Barker-bodied Rolls-Royce Twenty Tourer. Based on copies of factory records and ledgers provided by the Rolls-Royce Foundation, the earliest information available shows that chassis 54S4 was tested on February 14, 1923, as the 168th Twenty chassis in the production run. The chassis completed with drivetrain and axles was sent right to Barker & Co when new, where it was fitted with the lovely, Barrel-sided Open Tourer coachwork as seen on the car today. The finished Rolls-Royce received its final inspections on June 29, 1923 and was then delivered to a Mr. F. Goodbody in Wales. 54S4 then went to a Rolls-Royce agency in London, where it was sold on November 29, 1924 to Arnold Reckitt, of Yorkshire. Reckitt, an industrialist and supposedly personal friend of Winston Churchill, who used the Twenty to pick up

his guests at the train station to be taken to his estate. The Rolls-Royce was later sold to Breckon Hill Motors, Middlesbrough in 1967, at which point an extensive restoration was carried out.

In 1971, the Twenty Barker Tourer was sold to Perry Jenkins of Pebble Beach, California. He had further restoration work done by Herb Wuesthoff in Northern California, including fitting a new 1929 20-type cylinder block. In 1980, Mr. Jenkins sold the car to Windom Estes, also resident of Pebble Beach. He remained the owner for almost 40 years until recently. During his ownership, 54S4 received extensive cosmetic and mechanical attention, including the installment of a new cylinder head supplied by Frank Cooke of the Vintage Garage.

Today this lovely 1923 Rolls-Royce Twenty Dual Windshield Tourer by Barker shows beautifully with handsome patina and is ready for touring and concours shows. The car is offered with tools, a handbook and side curtains, as well as a history file containing factory records from when the car was new.

\$100,000 - 130,000

189.

1934 DUESENBERG MODEL J TORPEDO PHAETON Coachwork by Fran Roxas in the style of Brunn

Chassis no. 2579
Engine no. J555

419ci DOHC Inline 8-Cylinder Engine
4 Valves Per Cylinder
265bhp at 4,200 rpm
3-Speed Manual Transmission
4-Wheel Drum Brakes

- ★ Stylish Fran Roxas open top Phaeton Coachwork
- ★ Powerful Model J excellent for show fields or tours
- ★ Among the most important models ever produced
- ★ Recently serviced



THE MODEL J DUESENBERG

Few names in motoring are as redolent of wealth and power as Duesenberg. The ground-breaking company advertising placed in up-market periodicals for the Model J was one of the first campaigns that deliberately did not show the product. A series of soft charcoal drawings portrayed a man in evening dress, seated in front of the fire in a great hall with a minstrels' gallery dominated by a huge pipe organ, or the silver-haired skipper of an America's Cup-type yacht, above a single line of script: "He drives a Duesenberg". Women drivers were not forgotten: under the portrait of an elegant lady giving directions to her head gardener, "She drives a Duesenberg" said it all, eloquently underscoring a scene where one could perceive an additional four gardeners in the distance, tending the immaculate grounds.

America took the new model to its heart and a new superlative was added to the language: to this day the phrase "It's a Doozy" is a

universal term of ultimate approval, just as the Model J has become the ultimate collectors' automobile. Duesenberg unveiled its Model J – the embodiment of company owner E.L. Cord and chief engineer Fred Duesenberg's vision of "The World's Finest Motor Car" – at the New York Auto Salon in December 1928.

Among its remarkable features was a twin-cam race-bred engine – a purpose-built 32-valve Lycoming 6,876 cc straight-eight said to develop 265 bhp. With light bodywork, such as a Murphy roadster, it was possible to achieve 90 mph in second gear with a maximum speed in the region of 110 mph in high gear. Ride and handling were exceptional for the period, matched by 15 inch hydraulic brakes all around. Every chassis built was tested for 500 miles on the Indianapolis Motor Speedway before being handed over to a leading coachbuilder for the construction of custom bodywork.

Though they were built during the Great Depression and cost more than a Rolls-Royce or a Hispano-Suiza, the Model J Duesenberg had no problems attracting customers in the beginning. Among the rich and famous who drove Duesenbergs were film stars Greta Garbo, Al Jolson, Gary Cooper, Clark Gable and Dolores del Rio, whose husband Cedric Gibbons, famed film art director and creator of the "Oscar" statuette, was also a keen Duesenberg owner. Millionaires like William Randolph Hearst, Phillip K. Wrigley and Howard Hughes, as well as royalty like King Alfonso XIII of Spain, Queen Marie of Yugoslavia, King Vittorio Emmanuel III of Italy and Prince Nicholas of Romania were all members of the exclusive Duesenberg set: in the end, fewer than 500 Model J's were built.





THE MOTORCAR OFFERED

This 1934 Duesenberg Model J Dual Phaeton J555 was originally dressed in a Willoughby Berline body mounted on chassis number 2579. Early documentation suggests that it was rebodied around 1939 to be a convertible sedan, but at some point during its illustrious career, the 1934 Model J was reconfigured by Duesenberg restoration guru Fran Roxas as a Torpedo Phaeton in the style of Brunn.

This 1934 J555 features the iconic Duesenberg seven-liter straight-eight motor with all eight cylinders feeding into a single exhaust, an avant-garde powerhouse built for speed and reliability, described by the media of the era as the one of the biggest, fastest and most expensive automobiles ever built. This Torpedo Phaeton is robed in stunning midnight blue with contrasting mocha leather upholstery, brown carpet and white wall tires mounted on chrome wire wheels. As was

the penchant of the day, this Duesenberg features extravagant chrome detail with two driving lights mounted on the windshield, a large luggage rack on the rear and two spare white wall tires on wire wheels mounted to the front fenders. The chrome slatted running boards are typical of the era and accentuate the ostentatious sweeping lines of the front wheel arches. Built to serve the aristocracy's predilection for luxurious touring, this Torpedo Phaeton features a second windshield to protect the rear passengers from the wind at high speeds and provides a little privacy from the chauffeur.

The interior is accessed through hidden hinged coach doors, also known as suicide doors, and both compartments have heavily padded bench seats dressed in soft brown leather. The front metal dashboard is strewn with chromed dials, gauges and instruments,

and passengers in the rear are invited to keep track of the time, speed and general direction of progress through a rear-compartment dashboard with a Jaeger clock, speedometer and compass. The overall demeanor of this 1934 Duesenberg Torpedo Phaeton is one of elegance, opulence and speed, as is underlined by the Duesenberg winged hood mascot, also known as the 'Duesenbird', and the spread-eagle insignia mounted on the radiator.

Extensive research has been executed on this car and it appears to have cruised under the radar for several decades, reemerging around 1982 when it resided in the stewardship of a gentleman in Chicago. Then in 1986 it was featured in *Duesenberg: The Pursuit of Perfection*, written by Fred Roe, a tome generally recognized as the Holy Book of the Duesenberg marque. Two years later, in 1988,



the car was apparently invited to the Pebble Beach Concours d'Elegance as a participant in the New Coachwork Class, featuring its Torpedo Phaeton body by Roxas. According to a blog stream on the Auburn/Cord/Duesenberg Club website dated 2006 through 2007, the body for J555 was owned by Bill Bicknel of Ohio in 1991. Mr. Bicknell had intended to mount the Duesenberg body on his Packard/Henny Hearse, but was persuaded instead to sell it. Shortly thereafter, on November 7, 1992, the car was listed in a Las Vegas auction and described as 'a Fran Roxas Torpedo Phaeton built on Frame 2579 in the style of Brunn, complete with dual enclosed side mounts, chrome wires, and a single Pilot Ray trumpet horn'. The car reappeared a year later at the 1993 Barrett Jackson Exposition and then again in 1995 at the Kruse auction in Auburn, featuring its beautiful dark blue paint with

sumptuous brown leather interior and tan top. Fast forward to June 2004 and the 1934 Duesenberg Model J Torpedo Phaeton was displayed by Coys auction house at the Silverstone Historic Tribute meeting.

Since 2006, this lovely Duesenberg has been in the private collection of a well-known British collector and the long-term owner of the famous 1931 Daimler Double Six Daimler 50 Corsica Drophead Coupe that won Best of Show at the Pebble Beach Concours d'Elegance in 2006. The esteemed collector bequeathed the Duesenberg to his daughter in his will and she has made exhaustive attempts to piece together the history of the car. Recently in receipt of a full service by Edwards Motorsport of Bristol, England, the Duesenberg remains today in good running condition, and sports one of the most distinctive body styles of the time and restored to the highest possible standards.

Presented with UK V5 registration documentation, this is quite possibly one of the most stunning and presentable Duesenberg Model J examples available today, this gorgeous Torpedo Phaeton offers its new owner the experience of superb open touring, whilst steeped in a mélange of luxury and history, reminiscent of the Golden Age of motorcars.

\$600,000 - 800,000

190.

1987 PORSCHE 930 TURBO SLANT NOSE CABRIOLET

VIN. WP0EB0932HS070161

Engine no. 68H01644

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Just one owner since 1995, and less than 21,400 original miles*
- ★ *Outstanding original and well-preserved condition throughout*
- ★ *Rare and desirable factory M505 Slant Nose Cabriolet*
- ★ *Offered with CARFAX report and many factory accessories*



THE PORSCHE 930 SLANT NOSE

Group 4 homologation rules, requiring 400 road cars to be built, had spurred the development of "Project 930"—the original 911 Turbo. In October of 1974, Ernst Fuhrmann officially unveiled the first Turbo production model. The Turbo married a KKK turbocharger to a completely reworked 3.0-liter engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo's characteristic flared wheel arches and "tea tray" rear spoiler were carried over from the Carrera model, while the interior was the most luxurious yet seen in a 911. The engine was enlarged to 3.3-liters for 1978, gaining an intercooler in the process. Power increased to 300bhp (282bhp for US models) and the top speed of what was the fastest-accelerating road car of its day went up to 160mph.

The 911 Turbo's *raison d'être*—the racing 935—had pioneered what would come to be known as the "Slant" or "Flat" nose, and this new look was soon in high demand from 911 customers. Early on, Kremer Racing offered a conversion service that was later taken up by the factory's own Customer Department for special order (*Sunderwunschen*) in 1981. The race inspired slant nose body work would not become an official Porsche option until 1986. The 930s equipped with the rare modified panels were modeled after the 935 race car. The converted front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam). The car's side skirts lead to the rear which had extra cooling intakes ahead of the rear wheels. Along with the body modifications came an even more luxurious full leather interior. The interior was graced

with luxuries such as air conditioning and special electrically adjustable and heated Recaro seats. Production of these modified 930s remained quite low due to the very high cost that they carried. By combining a turbocharged engine with open coachwork, modified in competition style, Porsche created what is considered today to be one of the most desirable late model 911s with the Slant Nose Cabriolet.



THE MOTORCAR OFFERED

This exceedingly rare and highly collectible 1987 Porsche 930 3.3 Turbo Slant Nose Cabriolet must be among the finest examples available on the market today. Completed at the Zuffenhausen-based Porsche factory in June of 1987, the new 930 Turbo was handsomely optioned with the \$28,422 Slant Nose option and electronic Cabriolet top, among other desirable options. The new Porsche was equipped for the US-market and completed in the elegant and classic silver metallic exterior over a black leather interior; just as it appears today.

Once the new Porsche 930 3.3 Turbo Slant Nose Cabriolet had arrived on US soil, it was sold through Holberts Motors of Warrington, PA in December 1987, yet is recorded as having resided in Kansas with the first owner. The consignor – a prominent East Coast

based collector of fine European sports cars – bought the silver Porsche in 1995 from the second owner, a gentleman named Steve Clay in Tennessee.

Having been sparingly driven throughout its life, the 930 Slant Nose Cabriolet had covered just 21,326 miles at the time of cataloging. Notes on the CARFAX report documents the cars low mileage very well, with many service and title notes logged. The car has been continually stored inside a temperature-controlled garage, at least for the past two decades, and remains extremely well cared for and highly original throughout.

This incredibly rare, 930 Turbo Cabriolet Slant Nose is accompanied by factory accessories such as the space saver spare with bag, as well as a copy of the original window sticker

and CARFAX report. The original Blaupunkt radio is still in situ in the dash. As one of the rarest models in Porsches history, this very original 1987 Porsche 930 3.3 Turbo Slant Nose Cabriolet is surely a car which will be appreciated for decades to come and offers thrilling performance and iconic looks..

\$190,000 - 230,000

191.

2018 FERRARI 488 CHALLENGE

VIN. ZFF87EXX000227921

3.9 Liter Turbo V8
493bhp at 8000rpm
7-Speed Dual Clutch Transmission
4-Wheel Disc Brakes
4-Wheel Independent Suspension

- ★ Eligible for The Ferrari Challenge Series 2020 and Beyond
- ★ Features complete log book and service from new.
- ★ Recent service work completed
- ★ Immediate track support available



THE FERRARI 488 CHALLENGE

Since the announcement of Ferrari's single-make racing series in 1992, coined the Ferrari Challenge series, there have been over 1000 races, and equally as many drivers taking part in up to three series organized over three continents. Over the years, the Ferrari Challenge series has proved to be an ideal platform for drivers looking to compete in international GT and prototype championships. An impressive number of the series' alumni have gone on to win in internationally recognized series such as Grand-Am, IMSA, the FIA World Endurance Championship and even the 24 Hours of Le Mans.

Commencing with the 348, Ferrari Challenge evolved to the 355 and 360 Modena before offering F430, and 458 platforms. Today, the 488 Challenge is the first ever turbo-charged

model to race in the series and is the most powerful Challenge car ever. At the heart of the 488 Challenge car is a 3.9-liter turbo V-8 derived from the road car series production engine, with a peppery 493 hp output, that took the overall 2016 International Engine of the Year Award.

Thanks to extensive development of the car's engine, aerodynamics, and chassis, the 488 Challenge reaches new levels of performance, chopping a second off the Fiorano lap time of the preceding 458 Challenge EVO for a new record of 1'15.5". Compared to the production 488 GTB V8, the Challenge's powertrain features specific engine mapping, optimized for racing performance, and shorter gear ratios. The variable torque management has been modified to prompt the driver to shift up at the ideal moment during longitudinal

acceleration, thus making maximum use of the performance characteristics of the turbo engine. The F1 DCT transmission features a new racing shift strategy which enables the car to accelerate from a standstill to maximum revs in 4th gear in just six seconds. Further improvements include a reduction in overall powertrain weight.

Concerning vehicle dynamics, Ferrari's patented Slip Slip Control (SSC) software makes its first-ever appearance on a Challenge car. The SSC is integrated with the vehicle electronic dynamic controls and is calibrated, along with the traction control and E-Diff3, to improve turn-in, cornering, and acceleration out of corners ensuring that maximum traction is provided throughout.

To enable Challenge drivers to tailor the car's



THE MOTORCAR OFFERED

handling to their driving style to an even higher degree, the vehicle control functions (traction and braking) are now governed independently, thanks to the adoption of three manettinos. One is dedicated just to braking, while the other two, set either side of the steering wheel, govern the traction control and electronic differential.

These two manettinos regulate the two phases of traction control, meaning they work independently on when and how the intervention activation occurs. The right-hand manettino (TC1) governs 'when,' in other words, the point of intervention under acceleration. The left-hand one (TC2) instead governs 'how,' controlling the degree of intensity of torque reduction as it senses the rear wheels spin.

The Ferrari 488 Challenge offer here is fresh from 2 seasons of racing action, competing in the 2017-2019 editions of the Ferrari Challenge series where it was successfully campaigned by The Collection (Ferrari of Miami).

Living under the care of a professional racing program, this example comes complete with an entire set of log books dating back to the car's initial delivery; something rarely seen and provided when searching for a Challenge series car. Complimenting its history of maintenance records, this 488 Challenge has also been recently inspected, serviced, and is prepared for track use.

Represented today in Ferrari's iconic Rossa Corsa livery, the exterior color is the only conventional part of this incredible

masterpiece of engineering. Low stance, winglets, and the exaggerated rear wing and front valence all work to direct air through and around this car. Ferrari has successfully created a production racing car that can easily be campaigned by a weekend track day hobbyist or immediately entered into today's Ferrari Challenge series.

The Ferrari 488 Challenge's ease of use allows drivers of any skill level, from novice to pro, to race a car equally suited for the 24 Hours of LeMans as it is for building practical race craft at the local track. The buyer of this car can be confident that there will be plenty of support in running this car with aggression on track for years to come.

\$225,000 - 250,000

192.

2017 FERRARI F12Tdf

VIN. ZFF81BFA8H0222634

6,262cc DOHC V12
769bhp at 8,500rpm
7-Speed Dual Clutch Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ 1 of only 799 examples produced
- ★ One of a kind build from Ferrari's exclusive Tailor Made program
- ★ 'Like new' condition
- ★ Strikingly beautiful limited production Ferrari



THE F12TDF

Introduced to the motoring public at the 2012 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. Evo magazine declared:

"The company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds. It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability."

Ferrari's gorgeous new Berlinetta was soon garnering critical accolades, being voted "Supercar of the Year 2012" by Top Gear magazine. Furthermore, in 2014 it received the coveted "Premio Compasso d'Oro ADI," one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that "the heart of every Ferrari is its engine." and the F12's 6.3-liter, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the "Best Performance" and "Best Engine above 4.0-liters" categories in the 2013 "International Engine of the Year Awards." With 730bhp on tap, this class-leading power unit—one of the most powerful ever installed in a Ferrari road car—delivers stupendous performance, propelling the F12 to 100km/h (62mph) in 3.1 seconds on its way to a top speed of 211mph. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo. Even the hardcore 599 GTO was slower.

But these days even a supercar has to make the odd concession in the interests of fuel economy, and with this in mind, the F12 incorporated Ferrari's HELE stop/start system that reduces consumption when idling. Paddle shifters mounted on the steering wheel—an innovation pioneered by Ferrari in Formula 1—had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the F12's steering wheel, while improved carbon-ceramic brakes helped keep things in check.

The engine/transmission package was mounted in an aluminum spaceframe chassis—developed by Ferrari's close neighbors and long-time collaborators,



Carrozzeria Scaglietti—that represented significant gains in rigidity and weight reduction when compared with the preceding 599 GTB. As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.

Styled by the Ferrari Styling Centre and Carrozzeria Pininfarina, the F12's voluptuous body restated the traditional "long bonnet, small cabin, short tail" look in a manner suggesting muscular horsepower, while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. A significant aerodynamic development was the "Aero Bridge": an under-body air channel running from front to rear that increased down

force while exerting less drag than an external wing. Moreover, "Active Brake Cooling" ducts had been adopted for the same reason, opening only when the brakes required cooling while remaining closed at other times to reduce aerodynamic drag. The result was a remarkably low-drag coefficient of only 0.299. Based on that of the Ferrari FF, the "Frau leather" interior featured aluminum, Alutex, and carbon fiber trim. The F12's optional accessories were extensive, though pricey. Who would have thought that a carbon fiber cup holder could cost £2,112?

In October 2015, Ferrari announced a limited-edition variant, the F12tdf. Its nomenclature referencing a competition variant of the 250 GT, so named following the latter's many victories in the "Tour de France Automobile" in the late 1950s/early 1960s. Like its illustrious

predecessor, the F12tdf was a lightweight, track-focused model aimed at wealthy connoisseurs and gentleman racers; only 799 were built during the 2016 and 2017 seasons.

The F12tdf used the same 6.3-liter V12 engine as the standard car, albeit modified to produce 769bhp, while deleting much of the leather/aluminum interior trim in favor of Alcantara and carbon fiber. Together, with swapping many exterior aluminum panels for carbon fiber, this helped shed some 110kgs from the total weight. The result was a reduction of the 0-100km/h to 2.9 seconds while the claimed top speed was now "in excess of 211mph." Around Fiorano, the F12tdf was 2.0 seconds quicker than its standard sibling.





THE MOTORCAR OFFERED

Unlike any other F12tdf, this example presented here is the product of Ferrari's own tailor made program instead of a standard configurator ordered example. An exclusive service which goes beyond the regular exterior and interior options, those looking to personalize their vehicle even further, for a cost, can affect nearly every detail. Fundamentally finished in the special-order exterior paint color Bianco Tartan, the rest of the car wears a scheme of Blu Scozia and Giallo details. Effectively every carbon fiber detail of the car has been finished in blue, even down to the engine cover and door cards in contrasting gloss and matte finishes. The wonderfully appointed interior is finished in Saddle leather with yellow stitched accents. Affixed onto the car is a personalization specifications plaque listing every last custom treatment and it is recommended that one

view this as to fully grasp the scope of the personalization. All in, the value of a nicely sized midwestern home was spent to achieve the final vision of the Ferrari's owner. The car has spent its life in the state of Oregon from the moment of delivery. Currently, the odometer shows approximately 1,110 miles, and the tdf appears as close to 'as new' condition as a 'preowned car' can get.

The F12tdf is truly a modern-day collectible that will continue to be held in high esteem by collectors and enthusiasts alike. With one of the classiest looking color combinations, this vehicle is sure to catch the eyes of most passerby. This F12tdf is surely one of the most well thought-out and desirable builds to leave Maranello. As such, the sale of this beautifully sculpted limited production supercar presents and incredible opportunity

that should not be missed.

\$975,000 - 1,100,000

193.**1923 MARMON MODEL 34B
TWO-PASSENGER SPEEDSTER**

Chassis no. 2230091

340ci OHV Straight-Six Engine
 Single Carter BB1 Carburetor
 34bhp at 2,450rpm
 3-Speed Manual Gearbox
 Front Suspension Semi-Elliptical Leaf Springs
 Double Transverse Elliptical Rear Suspension
 4-Drum Servo-Assisted Brakes

- ★ Rare Hume body
- ★ Largely original, in excellent running order
- ★ Participated in the Paris-Deauville Rally of 1979, piloted by Middleton
- ★ Cameo roles in two TV series and 'The Great Gatsby' movie
- ★ Two-time participant in the Formula 1 Driver Parade at Spa-Francorchamps

**THE MOTORCAR OFFERED**

According to the Marmon Club chassis 2230091 (denoting a 2-Passenger, built in 1923 as the ninety-first car of 170 built that year) is one of only seven known to still exist —especially rare for its highly sought-after Hume two-passenger body and much admired by the jet-set. The early years of this Marmon Speedster are unaccounted for, but we have documentation that places the car in the United States until 1973, when it was exported to England by Antiques Automobile Ltd. Two years later it was sold to Mr. Bernard William, who immediately passed it on to Roy Montague Middleton, owner of the Minardi Formula One racing team. In 1994, Christophe Brady acquired the car from Mr. Middleton and enjoyed its qualities for two full decades. H&H, the classic automobile auctioneer of Warrington in Cheshire, featured the Model 34 in its catalogue for a sale to be held on April

24th, 2014, at the Imperial War Museum in Duxford. The current owner, a self-proclaimed 'aficionado of beautiful pre-war classics' from Belgium, spied the Speedster in the catalogue and it was 'love at first sight', resulting in the successful purchase and delivery of the Marmon to Belgium. Exploration into this car's past revealed a celebrated history including appearances in *The Great Gatsby* (1974), *Reilly, Ace of Spies* (1983), and *Jeeves and Wooster* (1990-1993). It also ran in the Paris-Deauville rally of 1979, with then-owner Roy Middleton, at the wheel.

Through extensive research and no small amount of help from the Marmon Club, a multi-year renovation commenced, with the sole objective to return the car to original condition. In 2014 the consignor had the entire brake system reconditioned and

installed servo-assist; the wheels were sandblasted and repainted in red, and white wall tires were added. A correct beige soft-top was installed, with diamond-shaped portholes. The following year new running-board covers were installed and the exhaust manifold was sandblasted and painted. 2016 was the year of the engine rebuild. All components – pistons, valves, pushrods, linings, camshaft, crankshaft, cylinder head and oil pump gearing, etc. were installed new or rebuilt and calibrated. Benefiting from new technology, the original water pump was scanned in 3D, a mold was formed in resin and then recreated in aluminum. The next two years saw the electricals replaced and the original instruments and wooden dashboard expertly renovated. Finally, the Stromberg carburetor was replaced by a Carter BB1 and new discs and springs were added to the



clutch. This car is also equipped with a mini compressor to inflate the tires. A note from the editor of *The Marmon Club News* in July, 2019, states, "I can certainly attest to the passion with which [the owner] addressed the restoration of this car... which was thorough and accurate."

The beautiful blue aluminum exterior and interior black upholstery begged preservation rather than restoration, thus rendering this magnificent Marmon 34B largely original and correct, yet in excellent running order. During the restorative process, in 2016 and 2018, the owner participated in the Formula 1 Driver Parade at Spa-Francorchamps.

This motorcar is offered with many parts, including the original tonneau and hood, water pump mold, original Stromberg carburetor,

and the original tools. It is also accompanied by the 2019 Directory of the Marmon Club, various correspondence from 1973-1978, a First Edition of *The Marmon Heritage*, technical manuals, parts catalogues, period marketing materials and the British license plate from 1970. With such a comprehensive package on offer, the consignor is confident that his 1923 speedster will provide its next guardian with hours of pleasure and miles of excitement.

**\$135,000 - 185,000
WITHOUT RESERVE**

194.

1995 FERRARI F355 SPIDER

Design by Pininfarina

VIN. ZFFPR48A1S0104008

3,496cc DOHC 40-Valve V8 Engine
 Bosch Motronic Fuel Injection
 375bhp at 8,250rpm
 6-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Only 5,500 miles from new
- ★ Fly Yellow over Black color combination
- ★ Accompanied by tools and manuals
- ★ Desirable 6-Speed Manual Transmission

**THE FERRARI F355**

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mold of that great driver's car, the Dino 246 GT. The heart of the F355 though, was its phenomenal 3.5-liter V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 375bhp.

THE MOTORCAR OFFERED

This lovely Ferrari F355 Spider was originally sold new in Hastings-on-Hudson, New York, delivered in the stunning color combination you see today, Fly Yellow over black interior. With 3 owners since new, this F355 has traveled less than 5,500 miles. Powered by the phenomenal 3.5L V8, this car is also equipped the desirable 6-speed manual with the gated shifter for a more visceral driving experience.

Remaining in nearly untouched condition, this example presents magnificently. The interior is showroom floor fresh while the engine compartment appears in equally good condition. This example has received an exterior repaint of very high quality, as inspected. The CARFAX indicates maintenance at regular service intervals throughout the vehicle's early life, although no

service records are currently available. The car has been described as running and driving very well with the A/C in full functioning order in today's condition.

A very clean and tidy Ferrari F355, this example comes very well built, in a desirable color combination with incredibly low mileage and a manual transmission, making this a highly collectible example. Included in the sale is a tool kit and Owner's Manual.

\$70,000 - 90,000
WITHOUT RESERVE

195.

1941 CADILLAC SERIES 62 CONVERTIBLE COUPE
Coachwork by Fisher

Engine no. 8344152
Body no. 405

346ci L-Head V8 Engine
Single Twin-Choke Carburetor
150bhp at 3,200rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Offered from the Thomas Family Cadillac Collection
- ★ Older restoration in elegant colors
- ★ Documented by a copy of its Cadillac build sheet
- ★ Classic Car Club of America (CCCA) Full Classic



THE MOTORCAR OFFERED

One of 3,100 Series 62 convertible coupes built, this car was originally delivered by the Central Cadillac Company of Milwaukee, Wisconsin, finished in the two-tone color scheme of Crystal Blue Metallic over Ocean Blue Metallic, with blue leather interior and grey top, running boards, license plate frames, wheel discs, and blackwall tires. It is interesting and quite rare to find a two-door 1941 Cadillac, especially a convertible, that was delivered in a two-tone color scheme, as is confirmed by this car's original build sheet.

The car was acquired from Frank Corrente in 1992, to be part of the famed automobile collection on the sixth floor of the Thomas Cadillac Company in downtown Los Angeles. This collection at one time included virtually every significant model Cadillac produced between 1903 and 1976, including several

significant V16s.

While much of the collection was dispersed in 1993 after the dealership shuttered its doors, LaRue C. Thomas and his family elected to keep a few favored cars, including this Series 62 convertible, which has remained in the care of the family since. During 1994 the convertible was restored for Mr. Thomas by his longtime employees Lee Titus and Lee Kasabian, including being completely repainted and fully reupholstered, new brightwork, and restoration of the engine bay. It is obvious that a great deal of time and effort was invested in the completion of the restoration by Mr. Thomas's dedicated team.

Offered today from long-term display, the Cadillac would likely sort out well for road use, but could also be the basis of a modern

concourse restoration – perhaps to the striking original color scheme. It is accompanied by a copy of its build sheet, a photocopied shop manual, and its highly detailed restoration file including receipts and invoices for the work performed.

This is a fine Cadillac, offered from one of the West Coast's great names in Cadillac – Thomas.

**\$50,000 - 75,000
WITHOUT RESERVE**

196.

1973 BMW 3.0 CS ALPINA Coachwork by Karmann

Chassis no. 4310004

2,986cc SOHC Inline 6-Cylinder Engine
3 twin choke Webber Carburetors
Approximately 215bhp at 5,800rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Exclusive Alpina equipped example*
- ★ *Gorgeous color combination*
- ★ *Recent mechanical restoration*
- ★ *Good candidate for rallies such as the Copperstate 1000*



THE 3.0 CS

BMW returned to six-cylinder power for its top-of-the-range models in 1968 with the launch of the 2500 and 2800 saloons together with the stylish 2800 CS coupé. Designated 'E9', the latter was powered by the 2800 saloon's M30 engine, though it's running gear had more in common with the existing, four-cylinder 2000C/CS. The 2800 CS's replacement by the similarly styled 3.0-liter CS in 1971 brought with it numerous improvements, including four-wheel disc brakes in place of the old disc/drum combination. With plenty of power on tap, the 3.0 CS was good for more than 130mph. The E9 moved BMW up to directly challenge the fastest sports cars in the world. Victory laurels in some of the most significant races followed: The European Touring Car Championship ('73,

'75, '76, '77, '78 and finally '79 – some years out of E9 production!) and class victories at Le Mans, Spa, and Daytona. These racing efforts had coincided with the growth of some of BMW's most significant tuning partners; Schnitzer Motorsports and, of course, Alpina.

At the launch of the E9, Alpina was still a long way from being the factory partner and full-fledged manufacturer that they have become. Before their first official model, much like AMG, the company was active in producing high-performance machines out of the BMW range. Alpina-modified cars are hard to come by, and often lack the full documentation of the later VIN-specific models.



THE MOTORCAR OFFERED

Early in its life, Alpina supplied works race cars while also being a supplier of bolt-on parts which could be added both by a dealer or an owner. This beautiful Alpina equipped 3.0 CS has remained with its current owner in southern California since 2012, where it has been part of a significant European car collection. The Body is believed to wear the majority of its original Nachtbleu paint, which is in incredible condition, while the interior has been refreshed with new tan leather. Less than 2,000 miles ago, the car was treated to thorough mechanical refurbishment. The engine was removed from the chassis and fully rebuilt with new pistons and bearings. Underneath, a new gas tank and new shocks were fitted. This car is built to "Alpina" specifications and contains many ultra-rare

and desirable bits such as the triple-Weber twin-choke carburetors found on Alpina race engines (of which only less than 200 are said to have been built), Alpina style wheels, and an Alpina front air-dam.

BMW 3.0 CSs are one of the most iconic designs from the celebrated Bayerische Motoren Werke and as such are highly coveted by collectors. Finding an example that has been as well preserved and maintained as this car is a rare find; finding one with all of the impossible to replace Alpina parts is a dream come true. This fantastic 3.0 CS Alpina is ready for spirited drives on rallies such as the Copperstate 1000 or for Concours showings..

\$125,000 - 175,000

197.

1960 MASERATI 3500GT COUPE Coachwork by Touring

Chassis no. AM101*998

3,485cc DOHC Inline Six-Cylinder Engine
Triple Weber 42DCOE Carburetors
220bhp at 5,500rpm
5-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Disc Brakes

- ★ Beautifully presented Maserati
- ★ Extensive cosmetic and mechanical restoration
- ★ Over \$130,000 in recent receipts
- ★ Highly desirable Maserati ready for concours or tours



THE MASERATI 3500 GT

"The 3500 GT Maserati is a much underrated motor car, being overshadowed by the prancing horse from up the road in Modena. But it is not so long ago that the prancing horse was very much on the prongs of the Maserati trident in motor racing and there is that lovely big six-cylinder engine under the bonnet to remind one of the glories of the 250F." - Edward Eves, Autocar July 3, 1976.

Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship at the wheel of a 250F and a runner-up spot in the World Sports Car Championship with the fabulous 450S – both in 1957, the marque's most successful season – Maserati was, by that time, facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing, and Maserati's survival strategy for the 1960s

centered on establishing the company as a producer of road cars.

The Modena marque's new era began in 1957 with the launch of the 3500GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful Superleggera aluminum coachwork by Carrozzeria Touring, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the

man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially; later examples produced 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and a four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking. By the time the 3500GT was discontinued in 1964, around 2,200 of all types had been made.



THE MOTORCAR OFFERED

This Weber carbureted 3500GT was most likely delivered new to the United States. Among the last cars produced in 1960, the car is reported to have been in the collections of Herb Young and later Alan Cordan. The Maserati later made its way to the Greenwich, Connecticut area by the 2000s and joined the collection of the current owner several years ago.

Since purchasing the car, it has been thoroughly rebuilt by the respected team of specialists at Automotive Restorations in Stratford, Connecticut. Dozens of pages of invoices detail the work completed, including rebuilding the engine, carburetors, suspension, brake system, starter, and generator; revising and improving the electrical system; and installing a fresh gas tank. Cosmetically, the interior was reupholstered

in black leather, the driver seat rails extended to fit taller drivers, a new original trunk liner was fitted, and the steering wheel, radio, and instruments were restored and rebuilt. The work, completed between the middle of 2016 and leading right up to today, totals over \$130,000.

Today the car is ready to join the collection of its next lucky owner. 3500 GTs continue to gain popularity among collectors and are considered excellent value compared to their Ferrari equivalents. Their handsome styling and luxurious appointments make them standout cars of their era. Both the elegant Touring coachwork combined with the engine that had its origin in the legendary Maserati 250F Formula racer make the 3500 GT among the most recognized Italian cars of the century.

\$225,000 - 275,000



198.

1932 PACKARD STANDARD EIGHT 902 2/4-PASSENGER COUPE ROADSTER

Chassis no. 509605

320ci L-Head 8-Cylinder Engine
110bhp at 3,200rpm
3-Speed Synchromesh Manual Transmission
Solid Front and Live Rear Axles with Semi-Elliptic Leaf Springs
4-Wheel Mechanical Drum Brakes

- ★ Retained by Renowned Engineering and Styling
- ★ CCCA Full Classic® Status and Event Eligibility
- ★ Renowned Packard 8-Cylinder Powerplant
- ★ Well Equipped with Twin Sidemounts, Luggage Rack and Trunk
- ★ Engine and Transmission Rebuilt 2013 by Al Prueitt & Sons



THE MOTORCAR OFFERED

While the Great Depression had a tremendous negative impact on America's fine-car manufacturers during the early 1930s, Packard's reputation for excellence helped it maintain its strong market share. Introduced during June 1931, the Ninth Series models continue to rank among the finest Classic Era Packards. The Ninth Series models were now given numerical designations, with the former Standard Eights now available in Model 901 with a 129 1/2-inch wheelbase chassis and Model 902 riding a commanding chassis with a 136 1/2-inch wheelbase.

Comprehensive mechanical upgrades applied to the Ninth Series cars made these beautiful automobiles immensely enjoyable to drive and easier to operate than ever before. A compression increase to 6.0:1 raised engine output to 110 horsepower, with higher or

lower ratios optionally available. The frame now featured a double-drop, X-braced design, giving greater freedom of design for lower and more sporting body designs. Ride Control was standard, and a front bumper mounting harmonic stabilizers at each end was now optionally available. A new four-speed transmission was initially available, but late in the production run, a synchromesh three-speed with overdrive and vacuum-assisted clutch was fitted. No fewer than 13 body styles were offered on the Standard Eight 901 and 902 lines, with the most elegant and sporting being the Style 509 2/4-Passenger Coupe Roadster, featuring a top that folded flat and a jaunty rumble seat.

Delivered new on October 22, 1932, this Packard Standard Eight 902 2/4-Passenger Coupe Roadster carries excellent provenance,

including 50 years of single-family ownership until it was purchased by the current owner in 2013. The engine and transmission were rebuilt by Al Prueitt & Sons of Pennsylvania, and they also fully restored the interior, including the complete interior, top, carpets and rumble seat, plus replacement of the electrical wiring in the engine bay and dash area. In 2015, a full repaint was completed by Advanced Color Tech in two-tone Hunter Green and Midnight Green, plus repainting of the frame. Re-plating of the chrome was performed by Highline Plating in 2015 as well. Dragone Motorcars in Westport, Connecticut rebuilt the updraft carburetor and a service performed during 2015 included rebuilding of the starter. The odometer shows only 12,983 miles and in addition to period style Firestone 6-ply tires mounted on correct 19-inch wire wheels, this handsome motorcar also features



a pair of side mirrors, dual side mounted spares in metal covers, plus a rear luggage rack and trunk. In addition to restoration and service records, this wonderful 1932 Packard Standard Eight 902 2/4-Passenger Coupe Roadster includes the original owner's manual and simply remains a beautifully presented, yet eminently enjoyable CCCA Full Classic motorcar that will be welcomed into a veritable multitude of events the new owner should choose to participate in.

\$200,000 - 250,000

199.

1962 ALFA ROMEO GIULIETTA SPIDER VELOCE

Coachwork by Pinin Farina

Chassis no. AR170812

Engine no. AR00106 02698

1,450cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

Approximately 105bhp at 6,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ *Exquisite Conrad Stevenson restoration of a factory Spider Veloce*
- ★ *Long-time, dry and solid Southwestern car*
- ★ *Desirable, top-of-the-line Veloce version*
- ★ *Eligible for many prominent Tours and Rallies*



THE ALFA ROMEO GIULIETTA

"The Alfa, in a few words then, is a small car with a rev-happy DOHC engine that can carry two people from point A to point B over all types of roads quicker than most cars twice its size. It does this not with blinding speed but with a wonderful combination of roadholding, compact size and sheer willingness" – *Car & Driver* on the Giulietta.

With the introduction of the Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula that would characterize its finest offerings from that point on. The Giulietta's arrival caused a sensation; demand quickly outstripped supply, causing Alfa Romeo to rethink its production strategy and become a high-volume manufacturer. Designed by Pinin Farina on a modified Sprint Coupe chassis, the Alfa Romeo Giulietta Spider was the company's second post-war

model. The little two-seat Sports Spider was introduced in 1955 at the insistence of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving, all-alloy, 1.3-liter twin-cam four, mounted in a steel unibody chassis that weighed less than 1900lbs at the curb. The design was unmistakably Pinin Farina – very elegant, sporting and lithe.

From the time of their introduction, both the Sprint and Spider provided an exhilarating combination of character and performance, within the limits of what was possible with the well-designed twin-cam engine. However, as with pre-war Alfa Romeos, the dealers soon saw a demand for an updated version for buyers with competition in mind. In 1956,

the Giulietta Sprint and Spider Veloces duly appeared, with high-performance engines and modified bodywork. High-crown pistons raised the compression ratio to 9.1:1 which, with a pair of twin-choke Weber carburetors and more peaky camshaft profiles, raised the power by about 15%. Performance was certainly improved, with a top speed of 115mph and a more responsive engine through and through. Just 2,796 Giulietta Spider Veloces were produced, and they remain among the most collectible of the model today.



THE MOTORCAR OFFERED

Bonhams is honored to offer this beautiful example of the rare and ultra-desirable, factory Giulietta Spider Veloce. The is believed to have been sold new in Monterey, California, and retains the black California state license plate, with a handful of long-term California based owners recorded.

This sporting Alfa Romeo was comprehensively restored between 1994 and 1996 by Conrad Stevenson, the highly regarded Alfa Romeo specialist in Berkeley, California. During the restoration the car was disassembled, and the body repainted in its original white exterior color. The drivetrain, brakes, suspension and interior were restored as necessary. The engine had previously been rebuilt, reportedly to a 1,450cc displacement, with new cams, valves, springs and guides, while resealed with new gaskets. The

suspension and brakes were also rebuilt with new bushings, new Koni shock absorbers, new springs, rebuilt wheel cylinders and master cylinder, and relined brakes with new brake lines.

The dashboard was beautifully restored and features correct Veloce instrumentation that includes the tachometer which starts at 2000 rpm and 140mph speedometer. The engine compartment is authentic and correct in appearance with silk-screened airbox, Veloce intake plenum and plumbing, correctly labeled brake reservoir and windscreen washer fluid bag. The carburetors are Weber 40DCOE2 units, serial numbers 8865 and 8795.

The car has exceptional provenance and integrity with long-term California ownership and only a handful of owners. Offered with

the sale of the car are invoices from the restoration as well as original parts manual and other miscellaneous literature. This rare, top-of-the-line Spider Veloce is eligible for exclusive driving events around the globe and will surely provide its driver with many smile-inducing experiences. A fine example of open top motoring with excellent road holding and high-revving twin-cam performance, the Spider Veloce rightly claims the moniker "sports car" and one would be hard-pressed to find a near competitor at double the investment.

\$110,000 - 130,000

200.**1932 CADILLAC 355-B V-8 CONVERTIBLE COUPE**
Coachwork by Fisher

Engine no. 1202418

Body no. 124

353ci L-Head V8 Engine

Single Updraft Carburetor

115bhp at 3,000rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Vacuum-Assisted Mechanical Drum Brakes

- ★ Well-maintained restoration in attractive colors
- ★ Original body and engine, as-delivered to Washington, D.C.
- ★ Accompanied by a copy of its build sheet and owner's manual
- ★ Classic Car Club of America (CCCA) Full Classic

**THE 1932 CADILLAC**

The 1932 Cadillac adopted streamlined design for the first time, albeit with a subtle and gentle touch, including a longer hood and lowered body, as well as a new flat grille incorporated into the radiator shell, curved steel running boards, and torpedo-shaped headlights. The trunk on the town sedan, town coupe and five-passenger convertible coupe was integral with the body. The vision of the driver was improved by 30 percent as a result of the elimination of the outside visor and the construction of a 12 degree sloping windshield and corner posts. Extensive mechanical changes brought the drivability of the car into the modern era, as well, including a boxed steel frame, adjustable shock absorbers, reduced final drive, and Triple-Silent synchromesh manual transmission. This was a beautiful road automobile, especially with the lovely convertible coupe bodywork.



THE MOTOR CAR OFFERED

This handsome Fisher-bodied convertible coupe was delivered by the Kempton Cadillac Corporation of Washington, D.C., on May 16, 1932, with the build sheet notation "Tag Mrs. Trapnell – Rush Sold," indicating that it had been already sold and the new owner, Mrs. Trapnell, was waiting. It was finished in the delightfully named Niagara Blue with Deep Danube Dusk door "saddles," Tokio Ivory striping, and black fenders and chassis, and had a fine roster of optional accessories, including dual sidemounted spares with metal covers, trunk rack, dual mirrors, and the Heron radiator mascot.

In 1955 the car was discovered in Kansas and brought to the Bay Area of Northern California by Eddie Jay. Mr. Jay refurbished the car in the late 1960s or early 1970s; as it was a good solid original automobile, this

work appears to have been limited largely to mechanical maintenance and a thorough cosmetic refinishing, including new aubergine (Eggplant) paint on the body, black fenders, black leather interior, and a tan top. Mr. Jay maintained his Cadillac until 1999, at which point it was acquired by the current owner in Northern California.

The Cadillac has continued to be well-maintained, and close inspection indicates that the restoration has held up extremely well for its age; the car retains such irreplaceable original features as the original headlamp and taillight lenses, the original dashboard, and the original gauges, all in fine condition. The original lubrication tag is present as is the original body tag, and even the original delivery tag from Kempton Cadillac! Consistently used on many regional tours and

properly looked-after, the car recently received a new wiring loom. It is further accompanied by an original owner's manual and shop manual, which should be of much interest to a new caretaker, and a copy of the original build sheet. Ideal for continued enjoyment in CCCA CARavans and other touring events, this is a satisfying enthusiast-owned Cadillac and a delight to drive and enjoy.

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

201.

1924 DUESENBERG MODEL A ROADSTER Coachwork in the Style of Millsphaugh & Irish

Chassis no. 1003
Engine no. 1392

260ci SOHC Inline 8-cylinder Engine
88bhp
3-speed Manual Transmission
Front and Rear Semi-Elliptical Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- ★ *"The Grand Prix Car," developed from Duesenberg racing designs*
- ★ *Documented history back to the original owner, Colonel Daniel Cowal Jackling*
- ★ *Recent complete restoration, including rebuilt original engine.*
- ★ *Classic Car Club of America (CCCA) Full Classic*



THE MODEL A DUESENBERG

The car upon which the Duesenberg reputation for swift roadgoing automobiles was built, the Model A was independently produced by Fred and August Duesenberg, and was their own pure creation, unlike the E.L. Cord-influenced Model J that followed. Among the most advanced American automobiles of the early Classic Era, it featured an overhead cam eight-cylinder engine and four-wheel hydraulic brakes, engineering that had been proven on the Duesenbergs' successful racing cars. Some 600 examples of the Model A were produced between 1921 and 1927, but fewer than 40 of them are believed to have survived the decades that have passed since. Fewer still have known provenance and rakish two-passenger bodywork.

THE MOTORCAR OFFERED

This Model A Duesenberg is one of the very few whose original owner is known, and that gentleman, Colonel Daniel Cowal Jackling, is the only known Duesenberg owner commemorated by a full-scale bronze sculpture, which stands in the rotunda of the Utah State Capitol, commemorating one man's lasting contribution to the state and its economy. A skilled mining engineer, Colonel Jackling developed the cyanide process for extracting precious metals, later helping to establish the Bingham Canyon Mine, which by 1912 formed the largest industrial mining complex in the world. He later directed the U.S. government's explosives plants during World War I. It is fascinating to envision Colonel Jackling arriving at one of his mines within his glistening Duesenberg.

Copies of correspondence between the Colonel and Duesenberg Motors are included in the file; he writes of the car, identified by its serial and engine numbers: "I am very glad to say that I have had perfect satisfaction and comfort...In fact, I have never owned an automobile that has given a better service account of itself." Truly it was an automobile worthy of such a distinguished personage.

Colonel Jackling's Model A was later owned by a German family and later by Walter Douglas, Jr., of Tucson, Arizona, for whom a former title, dated 1934, is included in the file. By this time the Duesenberg had become a "stake bed" truck, used on a farm and later at a small airport, to pull tail-dragger airplanes to and from hangars. In this form it remained for many years, including two decades spent in the ownership of John Guilliams, who acquired it in the mid-1990s.



When purchased by the current owner in 2014, the car still retained its four original fenders and hood, while the chassis was a “time capsule” thanks to having been preserved under layers of dust in the dry Arizona climate; the owner notes that once the frame was cleaned, there was no rust pitting to be found. The engine had also remained unmolested for all those many years.

A restoration was undertaken using copies of original Duesenberg drawings, with the rear axle fitted with a high-ratio ring and pinion gear; the engine was rebuilt with new poured bearings and forged pistons, and all ancillary components were restored. The original chassis was restored while being carefully sectioned to the short-wheelbase length, 136

inches, and fitted with this beautiful body, a painstakingly accurate reconstruction of the beautiful roadster built by Indianapolis coachbuilders Millspaugh & Irish for the Model A. The body is complete with full side curtains, top boot, and top hardware.

Undoubtedly among the freshest Model A Duesenbergs available, this car is every bit the automobile that Fred and August Duesenberg envisioned: a race-bred motorcar of sporting flair and superb engineering. It also carries with it a wonderful story, with a classic figure of the American West at its core. One may not have a statue of himself in a state capitol, but he can own the automobile of a man who did.

\$250,000 - 325,000

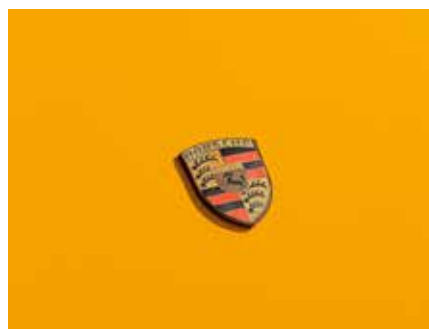
202.

1968 PORSCHE 911
Coachwork by Karmann

Chassis no. 11835323
Engine no. 3281042 (See note)

1,991cc SOHC Flat 6-Cylinder Engine
Weber Carburetors
130bhp at 6,100rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Beautifully and professionally restored inside and out and well documented.
- ★ Two owners from new
- ★ Fitted with a freshly rebuilt 1968 2-liter motor in addition to its original, restored engine block
- ★ Offered with the Porsche-issued Certificate of Authenticity, owner's manual, original Bilstein jack and tools

**THE PORSCHE 911**

Introduced at the 1963 Frankfurt Auto Show, the 911 proved to be the most historically significant Porsche model of all, becoming the mainstay of the Zuffenhausen production for more than 50 years, albeit constantly modified and updated. With a broadly similar layout to the 356, the 911 had a steel platform chassis with springing by torsion bars, MacPherson front struts, rear trailing arms, and a flat-6 air-cooled engine and five-speed transmission first seen on the 904. Like the final 356C, the new 911 utilized disc brakes at all corners. Larger, more comfortable and quicker in every respect, the 911 proved a more than adequate replacement for the 356 and steadily evolved into the legendary supercar we know and love today.

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the

introduction of the 911S, which featured a better-equipped interior and a heavily revised engine producing 160bhp. By this time around half of all 911s produced were being exported to the USA, where increasingly stringent regulation demanded that changes be made to the original design, the most significant being the adoption of dual-circuit brakes. It took time for Porsche's engineers to get the newly introduced 'S' engine to meet emissions targets, so as an interim measure the 911L was introduced featuring the 911S's superior equipment level but retaining the original 130bhp engine, pending the arrival of the detoxed US-specification 911S for 1969. The 911L was dropped at the same time, its place as Porsche's middle-of-the-range offering being taken by the 911E.

THE MOTORCAR OFFERED

This Bahama Yellow over Black leatherette short-wheelbase 911 is one of the few '68 911s to be delivered new to the US in that year. Well optioned, with front and rear bumper horns, 911S oil tank and instrumentation, a wood steering wheel, tinted glass all around, stainless steel aprons, loudspeaker, and more, the 911 was originally acquired by Kim William Ketland of Riverside, California. Ketland would keep the 911 for 46 years and cover 53,463 miles in the car before selling it to the current owner on December 5, 2014. Shortly after taking delivery of the car, which had been off the road from 1982 until 2014, a down-to-bare-metal restoration was commenced. Photos of the car as it was collected are in the file.



The Porsche was disassembled, stripped to bare metal, and professionally restored. Genuine parts were used when available and care was given to ensure things were done right. The original engine block, which comes with the car, was restored but set aside for preservation with another 1968 rebuilt motor—only 15 digits different from the original block—that may be properly trashed without worry of originality fitted in the back. Resprayed and retrimmed back in its original colors, entire operation is documented with copious receipts, invoices, and photos in a 4+ inches thick binder.

In addition to the hefty binder of invoices and photos documenting the restoration work and history of the car, there are both original California Black Plates, two steering

wheels—a wood rimmed one and a vinyl wrapped one, an owner's manual, two tool kits—one original and one new, the Bilstein jack, and Porsche Certificate of Authenticity documenting the car. Fresh from the shop and ready to join its next owner, this rare short wheelbase 911 will unquestionably provide many miles of driving enjoyment to its next, lucky owner!

**\$130,000 - 160,000
WITHOUT RESERVE**

203. Ω

1955 MORETTI 1200 SPORT SPIDER

Coachwork by Michelotti

Chassis no. 5007

Engine no. 5007

1204cc Twin-Cam Inline 4-Cylinder

2 Weber DCO 38 Carburetors

4-Speed Manual Transmission

4-Wheel Hydraulic Aluminum Drum Brakes

- ★ One of just two Morettis with Michelotti coachwork
- ★ Just 3 owners from new
- ★ Rotisserie restoration to original build specification
- ★ FIA and FIVA Passport holder



THE MORETTI 1200 SPORT SPIDER

Giovanni Moretti began his career in the 1920's as a mechanic repairing and selling motorcycles in Turin. His mechanical interests quickly elevated him into building his own motorcycles, and later, complete cars.

Moretti found quick success as he produced innovative designs across a portfolio that covered small city runabouts, commercial vehicles and even open-wheeled racing cars.

At the end of the 1950's, however, Moretti found himself unable to compete with the major auto manufacturers and he stopped making entire vehicles himself, concentrating on making Moretti versions of mainstream models. Unfortunately, this business model would prove a detriment to the business, coming to a complete close in 1989.

Throughout Moretti's years as an auto manufacturer, there is one model that highlights the brand's golden years, when it made a significant contribution to Italian motoring history, which is the Moretti 1200 Sport Spider. The Sport Spider was equipped with a 1200cc version of Moretti's then state-of-the-art lightweight, twin-cam engine. For the coachwork, Moretti contracted Giovanni Michelotti, a prolific designer, to represent a creation of his life's passion.

THE MOTORCAR OFFERED

This Moretti 1200 Sport Spider was completed early in 1955, wearing coachwork designed by Michelotti and beautifully finished in light blue exterior paint over blue leather interior. Copies of the original engineering drawings for chassis 5007 are dated September 2, 1954, supporting the timeline for this Moretti's completion.

One of just two examples built with similar coachwork, and the sole example in left hand drive configuration, chassis 5007 was first displayed on the Moretti stand at the International Motor Show in Brussels, Belgium in 1955. This open top Moretti was on display with several Moretti vehicles, as seen in period photos of the Motor Show. One photo even shows chassis 5007 being admired by His Royal Highness King Boudewijn of Belgium. King Boudewijn was





pictured in front of the Moretti stand with several of his guests and guards.

After the conclusion of the Brussels Motorshow in 1955, 5007 was sold to a Belgian collector. Photo evidence tracing ownership history shows chassis 5007 at the VII Tour de Belgique Rally in 1955. It was entered by the team of Mr. Pennartz and Yves Mathieu. The picture shows the car with starting number 78 with Pennartz behind the steering wheel and Yves Mathieu standing on the right side of the car. The Moretti had Belgian license plate 6-T-116 visible and looks to have been pictured in front of a garage in Liege.

The Moretti then remained in Belgium until 1962, when it was purchased by Mr. Berkhou, the Dutch owner of the ENAG cars-

workshops in Voorburg, Holland. Mr. Berkhout imported the car into Holland and in July 1962 the car was road-registered in Holland with the plate GK-99-46. When Mr. Berkhout bought the car, its original blue color had been painted over in a red finish, but still had the original blue interior. Mr. Berkhout himself was quite a strong-build man and could not fit easily into the nimble Italian sports car, so his son, Pieter Berkhout, would drive the Moretti regularly on behalf of his father. In one specific instance, Pieter recalls driving this rare car in 1963 over the frozen Ysselmeer Lake in Holland, which was an event organized by local automotive enthusiasts.

Photos in the vehicle's history file show this Moretti with Pieter Berkhout during the 1963 winter trails at the Dutch frozen Ysselmeer Lake. Mr. Pieter Berkhout was even able to

provide the present owner of the car with a short black-and-white movie taken from 1963 drive over the frozen lake. Later in Mr. Berkhout's ownership, there was an engine failure in the Moretti. Instead of rebuilding the engine, it was replaced by a Fiat 1100 Engine and gearbox

In 1965 the car was sold to another local Dutch enthusiast in The Hague by the name of Mr. Hans Oosterbaan. Mr. Oosterbaan was a passionate Moretti enthusiast, also owning a rare Moretti 1200 Vignale Coupe. In the 1990's, Mr. Oosterbaan began a restoration on the Moretti 1200 Sport Spider. A photo in the history file shows the car unrestored in Mr. Oosterbaan's warehouse before the project began. He contracted a befriended mechanic in England to take on the restoration project. Work progressed slowly, and regretfully, Hans



5007 during the 7th Tour de Belgique, 1955.



5006 at the 1955 Bruxelles Motor Show



Oosterbaan had to stop the project before it was properly finished. When the car returned to Holland, it was decided that it would be better to sell the project in unfinished condition so that the next owner could properly look after the rare Italian car. Mr. Oosterbaan kept the car until 2000, when it transferred ownership to the 3rd, and current, owner.

The sale of chassis 5007 turned out to be a very positive situation for all parties as the new owner was a classic car restorer. The buyer was able to see through the unfinished project and recognize that this car deserved a lot of effort, investigating, and a thorough restoration. After purchasing, the current owner also managed to locate and buy this Moretti's original engine that had been separated from the car after its

failure under Mr. Berkhout's ownership. The original engine no. 5007 was purchased from Rajswijkse Motorrevisie Bedrijf, before being reunited with the car, and installed by Dijkhof Autorestauroties.

With direction of today's seller, the Moretti began a 12-year restoration. The car was completely dismantled and received a rotisserie restoration. Hundreds of hours were spent in research alone, referencing other Moretti owners and experts to track the history of 5007 and bring the car back to its former glory, as seen at the Brussels Motor Show in 1955.

After finishing the restoration, contact was made with the Dutch authorities to claim the original period registration number GK-99-46 back for this car. To obtain the original

registration, the car was heavily scrutinized to verify its authenticity before being approved to wear its original registration.

Presented today as it left the Moretti factory, this stunning example is complete with a thorough dossier that outlines the car's history from new. There is rapidly growing international interest in the delightful variety of high-performance competition cars produced by Italy's myriad small-quantity specialist motor manufacturers during the 1940s, '50s and '60s. With the inclusion of the FIVA passport an FIA historic certification, this incredibly rare Moretti is an immediate entry into major international Concours and rally events.

\$550,000 - 650,000

204.

1953 MERCEDES-BENZ 220 CABRIOLET A

Chassis no. 187012.03483/53

Engine no. 180920.03615/53

2,195cc SOHC Inline 6-Cylinder Engine

Single Twin-choke Carburetor

86bhp at 4,600 RPM

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Exceptional nut and bolt restoration performed, totaling over \$400,000*
- ★ *Well-documented history since new*
- ★ *Class Award Winner at the 2018 Greenbrier Concours d'Elegance,*
- ★ *Offered with Original Karl Baisch luggage, Becker Monaco Radio and comprehensive history file*



THE MERCEDES-BENZ 220

Mercedes-Benz introduced the 220 Sedan at the Frankfurt Auto Show April 1951. The successor to the 170 S, it contained a number of updates, the primary of which being a streamlining of the headlight fitment. They were now faired into the fenders with chrome trim atop. More than 16,000 Mercedes-Benz 220s were sedans, but more discerning buyers also had the option of ordering a two-three seat Cabriolet A or a full four-seat Cabriolet B. Just 1,278 people opted for the "A" version which commanded a 70 percent premium over saloon models, this understandably kept production numbers to a minimum. The Cabriolet A is a two-passenger convertible distinguished from the Cabriolet B by having a rear jump seat and a single side window compared to the four-passenger B.

THE MOTORCAR OFFERED

This desirable 220 Cabriolet A was first shipped to the Mercedes-Benz dealer in Zurich, Switzerland on November 2nd, 1953 as noted on the factory build sheet accompanying the car. The 220 was purchased new by Rene Hummel, Montagne 8, 2300 La Chaux-de-Fonds, Switzerland on May 5, 1954. It remained in Hummel's ownership until it was sold to Herr R. Dahler of Burgdorf, Switzerland on August 16th, 1973, and then 3 years later sold to Robert Leveque of Charlottesville, Virginia. Upon his passing, the car would be sold from the Leveque family to the consignor in August 2005.

After 10 years of ownership, the consignor brought this 220 Cabriolet A to pre-war and vintage Mercedes-Benz specialists Magno Restorations of Ward Hill, Massachusetts to be restored in 2015. The extensive restoration

work performed included disassembly and refitting/refinishing of the body, doors and fenders, installation of new structural wood in the body, replacement of sheet metal where necessary, refinishing all sheet-metal bodywork, a new wiring harness, brake system rebuilding, restoration of the leather upholstery, making leather-bound wool carpeting, making and installing new soft-top and headliner, re-chroming, and refinishing the original chassis and suspension parts. The paint, leather and top have been restored to the original colors, featuring the lovely DB 157 Grey Beige exterior color, which appears a subtle pale green when bathed in full sunlight. A new headliner, top pad and top was installed, also in original colors, and all interior leather was done in the original 653 Green.

The original engine has been re-tuned and



serviced as needed, while other mechanical systems such as the transmission, rear axle, central-lubrication system and dashboard instruments were serviced or restored to further compliment the high standards required by the owner. A further, more detailed description of the work completed is available in the history file along with receipts for all work completed during the restoration. Restoration receipts for the work done by Henry Magno in concert with the owner's desire for a fine finished product exceeded \$400,000.

The chassis, engine and body numbers of the car all match the factory build sheet, and the original tags have been retained on the car as further testament to the authenticity. Period correct accessories include burl walnut trim, reconditioned Becker Monaco radio and

speaker, Karl Baisch luggage, tools and tool roll, an original and very rare wooden spare parts box made specifically for 220's, and the correct under-hood plug-in drop light. Today, this exceptional Mercedes-Benz classic is in a wonderful and fresh restored condition throughout. Cosmetically, the detailed finish of the paint, chrome and fits compliment a beautifully correct and authentically crafted leather and burl walnut interior. The engine bay and undercarriage are cosmetically restored and refinished to concours event standards.

The one and only time this 220 was been shown publicly was at The Inaugural Greenbrier Concours d'Elegance, in May of 2018, where it received the top honors in the post WW-2 production car class. This exceptional Mercedes-Benz 220 Cabriolet A

is ready for show fields around the world, or driving enjoyment, and must be among the finest restored examples available anywhere.

\$200,000 - 250,000

205.**1967 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER**

Chassis no. 1E14325

Engine no. 7E11569-9

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

- ★ *Elegant and powerful 4.2-Liter E-Type Roadster*
- ★ *Finished in period-correct Old English White over Black*
- ★ *Great example for open top touring on rallies such as the Copperstate 1000*
- ★ *Dubbed The Most Beautiful Car in the World by Enzo Ferrari*

**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, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, 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.

Facing safety and emissions concerns, largely from the United States, starting in August of 1967 Jaguar began producing what has been named the "Series 1 1/4 and 1 1/2" XKE. The differences were subtle, though important. The trio of SU carburetors that breathed life into the E-Type since its introduction were replaced with a duet of more efficient Stromberg Carburetors, the interior toggle switches were replaced with safer rocker switches, and the knockoff wheels were modified to have more center hubs without

wings. These changes, along with further evolutions that continued through the next series of XKEs, are the reasons that the Series 1 remain the most desirable examples.

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

Completed very early on in 1967, this open two-seater E-Type left Jaguar's production facility much as it appears today, and was most likely delivered new to the booming, North American market. It was equipped with the powerful, 4.2-Liter dual overhead cam inline six-cylinder engine, and received the upgraded, fully-synchronized 4-speed manual transmission. The Jaguar has received restoration, service and maintenance work over the years, and appears in beautiful condition today. It should be noted, that some signs of corrosion have been found in the bodywork. As the early Jaguar factory records are unclear with regards to exactly when the covered headlights were cancelled on US-market car, it is hard to determine if this car had them from new or had received the newly introduced lights in 1967. Completed in a lovely Old English White exterior color

over a black leather interior, this end-of-the-run 1967 E-Type 4.2 Roadster looks just right. Very nice trim and bright work adorns the Malcolm Sayer-designed bodywork, matched by chrome wire wheels. Inside a clean black leather interior greets you, along with the classic wood-rimmed steering wheel. The first-generation E-Type remains a highly collectible car, and this one would be a great example to take on tours and rallies..

**\$100,000 - 130,000
WITHOUT RESERVE**

206.

1922 BENTLEY 3 LITER SPORTS TOURER

Coachwork by Vanden Plas

Chassis no. 103

Engine no. 109

2,996cc SOHC Inline 4-Cylinder Engine

4 Valves Per Cylinder

80bhp at 3,500rpm

4-Speed Close-Ratio Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes with Perrot Shaft Actuation

- ★ Among the oldest surviving W.O. Bentleys in existence
- ★ Long-Term California car since 1960s
- ★ Retaining the original engine
- ★ Eligible for many road touring events, including North American Vintage Bentley Club



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.

O Bentley proudly unveiled the new 3-liter 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. In only mildly developed form, this was the model which 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.

Early success in the 1922 Isle of Man Tourist Trophy, where Bentleys finished second, fourth, and fifth and took the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having

twin SU carburetors, a higher compression ratio, different camshaft, and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type gearbox was adopted. These engine changes increased maximum power from the standard 70 to 80bhp and raised the top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) Andre Hartford shock absorbers.





THE MOTORCAR OFFERED

Completed on August 4th, 1922, this early 3-Liter Bentley was delivered new to Major Robinson, fitted with rear brakes only and sporting an open Vanden Plas Body in black with a scratched aluminum bonnet over a grey interior. In the subsequent years, the rapid developments and refinements by Bentley to the 3 Liter model were fitted to this car by the factory. In 1923, the original transmission was replaced with no. 156, likely due to the more robust shift forks in the newer version of the 4-speed transmission. In 1924, a four-wheel brake conversion was carried out as well, adding much needed stopping power to the front wheels, and in 1925 the factory installed BHB high compression pistons. The original body, numbered 3194, was removed from the car sometime in the 1930s or 1940s and replaced with the body it retains today, Vanden Plas no. 1261.

By the mid 1960s, after passing through the hands of several British collectors, this 3-Liter made its way to the United States, where it was owned by H.R. Crown in Van Nuys, California. 103 remained in California until it was acquired by the current owner. By the time it arrived in California, this Bentley was in a similar configuration to how it is presented today. Under the bonnet, the 3-liter engine is fitted with twin SU G5 'Sloper' Carburetors and an ML CG4 Magneto and Stage 2 Perrot shafts and brackets on the front end.

After two idle decades, this early Bentley received professional care from marque experts who rebuilt all the major systems of the car. This work, which was completed in 2018, led to the car that is presented today. Handsome in black with accents of red and scratched aluminum with a triplex windscreen, this 3 Liter is very well sorted inside and out.

Included in the sale, along with tolls, is an exhaustive history report compiled by Clare Hay in 2019.

\$450,000 - 650,000



207.

1957 PORSCHE 356A CARRERA 1500 GS COUPE Coachwork by Reutter

Chassis no. 58295

Engine no. P90785

1,498cc DOHC Flat 4-Cylinder Engine

2 Dual-throat Solex Carburetors

100bhp at 6,200 rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Fuhrmann roller-bearing 4 Cam type 547/1 engine with 1500 miles since its rebuild by Billy Doyle
- ★ Spare Porsche SC 1722cc engine with low miles and fully documented
- ★ Owned by the current owner since 1975
- ★ Original 644 transmission with rare Spyder "D" 2nd gear
- ★ Documented with a COA, Kardex, and nearly 50 years of maintenance records



THE CARRERA GS 1500

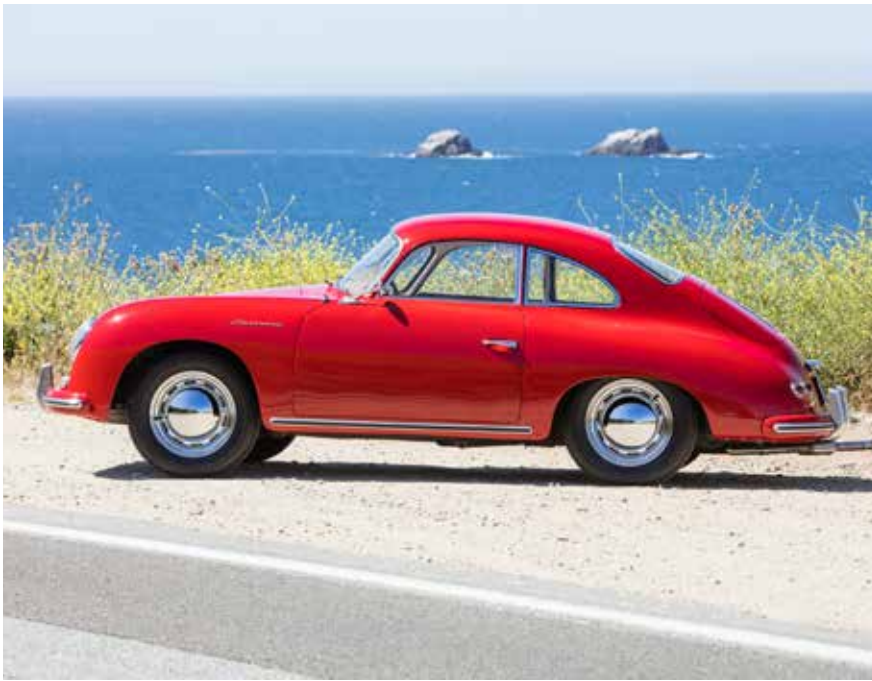
Originally introduced at the 1955 Frankfurt Motor Show, the 356 Carrera was the first edition of Porsche's long-running prestige performance car, featuring a special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with determining just how much power the classic Porsche flat-four motor could develop, and in this pursuit he made some fundamental engineering adjustments over the basic pushrod engine. These modifications included the addition of twin ignition, two twin-throat carburetors, and dry-sump lubrication. The most important development, however, was the implementation of dual overhead camshafts. With precision and reliability being the two main goals for an engine destined for competition, normal chain or belt driven timing was curbed and a complex system of shafts and bevel gears kept the valves moving

instead. The intricacy of the system makes assembly a rather time intensive activity, but it proved worthwhile in the end.

The 550's originally fitted with this motor were true giant killers. The proven combination of light weight and supreme power proved to be immense advantage over the heavier, larger displacement opposition and allowed the nimble racers to carve up the competition all across Europe. Victories were scored at famous events such as the 1000km of Nürburgring and even the notorious Targa Florio. With many private owners of the 550 being able to drive to the tracks, compete, and then arrive home all in the same car, the reliability of the dual cam engine proved useful enough for road use.

Porsche factory staff arrived at a similar conclusion and began to test the engine as an alternative to the pushrod motor in their own personal cars. Eventually determining that the 356-based road car was the most opportune platform for the type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, which was named for the famously grueling Mexican road race at which Porsche had dominated the 2-liter class. From the factory, the full range of 356s body styles, Coupe, Cabriolet and the open Speedster, could be ordered as Carreras. However, only 225 of these Coupes were produced during the initial production run, making them a rare sight on the roads. The motor even allowed the 356 to further remain a competent racer on the track with many owners taking part in motorsport events in anything from near stock examples to fully specified race cars. Porsche would





THE MOTORCAR OFFERED

continue to produce the Carrera throughout the various generations of 356, eventually increasing the displacement all the way up to 2 liters.

The 4-cam motor is truly the star of the show on the legendary 356 Carrera models. Delivering an approximate 100 horsepower, it is a delight to wring out all the way to its 6,000 rpm redline. Porsche, seeking to deliver the most well-rounded car they could, also fitted wider tires, and with increased power and a well sorted chassis, the Carrera models make for unique and desirable Porsche driving experience.

Leaving Porsche's Zuffenhausen factory on January 15, 1957, this Reutter Coupe was initially finished in Silver Metallic (Reutter code 608); the original interior color is unknown. Fitted with sealed-beam headlamps and USA-market bumpers, the car was destined for America.

It is believed that the car has always remained in California since at least 1967 and possibly from new, where the current owner found it for sale through a classified ad in 1975 when he was 19 years old. The car's original four-cam engine had been lost, and replaced at some point by a modified Porsche Super 90 four. When discovered in 1975, the Carrera coupe had been painted a non-factory shade of plum, and had primer on the passenger-side front fender. The current owner fell in love with the car, and offered all of his savings to buy it.

He drove the car to college and back for three years, and then put it on blocks when he entered law school. Ten years later, he again turned his attention to the Porsche, launching a complete, nut-and-bolt restoration that would take two years to complete. The work was assigned to a restorer who was also a judge at the Pebble Beach Concours d'Elegance.

In 2010, the owner located a period-correct, 547/1 four-cam, 1,500cc engine on eBay. It had been sitting unused for 50 years in a bedroom while its previous owner sought to collect all the necessary parts to put it back together. The Carrera's current owner bought the engine, and entrusted its reassembly to four-cam guru Billy Doyle, widely recognized as one of the most gifted healers of Ernst Fuhrmann's notoriously complex engine. Doyle



confirmed that the engine was a low-mileage example, with a Hirth roller-bearing crankshaft and number-matching camshaft drive gear sets and cylinder heads.

The owner shipped the Carrera from his home in California to Doyle's shop in Jackson Hole, Wyoming, where the rebuilt four-cam engine was installed. Doyle then taught the owner how to drive and maintain this special engine. The owner subsequently installed a custom Sebring exhaust system handmade by James Constas.

The rebuilding of the type 644 four-speed transaxle, which was original to the car, was entrusted to 356 authority Vic Skirmants, of 356 Enterprises. During the course of his work, Skirmants discovered that the gearbox had been built with a Spyder "D" second gear that would take the car to at least 55 mph.

In addition to the four cam engine, the Carrera comes with a freshly rebuilt, 1,722cc SC engine, which provides the new owner with the opportunity to preserve the four-cam for shows and spirited driving. The SC engine, too, is equipped with a Constas Sebring exhaust system. The Carrera comes with its Certificate of Authenticity from Porsche, full maintenance records since the early 1970s, and a copy of the Kardex record for the car.

The hood, doors and rear deck lid are each stamped with the last two digits of the chassis number, indicating that they are all original to this car. The original numbers matching four cam engine was recently discovered in a Carrera GT in Southern California. Contact information will be provided to the cars new owner.

As the cars that launched the Porsche legend, all 356s are special. The Carrera four-cam is something else again, highly sought after by Porsche enthusiasts all around the world. This example, available for purchase for the first time in 44 years, represents a rare opportunity for ownership.

\$500,000 - 600,000

208.

1957 PORSCHE 356A 1600 SPEEDSTER T1 Coachwork by Reutter

Chassis no. 83454
Engine no. 64110 (See Text)

1,582cc OHV Flat 4-Cylinder Engine
2 Zenith NDIX Carburetors
60bhp at 4,500rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- ★ Offered after 44 years of single ownership
- ★ Comprehensive ground-up restoration recently completed
- ★ Offered with extensive history file, Kardex and Porsche COA
- ★ Timeless styling finished in iconic Signal Red



THE MOTORCAR OFFERED

Bonhams is honored to offer this beautifully presented 1957 Porsche 356A Speedster, being sold after 44 years of single family ownership and having recently benefited from the completion of a comprehensive ground-up restoration. Completed on June 6, 1957, this Speedster was imported new by Max Hoffman in New York City.

Wearing Porsche's iconic Signal Red over a tan leather interior today, this Speedster was far from Concours condition when purchased by today's seller in 1975 from a body shop in Sausalito, CA. Although it was in driving condition, the car had deviated slightly from original condition, being powered by a 1500 motor (#35192) and showed evidence that a roll bar may have been fitted to the tub at one point. The vehicle's history file includes photos of the car when it was purchased in 1975.

In 1977, this Speedster was placed in a storage facility in Burbank, CA. where it would remain untouched until 1990, at which point it was decided that a full restoration should take place to bring the Porsche back to its original luster and beauty. Assigned to the task would be the late Angelo Pino of Pino's Auto Body in Alhambra, CA. widely recognized for his specialized restorations and love of the Porsche 356.

Between June 1990 and January 1992, Angelo Pino completed a full body restoration down to bare metal and painted the car Signal Red, a change from its original Meissen Blau color. At the same time, a correct 1600 engine (#64110) built in 1957 was sourced to bring this Speedster back to correct specification. The history file includes color photos of Angelo Pino and employees loading the

finished Speedster onto a trailer. Sadly Angelo Pino died in 2012, but is remembered with great respect by many 356 Registry members for his old school metal craftsmanship, earning the title of "Speedster King".

The Speedster was moved by trailer from Pino's Auto Body to Thomas' Auto Trim in San Diego, January 25, 1992. Thomas completed the interior and trim March 11, 1992, including installing correct oatmeal carpeting, rebuilding the seats with authentic horsehair, fabricating a new top, half tonneau, side curtains and upholstering interior components with Connolly #846 tan leather. Invoices are available in the vehicle's history file documenting the work performed, including detailed invoices from Tweaks and Stoddard.



In March of 1992, the Speedster was relocated to New Mexico where it would again sit in storage for 25 years before resurfacing in 2017. In January of 2017, Mr. Joe Almers, an experienced, skilled and knowledgeable member of the New Mexico, Zia 356 Club agreed to oversee final mechanical restoration of the Speedster. Work included testing, updating components, and installing the 1600 normal motor [#64110] purchased in 1992, rebuilding the Zenith NDIX carburetors and installing a new muffler.

During this period, other intermittent work had been performed on the Speedster, including the installation of new shocks and wheel bearings, new steering coupler, link and king pin. In addition, new brakes, master cylinder and wheel cylinders were fitted. A new clutch kit, rebuilt starter and generator, new ignition

switch, 6-volt battery and ground strap, new fuses, bulbs and relays were also fitted to the car. Lastly, all gauges and lights were verified for function as well as the windshield wiper motor and windshield blades. Numerous additional small details were addressed in order to bring the vehicle to its present authentic and reliable condition.

A passion project for nearly 44 years, this 356A Speedster finally drove its first glorious miles after restoration in April of 2019. With fewer than 100 miles driven since, this Speedster is ready to be passed to the next caretaker for another lifetime of enjoyment. Accompanying the sale of this Speedster is a Porsche COA, the Kardex, tool kit, 2 California yellow and black plates, spare tire and rim, as well as a large history file documenting the life of this Speedster. Today the 356 Speedster

remains a Porsche icon on par with the 550 Spyder and the 911. This car offer exceptional handling, timeless styling, and most of all, joy to those lucky enough to occupy its two seats.

\$250,000 - 300,000

209.**1960 TOYOTA FJ25 LAND CRUISER HARD TOP**

Chassis no. 0-FJ25-21852

Engine no. F127629

3,878cc OHV Inline 6-Cylinder Engine

Single carburetor

105bhp at 3,600rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

4-Wheel Drive

★ *Meticulous restoration by Elite Land Cruisers Co*★ *Practical and charming Toyota*★ *Final year for the FJ25*★ *Excellent promotional vehicle***THE TOYOTA FJ25**

After finding an American Jeep left behind during the invasion of the Philippines in 1941, Toyota reportedly set forth on reverse engineering the capable 4x4 and creating their own. The FJ25 was launched in the mid 1950s and, along with the other variants of the 20 series, it cemented the Land Cruisers unbreakable reputation that made them the darling of police forces, militaries, and remote areas for decades.

The FJ25 is motivated by the trusty F Engine that drives all four wheels through a 3 or 4-speed transmission. In 1958, Toyota began production of the FJ25 in Brazil, making it the first Toyota built outside of Japan. Production ceased in 1960, when the iconic FJ40 was introduced and truly made the Land Cruiser a household name worldwide.

THE MOTORCAR OFFERED

Before being rescued from dereliction by Elite Land Cruisers, this FJ25 was exclusively used and owned in Costa Rica. At first, this Hard Top FJ was owned by the Costa Rican government for 20 years before spending 20 years on a coffee plantation, fully utilizing its off-road capabilities. According to records, this Toyota has covered fewer than 33,000 miles since new.

Presented in Carnival Red, this FJ25 has been completely restored by Land Cruiser experts Elite Land Cruisers in Katy, Texas, sparing no detail. The frame-off restoration attended to both cosmetic and mechanical aspects of is Land Cruiser, now with a refurbished engine, brake system, and all other major mechanical systems, as shown in its exhaustive restoration file. The Carnival Red Hard Top bodywork is straight and striking on the

little off roader, giving it a decidedly tropical aesthetic. Overall, this FJ is mechanically and aesthetically great and would be a great companion off-road or on.

Along with the extensive restoration documentation, this FJ is accompanied by a restored tool kit, jack, and service trouble lamp.

\$60,000 - 80,000
WITHOUT RESERVE

210.

1991 NISSAN SKYLINE R32 GT-R

Chassis no. BNR32016571
Engine no. RB26DETT2568

2,568cc DOHC Twin-Turbo Inline 6
ECCS Multi-Point Electronic Fuel Injection
276bhp at 6,800rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Power-Assisted Disc Brakes

Without Reserve

- ★ *Approximately 18,650 kilometers traveled*
- ★ *Well documented service history*
- ★ *Immaculately original condition*
- ★ *Japan's 'Forbidden Fruit' supercar now on American shores*



THE NISSAN SKYLINE

Routinely voted by the classic car magazines as one of the greatest Japanese cars of all time, Nissan's high-tech Skyline GT-R burst onto the motoring scene in 1989 to universal acclaim. Built specifically to contest Group A, the original R32 GT-R Skyline dominated the Australian racing scene, earning the nickname 'Godzilla' and ultimately, banishment from the ATCC. In road going form, the R32 was powered by a twin-turbo in-line six allied with a sophisticated 4WD system and HICAS all-wheel steering, the R32 was a devastating road car. Unofficially the Skyline held the lap record on the legendary Nurburgring Nordschleife.

THE MOTORCAR OFFERED

This beautifully preserved R32 GT-R is being offered with just 18,650 kilometers (11,600 miles) on the odometer. Built in May of 1991, this GT-R was delivered to the Nissan/Prince Akita dealership where it would be sold to its first owner on May 20, 1992 with 1,025km on the odometer at the time of the sale. At the same time, the 180 km/hr speedometer was switched to a 260 km/hr NISMO unit by the selling dealer, which was a popular upgrade. Japanese service records for this car show regular periodic maintenance completed on the GT-R throughout its life until it was exported from Japan and brought to the US in 2016.

Cosmetically, this car presents in excellent condition, consistent with its low mileage. An honest representation of this example's originality is found on the rear bumper, still

wearing the original dealer sticker, untouched from delivery. The body shows mild age but no major signs of use. As it's seen today, all of the vehicle's components appear to be original with the exclusion of a modern Clarion head unit that has been installed. As expected, the finish of the interior and engine compartment appear in nearly unused condition.

Included in the sale of this magnificent GT-R are service records and a spare tire. Offered now in very well-preserved condition with low mileage, it's unlikely that a better example of this legendary Japanese car will be found on the market elsewhere.

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



211.

1956 AUSTIN-HEALEY 100M LE MANS

Chassis no. BN22-L/229678

Engine no. 1B/229678

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

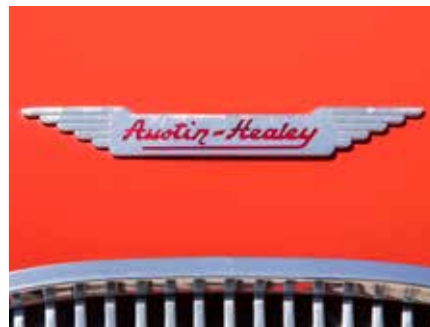
110bhp at 4,500rpm

4-Speed, Manual Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Drum Brakes

- ★ Documented ground up restoration
- ★ A genuine, factory 100M Le Mans example
- ★ In the Worldwide 100M Le Mans Registry
- ★ Numbers matching example in original colors
- ★ Eligible for the finest concours & rallies



THE AUSTIN HEALEY 100

Before the 100 LeMans, before the Healey 100S, there was simply the Austin-Healey 100, but what an amazing car it proved to be. The result of a partnership signed in 1952 between the head of BMC, Leonard Lord, and successful automotive engineer and Donald Healey, the '100' – so named for its top-speed capability – was unveiled at the 1952 Earl's Court Motor Show as a more sporting alternative to the rather stodgy Austin A90 Atlantic convertible. The 100 was simple and strong; the frame comprising a pair of steel rails that ran the length of the chassis about 17 inches apart, passing beneath the live rear axle and below the front lower wishbones. The alloy and steel body was supported by brackets extending outward from the main rails. The engine was the Austin 90 long-stroke four of 2660cc, developing 90bhp at 4000rpm and 144 foot-pounds of torque

at 2000rpm. Griffith Borgeson would write "Such high torque at low engine speed is one of the competition assets of the Austin-Healey. Another is its durability...". The gear box was a three-speed manual unit with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. In High Overdrive, top speed is about in excess of 100 mph. An endearing feature of the Austin-Healey is its lay-down windscreen, which adds greatly to its dashing, streamlined look, and not coincidentally, to its top speed.

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race. They finished in 12th and 14th places, a highly praiseworthy achievement for what were recognizably production sports cars. Accordingly, the

name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors, plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and a distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.



THE MOTORCAR OFFERED

This stunning left-hand drive BN2 Roadster was completed on November 11, 1955 at the Longbridge works, bound for the U.S. market. The car left the factory wearing the gorgeous hue of Healy Blue, fitted with blue trim, and a blue top. The roadster was well optioned with a laminated glass windshield, a speedometer in miles-per-hour, a heater, and wire wheels.

In 2013, the 100 BN2 was brought to the renown restorers at BMC Classic Inc. of New Smyrna Beach, Florida, where the Healey experts treated the car to an extensive ground up restoration. During the restoration the standard 100 BN2 was upgraded to full 100M Le Mans spec. The \$95,000 restoration is wonderfully documented with a series of detailed photographs. Post restoration, the car was admitted to the worldwide 100M Le Mans Registry, where it is recognized

as being an authentic Le Mans conversion. Since the completion of the restoration, the numbers matching roadster has only covered an estimated 5,000 miles. Today, the car is in outstanding condition; upon inspection it quickly becomes apparent that the car was built to a very high standard by experienced craftsmen. The car is accompanied by its tool roll and jack, owner's handbook, a British Heritage Trust Certificate, and its 100M Le Mans Registry Certificate (number C-163). This fine BN2 roadster would be a worthy addition to any collection of fine post-war British sports cars and would be eligible for such world-class motoring events as the annual California Mille.

\$150,000 - 180,000

212.

1930 ROLLS-ROYCE PHANTOM II CARLTON SPORTS LIMOUSINE

Coachwork by Carlton Carriage Company, Shepherds Bush, London
Chassis no. 49GN
Engine no. SP55

7,688cc Inline 6-Cylinder OHV Engine
120bhp
2-Jet Type Carburetor with Dual Ignition with Magneto and Coil
4-Speed Manual Gearbox
Internal Expanding 4-Wheel Brakes with Servo-Assist

- ★ *Only Four Owners From New*
- ★ *Original Coachwork, Engine and Gearbox*
- ★ *Rare, Well-Maintained and Preserved Survivor*
- ★ *Documentation From New*



THE MOTORCAR OFFERED

The example offered here, GN49, presents an opportunity to own what appears to be an original car in every detail; one that has been owned by four motor car enthusiasts who honored the original design and fitments and resisted the kinds of modifications often seen on cars of this era.

The rolling chassis was fitted with a charming, understated yet sporting body by the Carlton Carriage Company in Shepherd's Bush in London. Its lines are similar to a coupé, but offers the convenience of four doors and a division window. The rakish low roofline, rear-mounted Continental touring spare and jaunty pontoon step plates are delightful features. The sports limousine body fitted to this chassis is just one of about fifty Rolls-Royce chassis bodied by Carlton between 1928 and 1939. Like this example, Carlton bodies are

without exception unique, featuring charming design cues, without appearing gimmicky. Regularly maintained, it is presented in honest and apparently original livery. It is finished in period-correct, elegant French Gray with Mason Black wings, window and roofline surrounds. Its Ace Deluxe Wheel Discs, fitted period-correct trunk and rear Continental wheel carrier are desirable, original and very practical features. The interior appears to be original, and therefore it is correct in every detail. As was the custom in cars with division windows, the front seating was trimmed in black hydes and the rear passenger seating was trimmed to suit the owners' taste. In this case, the bespoke rear passenger area remains in its original Ostrich hyde! Beneath the hand-crank division window are finely veneered book-matched mahogany parcel shelves with a center cabinet complete with

a charming ivory knob fitted to the door. Under the driver's front seat is a fitted tool tray containing road, wheel disc and hand tools. Documents validating the car from new, original manuals, handbooks and other archival records accompany the car.

If only this car could talk—imagine the stories it could tell! Its owners included a Tin Pan Alley singer, a physician, a car-loving family and a race car driver. Its first owner, Turner Layton was from Washington, DC, but moved to England to further his career in music. He wrote Tin Pan Alley hits including "After You've Gone" and "Southland", as well as music for the Ziegfeld Follies in the 1920s, and with Sophie Tucker, recorded for Columbia Records. At the height of his fame in 1929, he ordered this Rolls-Royce from Parkers Ltd., of Manchester, England. He enjoyed it through the 1950s



and in 1958 it was brought to the U. S. when purchased by Rolls-Royce enthusiast, Dr. G. B. Wood, of Corvallis, Oregon.

In 1959, it was acquired by Beverlee and Burton Smith of Portland, Oregon. The Smiths kept the car for 59 years, using it for family outings, and numerous events and tours with the Rolls-Royce Owners' Club.

In 2018, their longtime friend, Monte Shelton, a well-known automobile enthusiast, bought the car from the Smiths' estate. Monte's racing career spanned nearly six decades numbering more than 600 races and seven wins in the Portland Rose Cup, where he raced in 2005 when he was 70 years of age. He raced a variety of cars in many series including the Can-Am, Trans-Am, IMSA and Formula 5000, the 24 Hours of Daytona, and

won the Six Hours at Watkins Glen twice. When he wasn't racing cars, he owned and operated several auto brokerages including British Motor Cars, Portland's Rolls-Royce and Bentley new car dealership.

Despite its massive presence, this spectacular, yet sporting Phantom II, is no trailer queen. It is the perfect car for vintage car tours as it may be driven at sustained high speeds in comfort and reasonable reliability, even at its age, almost 90 years old. It would surely qualify for one of the preservation classes gaining favor in the finest concours' events.

Fine, honest, original, and unmolested Rolls-Royce cars are rare finds indeed, and this one presents a unique opportunity for its fortunate next owner.

\$125,000 - 150,000

213.

2004 FERRARI 360 CHALLENGE STRADALE

Design by Pininfarina

VIN. ZFFDU57AK40134376

3,586cc DOHC 40-Valve V8 Engine
Bosch Motronic Electronic Fuel Injection
425bhp at 8,500rpm
Electro-Hydraulic F1 6-Speed Automated Manual Gearbox
4-Wheel Hydraulic Carbon-Ceramic Disc Brakes
4-Wheel Independent Suspension

- ★ *Desirably optioned, low mileage example*
- ★ *Recent service work completed*
- ★ *Just two owners from new*
- ★ *Accompanied by service documents and histor*



THE FERRARI 360 CHALLENGE STRADALE

Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360 Modena, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 liters for the 360, producing 400bhp. Mounted longitudinally behind the similarly disposed engine, the 360's six-speed gearbox could be ordered with the F1-inspired paddle-operated gearchange pioneered on the F355. In every other respect the 360

was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings. A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce, generating four times as much as its predecessor yet achieving the impressively low Cd of 0.33.

There was further innovation beneath the skin: a lighter, stiffer aluminium spaceframe/monocoque replacing the old tubular steel arrangement, resulting in a dry weight around 220lbs less than that of the F355. Although it was also more powerful (by 20bhp) than its predecessor, the only straight-line performance increase claimed was a marginal reduction in the 0-60mph time to 4.5 seconds, top speed being unchanged at 183mph. Nevertheless,

the 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

Despite its prodigious performance the 360 Challenge Stradale is no mere 'racer on the road' but a thoroughly modern automobile employing state-of-the-art technology: computer-controlled variable damping; electronic drive-by-wire throttle; traction control and anti-lock brakes. Proportional power-assisted steering and a driver's airbag are other features calculated to make the car reassuringly user-friendly.



THE MOTORCAR OFFERED

The Ferrari 360 Challenge Stradale offered here is surely amongst the most desirable of the batch when considering the significance of these models. Finished in Rossa Scuderia over a full Red-black Alcantara interior, this example was outfitted from new with a variety of desirable options true to the Challenge Stradale's overall ethos of being a racing car for the road. Options include the factory stripe-delete and on-board fire extinguisher, as to allow an understated, yet powerful presence.

Built as the 15th car of the 266 delivered to the USA in 2004, the 360 Challenge Stradale production run was very limited, hence the paucity of available examples on the market at any given time. This example was delivered to the current Colorado owner in December of 2005, where it has remained ever since, having been owned by just two

registered owners. All of the service records of the current owner have been retained and reinforce the fastidious nature of maintenance compliance for the car.

Over the course of its life, this Challenge Stradale has travelled less than 9900 miles from new and presents in exceptional condition throughout, having never been driven on a racetrack as evidenced by the condition of its body, paint and wheels. Following a recent inspection by Scuderia Rampante Ferrari in Erie, Colorado, it is ready to be driven and enjoyed just as its creators intended. Furthermore, it is accompanied today by all of its original books and tools. Also included in the sale of this Challenge Stradale is a clean CARFAX that supports this examples well cared for life, showing periodic maintenance in the appropriate intervals from new.

Celebrated as one of the greatest road-going Ferraris built thus far into the 21st century, the Challenge Stradale provides an exceptional driving experience with a big step up in performance above the standard 360 Modena. Wonderfully optioned, this Challenge Stradale is ready to be enjoyed on the road, track and the journey in between!

\$175,000 - 225,000

214.

1952 PACKARD CARIBBEAN CUSTOM CONVERTIBLE

Chassis no. L411551

327ci OHV "Thunderbolt Inline 8 Cylinder Engine
Single 4 Barrel Carburetor
180bhp
2-Speed Automatic Gearbox
Independent Front with Live Rear Axle Transmission
4-Wheel Drum Brakes

- ★ *Wonderful Restoration*
- ★ *Splendid Polaris Blue paint*
- ★ *One of the most attractive American cars of the 1950s*
- ★ *Formerly part of the Frank Cooke Collection*



THE PACKARD CARIBBEAN

The 1953 Packard Caribbean Custom Convertible is such a handsome automobile, so in tune with its time, so tastefully turned out and elegantly configured that it is a tragedy that Packard management completely missed the chord this limited production model struck with the mid-Fifties automobile market when it was belatedly introduced in January 1953.

Taking its cues from the 1952 Pan American show car designed under Dick Teague's guidance by Richard Arbib, the Caribbean was primarily Teague's work. The design featured a lowered chassis, a low air scoop at the very front of the hood, full rear wheel well cutout, "fishtail" rear fender termination, chrome Kelsey-Hayes wire wheels, exclusive wheel arch and rocker panel chrome moldings, special window sill chrome trim that dipped down to accent the curve of the

front of the rear fender and a rear mounted enclosed spare wheel and tire.

The Caribbean was powered by the 180 horsepower, 4-barrel carburetor, high compression cylinder head version of Packard's estimable 327 cubic inch straight eight engine with Ultramatic automatic transmission. Like the Pan American, the Caribbean eschewed chrome side trim and the rear fender "jet pods" that cluttered up other Packard's flanks.

It was clean, distinctive, sharp and elegant. It also was well received in the market but little preparation had been made for production and deliveries didn't start until March 1953. Despite its late introduction and shipping delays by the end of 1953 Packard production 750 had been built.

Production of the Caribbean began when standard Packard convertibles were shipped to the Mitchell-Bentley Corporation in Ionia, Michigan where the standard convertibles were modified with their Caribbean elements. Included in the treatment was a full leather interior and paint in one of only four colors: Packard's famous Polaris Blue, Gulf Green, Matador Maroon or Sahara Sand. Hand assembled and carefully finished in a quality-oriented environment, the Packard Caribbean convertibles were the top of Packard's line in 1953, with a list price of \$5,210 that was exceeded only by the semi-custom Patrician corporate/executive series sedans and limousines.

Packard, however, and its new management headed by former Hotpoint appliance executive James Nance, had its eye firmly



THE MOTORCAR OFFERED

fixed on the dual goals of cost reduction and reasserting Packard's leadership in the luxury sedan field. They had a winner on their hands in the Caribbean and it pointed right to the combination of high performance and comfort as being what the market wanted. Customers were writing checks, big checks, for Caribbeans while Nance and his colleagues were trying to figure out ways to build four-door sedans in larger numbers for less money. It was only one of several missteps which led to Packard's demise, but it was a crucial oversight that robbed Packard of the one key element for success in the automobile business: exciting product.

The 1953 Packard Caribbean Custom Convertible offered here was restored a few years ago is finished in Packard Polaris Blue with Blue and Cream leather interior and a beautiful matching Blue Hartz cloth top. Previously purchased out of the Frank Cook collection, it is simply stunning, as beautiful an example of a limited production American convertible as was built anywhere in the mid-Fifties. The vehicle now resides under the care of a private lady enthusiast. It is every bit as desirable as its limited production convertible counterparts from GM, and it is rarer and more refined. Its refinement is particularly apparent in comparison with later Packard Caribbeans which depended upon flamboyant multi-color paint schemes for their impact. This 1953 Packard Caribbean relies instead on subtlety which emphasizes its lines, proportion and balance.

The paint, chrome, interior, chassis and engine compartment are nearly as fresh as when they were restored. The body panels are straight and flat. The panel gaps are tight and even. The chrome is brilliant, particularly when contrasted with the deep blue paint.

This was an outstanding automobile in 1953 and it is an even more outstanding automobile today, 54 years later...

\$80,000 - 120,000

215.

1939 BENTLEY 4 ¼ LITER PILLARLESS COUPE

Coachwork by Park Ward

Chassis no. B131MX

Engine no. U5BE

4,257cc OHV 6-Cylinder Engine

Twin SU Carburetors

Approximately 100bhp

4-Speed Manual Transmission with Overdrive

4-Wheel Servo Boosted Drum Brakes

- ★ *Exceptionally well-documented history*
- ★ *Attractive one off Pillarless Coupe by Park Ward*
- ★ *Beautifully restored condition*
- ★ *Desirable MX Overdrive Series with documented ownership from new*



THE DERBY BENTLEY

By the end of the 1930s the Derby Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments. Not the least of which was in 1936, when an increase in bore size upped the capacity to 4,257cc. The new 4¼-Liter model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes. W.O Bentley spent several years with Rolls Royce working on the development of the cars that bore his name. He always had used the Continent as a test venue and the new high-speed roads enabled him to suggest multiple improvements. This unlikely synergy gave birth to the Silent Sports car, a car with unique qualities of precision construction and exceptional handling in a package which represented a true pinnacle of elegance.

In 1938 the Derby was further improved with addition of an overdrive transmission, allowing for effortless high-speed cruising. A steady 90mph in silence when the average sedan was straining at 60 was a stunning achievement.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, owner-driver saloon and Drophead Coupe bodies, mostly by Park Ward, were the norm. Very few cars were built as more sporting coupes or tourers.

THE MOTORCAR OFFERED

According to factory records B131 MX was delivered to Park Ward on April 4 of 1939. The order was to produce a style suited to the US market as the display car for the New York Auto Show. A striking four light pillarless coupe was thus produced, completed in late June, and shipped to New York. The fitted body was definitely eye-catching, however the car arrived just prior to the outbreak of Britain's war with Germany, thus placing somewhat of a damper on the Auto Show plans.

The car's first owner was a Mr. S.M. Swenson, who retained the car until 1947. According to the car's history B131 MX was owned by a Mr. Donald Lamb of New York City until 1958, and from there sold to Mr. Victor Hennington of Pelham, New York. Mr. Robert Shaw owned the car from 1971 to 1977, and then sold it to the Vintage Car Store in Nyack, NY. From



there it passed to its fourth owner, Mr. Ricardo Fabbri in January of 1978. After his death the car passed through three other known owners before being offered for sale at the 2004 Bonhams Auction, where it was purchased by Mr. Robert A. Brechler.

Mr. Brechler chose to have the car restored, sending it to Vintage and Auto Rebuilds, Inc in Chardon, OH. Over the next 5 years the car was put through a comprehensive nut and bolt restoration with further work done by marque specialist Steve Littleton. Completed in 2009 and displayed at the Amelia Island Concours d'Elegance, the car remained in Robert Brechler's ownership until his passing.

The car was then passed to a family member and has been kept in immaculate order over the past few years. It recently received

a top award at the Mirror Lake Concours d'Elegance, a first-place award at the Birthplace of Speed show in Ormond Beach and earned a Palmetto award at this year's Hilton Head Concours d'Elegance.

Completely restored to an incredible standard, this rare and desirable, one-off Derby Bentley with its intriguing history of crossing the Atlantic just ahead of the U Boats is ready for numerous motoring events. The overdrive series Derby Bentleys are considered by many, to be one of the finest prewar cars. It is sure to bring its next owner much enjoyment, and is equally at home touring the Scottish Highlands, or on the Concours lawn.

\$200,000 - 250,000

216.

2014 LAMBORGHINI AVENTADOR LP720-4 50TH ANNIVERSARIO COUPE

VIN. ZHWUC1ZD4ELA02242

6,498cc DOHC V12 Engine
Multi Point Fuel Injection
720bhp at 8,250rpm
7-Speed Automatic with Overdrive
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- ★ One of only 100 50th Anniversario Edition Coupes produced, 43 for the US market
- ★ Two owners from new
- ★ Only 700 original miles
- ★ Nearly \$600,000 when new



THE LAMBORGHINI AVENTADOR

The Aventador was launched at the 2011 Geneva Motor Show, replacing the ageing Murciélago as Lamborghini's flagship model. Designed by Filippo Perini, the new mid-engine coupé borrowed heavily from Lamborghini's limited edition Reventón and its Estoque concept car. One of its more striking features was the scissor doors - a 21st Century supercar 'must have'.

Like its predecessors, the newcomer was powered by a V12 engine, in the Aventador's case an all-new 6½-liter unit producing 700bhp. Power reached the ground via a seven-speed semi-automatic gearbox and electronically controlled four-wheel drive transmission. A top speed of 217mph (359km/h) was claimed by the factory, yet the French *Sport Auto* magazine managed to wind 'their' car up to 230mph (370km/h).



THE MOTORCAR OFFERED

The LP720-4 50th Anniversario Edition of the Aventador was unveiled at the Shanghai Auto Show in April of 2013. Created to celebrate the company's 50th birthday, the momentous occasion would not go by with a simple color package and a fancy badge. As the name suggests, power was upped by 20 horsepower thanks to tweaked engine calibration. Additionally, the front and rear fascias were reshaped to improve aerodynamics. Up front, the air intakes were made larger while in the back, a bigger rear diffuser helped with both airflow and cooling. The net result was a 50 percent improvement in aerodynamic efficiency over your standard Aventador. In other words, the dial was turned to 11 with speeding ticket on most highways achieved in under three seconds. And while a regular Aventador LP700-4 could be had starting at only \$417,826, the LP720-4 50th

Anniversario Edition clocked in at an MSRP of \$548,800.

Only 100 50th Anniversario Editions Coupes were made worldwide, with 43 destined for the American market. This example was delivered new through Lamborghini of Palm Beach in November of 2013. Finished in Giallo Maggio—a color exclusive to this edition—with flat black exterior trim and high-gloss wheels over matching Nero Ade and Giallo Quercus leather with an exclusive Q-Citura diamond stitching pattern. The current owner acquired the car in December of 2015 with about 350 miles indicated and has added less than 300 more in the ensuing nearly-four years.

Offered here with only about 700 miles having travelled under its massive Pirellis and with

only two owners from new, this yellow missile is the perfect machine in which to race to dinner and all but guarantee you won't lose your car in the parking lot.

\$300,000 - 400,000

217.

1919 PIERCE-ARROW MODEL 31 FIVE-PASSENGER TOURER

Chassis no. 311206

Engine no. 314026

415ci 24-Valve Inline 6-Cylinder Engine

Single Carburetor - Dual Ignition

Approximately 75bhp at 2,200rpm

4-Speed Transmission

Leaf Spring Suspension with Hartford Shock Absorbers

2-Wheel Mechanical Brakes

- ★ *Expertly restored by Pat Craig, Richard Bowley and Ken Niminick*
- ★ *Multiple award-winning example, toured on many prominent tours*
- ★ *Retains original coachwork and matching-numbers engine*
- ★ *Sophisticated and Powerful Pierce with Dual-Valve engineering*



THE SERIES 31

In 1918 Pierce-Arrow introduced two new versions of their legendary six-cylinder motor, which featured a four-valve per cylinder design with detachable heads. A new dual head Delco distributor ignition system replaced the magneto/coil box system. The added power of the new engines, which Pierce termed "Dual Valve", led to the elimination of the 66hp as Pierce felt like they had equaled its performance with a smaller motor.

The Pierce-Arrow testing procedure was exhaustive, not only involving repeated measurements, gage checks, visual and tactile inspections but three separate dynamometer runs. The first broke in the engine over a 15-hour test cycle after which it was torn down and inspected. Reassembled, it went to a "silent room" where it ran for two hours and was carefully checked for noises,

fuel consumption and power output. After being installed in its chassis it put on another 100 miles on a chassis dynamometer after which the valves were ground and an internal inspection done, and it still wasn't done.

The bodies built by Pierce-Arrow used proprietary technology from its Buffalo neighbor Aluminum Company of America to cast its body parts in very thin 1/8" thick flanged aluminum panels which were carefully fitted together and fastened with rivets to create lightweight, stiff, dent resistant bodywork. It was unique and helped ensure Pierce-Arrow customers' satisfaction with their automobiles.

THE MOTORCAR OFFERED

This expertly restored, matching-numbers Pierce-Arrow Model 31 is not only stunning to behold but has a great touring record as well. The chassis was completed in 1919, as is substantiated by documented research, and the engine was completed and installed in 1920. This centenarian stills boasts its original cast aluminum body, fenders and hood, plus the original lights. It comes with tools, secreted into the passenger-side door pocket, a copy of the dual valve technical manual and the sales catalogue from 1919, when it was sold for \$7,250.

The unrestored five-passenger tourer was owned by a rancher in the Central California Valley for many years and sold around 2007 to Patrick Craig, a noted Pierce Arrow collector and restorer in Stockton, California. A full frame-up restoration began, in which



all aspects of this lovely 1919 tourer were addressed. During the restoration, the current owner spied the Pierce-Arrow at Craig's atelier and acquired it, retaining Craig to complete the work. The mechanicals were entrusted to Pierce specialist Richard Bowley, who performed a complete engine and drive train rebuild. Ken Niminick of Walnut Creek was commissioned to refurbish the interior in period-correct green over a beautiful brown leather interior with corresponding trim. A full set of custom side curtains was crafted complete with their case, along with the 'California Side Curtains' which assure additional comfort to the passengers riding in the rear. The nickel brightwork was replated to present a mirror-like finish and add the final touch of splendor to this stately Pierce-Arrow.

The current owner enjoyed the beautifully renovated tourer for many years, participating in various events and winning 'The People's Choice Award' on several Nickel Age and HCCA tours in Oregon, Nevada and California. The car also participated in, and won, awards at multiple concours, including Hillsborough and Palo Alto in Northern California. In 2016, the consignor assigned the car to Mosier Restoration of Inglewood, California, for some renovation work. The engine received a major tune-up with dyno-testing and the steering box was removed and rebuilt with all newly manufactured gears and bearings. New brakes were installed, and the radiator was updated with a modern core and period false façade, ensuring that the car never overheats. Dependable and powerful, this lovely 1919 Pierce Arrow is celebrating its 100th anniversary with the prospect

of starting a brand-new adventure with a deserving custodian.

\$200,000 - 300,000

Please note, this vehicle is titled under the model year 1920.

218.

1962 JAGUAR E-TYPE SEMI-LIGHTWEIGHT COMPETITION ROADSTER

Chassis no. 878151

Engine no. R7602

3,781cc DOHC Inline 6-Cylinder Engine
Triple 45 DCOE Weber Carburetors
Approximately 290bhp at 5,800rpm
4-Speed Full-Synchro Close-Ratio Jaguar Gearbox
4-Wheel Adjustable Competition Suspension
MK9 Competition Brakes with Dual Brake Servos

- ★ Masterfully refurbished Series 1 E-Type with unique performance modifications
- ★ Matching-numbers example
- ★ Accompanied by original parts
- ★ Stunning original color of Opalescent Gunmetal Grey



THE COMPETITION E-TYPES

'The career of the E-Type Jaguar in competition was an honorable one - although designed purely for road use, it proved to be one of the few cars able to offer a credible challenge to the mighty GTO Ferrari.' - Paul Skilleter, *'Jaguar - The Sporting Heritage'*.

Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961 in Tommy Sopwith's car, 'ECD 400'.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge

Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminum bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

THE MOTORCAR OFFERED

This Series I Jaguar was completed on September 14, 1962, and robed in Opalescent Gunmetal with a Biscuit interior and a Black soft top. It was dispatched to the noted Parisienne Distributor Delecroix on September 28, and subsequently sold to Mr. G. Junes of Hotel Continental of the chic 16eme Arrondissement of Paris. Beyond Mr. Junes' ownership, the provenance of this E-Type is vague. The car was owned at one point by Clarence E. Zuber and then Gary Terwilliger of Virginia Beach, Virginia, who enjoyed the E-Type for 21 years. The current owner purchased the car from Terwilliger in 2001 and had it restored to lightweight competition standard, affecting unique and subtle modifications to an already iconic design.



The monocoque has been stripped back to bare metal, repaired as needed and fitted with a new aluminum bonnet and trunk-lid. The doors were refurbished with aluminum frames and Perspex windows to lighten the load, and an aluminum tonneau cover was installed. The body was repainted in its original Opalescent Gunmetal grey paint, exactly as it was in 1962. The suspension has been lowered and graced with adjustable competition torsion sway bars and spax adjustable shock absorbers for immediate response and rigidity under extreme driving conditions. The original 3.8-liter engine features forged pistons and polished rods with a balanced and nitrited crankshaft. A high-volume oil-pump was added with an aluminum flywheel, while the cylinder-head was ported and polished. Three 45 DCOE Weber carburetors were installed with an airbox and many other upgrades

include, but are not limited to: a Mallory electronic ignition, aluminum radiator with integrated aircooler, custom headers with a free-flow exhaust system, a battery cut-off switch, 4-speed full synchro close ratio Jaguar gearbox and MK9 competition brakes with dual brake servos.

The car was finished with 7x15 all aluminum wire wheels and fitted with Avon CR6ZZ 225/60 R15 tires. The interior is dressed in sumptuous burgundy leather, with panels cut into the rear-fascia for easy access to the rear brakes. Still sporting its beautiful wooden steering wheel and period correct steel-grey lap belts, this competition prepped E-Type also offers the security of a coordinating red five-point racing harness.

Primed and pristine for competition events, this car is accompanied by all its original parts, including the steel bonnet, rebuilt SU carburetors, window frames, factory bumpers, headlight chromes, and a fully documented photographic record of the restoration, should the new owner wish at any point to return it to factory original configuration.

This gorgeous Opalescent Gunmetal Grey E-type is absolutely stunning in both presentation and performance with only 500 miles on its restoration. Dressed in its new ultra-lightweight persona, it will be appreciated by the collector who has access to prestigious classic racing and touring events, with an eye on the prize.

\$190,000 - 220,000

219.**1941 CADILLAC SERIES 62 CONVERTIBLE COUPE**

Coachwork by Fisher

Engine no. 8344152

Body no. 405

346ci L-Head V8 Engine
 Single Twin-Choke Carburetor
 150bhp at 3,200rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- ★ Offered from the Thomas Family Cadillac Collection
- ★ Older restoration in elegant colors
- ★ Cadillac build sheet
- ★ Classic Car Club of America (CCCA) Full Classic

**THE NINETEEN FORTY-ONE CADILLAC**

No automobile is more popular in the Classic Car Club of America than the 1941 Cadillac; it is an automobile without which no collection of Full Classics is complete. To experience one first-hand is to understand why. The car offers truly beautiful, elegant, and well-balanced styling, with pontoon-style front and rear fenders, and smooth, subtly adorned body sides in all body designs. The interior is tastefully appointed and comfortable, even for long-distance journeys. Underneath, the chassis is modern enough in its engineering that a 1941 Cadillac can easily be driven and enjoyed with modern traffic in CARavans and other events.

THE MOTORCAR OFFERED

One of 3,100 Series 62 convertible coupes built, this car was originally delivered by the Central Cadillac Company of Milwaukee, Wisconsin, finished in the two-tone color scheme of Crystal Blue Metallic over Oceano Blue Metallic, with blue leather interior and grey top, running boards, license plate frames, wheel discs, and blackwall tires. It is interesting and quite rare to find a two-door 1941 Cadillac, especially a convertible, that was delivered in a two-tone color scheme, as is confirmed by this car's original build sheet.

The car was acquired from Frank Corrente in 1992, to be part of the famed automobile collection on the sixth floor of the Thomas Cadillac Company in downtown Los Angeles. This collection at one time included virtually

every significant model Cadillac produced between 1903 and 1976, including several significant V16s.

While much of the collection was dispersed in 1993 after the dealership shuttered its doors, LaRue C. Thomas and his family elected to keep a few favored cars, including this Series 62 convertible, which has remained in the care of the family since. During 1994 the convertible was restored for Mr. Thomas by his longtime employees Lee Titus and Lee Kasabian, including being completely repainted and fully reupholstered, new brightwork, and restoration of the engine bay. It is obvious that a great deal of time and effort was invested in the completion of the restoration by Mr. Thomas's dedicated team.



Offered today from long-term display, the Cadillac would likely sort out well for road use, but could also be the basis of a modern concours restoration – perhaps to the striking original color scheme. It is accompanied by a copy of its build sheet, a photocopied shop manual, and its highly detailed restoration file including receipts and invoices for the work performed.

This is a fine Cadillac, offered from one of the West Coast's great names in Cadillac – Thomas.

\$50,000 - 75,000
WITHOUT RESERVE

220.**1934 SS1 16HP FIXED-HEAD COUPÉ**

Chassis no. 248162

2,143cc Side-Valve Inline 6-Cylinder Engine

53bhp

Single Carburetor

4-Speed Manual Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ One of only 2,503 built
- ★ Rare survivor of an early SS model
- ★ Restored in the UK
- ★ Previously used on UK Flying Scotsman Rally

**SS CARS AND JAGUAR**

Forerunner of the 'Jaguar' marque, the SS1 predated yet epitomized the former's advertising slogan, 'Grace, Space, Pace.' 'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley in 1922. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis. The design was the work of Walmsley's business partner, William Lyons, whose future Jaguar creations would confirm his reputation as one of the British motor industry's most gifted stylists. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet, and Standard Sixteen chassis.

Marque status arrived in October 1931 with the launch of the SS1, a close-coupled coupé. Based on that of the Standard Ensign 16hp, the SS1's low, under-slung chassis was designed by Lyons and supplied exclusively to Swallow by John Black's Standard Motor Company, which also provided the 2.1/2.6-liter six-cylinder side-valve engine and four-speed gearbox. Lyons' design for the body was startling: the SS1's excessively long bonnet, tiny passenger compartment and helmet-type front wings suggesting that it represented the ultimate in high performance. In so doing, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. Indeed, so successful was Lyons' new venture that production of Swallow-bodied

cars ceased altogether in 1933 and SS Cars Limited was formed, initially as a subsidiary of the Swallow sidecar-building business.

The SS1 body was revised for 1933 and the engines up-rated with alloy cylinder heads and improved manifolding, advances that raised the top speed to 75mph. For 1934 the SS1 gained a new wide-track chassis and slightly enlarged Standard engines of 2,143cc and 2,663cc, while the body - now available in four different configurations - underwent yet another re-style. In this, its final form, the SS1 remained in production until 1936, by which time 2,503 examples of this ultimate version had been made.



THE MOTORCAR OFFERED

The rakish SS1 Coupe here is understood to have spent much of its life in the UK, where in latter years it had been treated to cosmetic refurbishment. Its paintwork has been refinished in cream, and contrasts with a rich red leather interior with the correct Lyons styling cues of 'starburst' door panels, divided rear seats and simple elegant instrumentation. The upholstery appears to be a blend of some new, with possibly original rear.

In more recent times the car arrived in the US, where it is imagined that it must be something of a considerable rarity. Unshown as yet, it would certainly make an interesting statement at any Jaguar Cars North America event, or indeed concours, where its avant garde and detailed styling would surely garner attention.

\$100,000 - 110,000

Some time after the work was completed in passed into previous ownership and was used by that collector on the Flying Scotsman Rally, one of the renowned series of events established by the late Philip Young under his Endurance Rally Association banner. Billed as 'adventures', the 'Scotsman' pitches a tour around the country in oft times bleak April weather, making for a true challenge.

221.

1926 PACKARD 236 EIGHT SPORT Customized by Murphy

Chassis no. 213060
Engine no. 213070

357.8ci L-Head Inline 8-Cylinder Engine
Single Updraft Carburetor
85bhp at 3,000rpm
3-Speed Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Drum Brakes

- ★ *Period customization reportedly by the great California coachbuilder Murphy*
- ★ *Styling inspired by Rudolph Valentino's Avions Voisin*
- ★ *Among the most flamboyant, dramatic Classic Packards*



THE PACKARD SPORT

Few body styles of the Classic Era were as aptly named as the Packard Sport, a four-passenger phaeton both lower and more narrow than the company's other open models, with a lower windshield and rear-opening doors. It was always something of a limited-production offering and tended to be acquired by Packard's more flamboyant clientele. Few were undoubtedly more flamboyant than the owner of the example offered here, for whom the factory Sport body was still not rakish enough.

THE MOTORCAR OFFERED

This Packard was acquired by a former owner from the estate of the late Southern California enthusiast, Nyle Reed, who had acquired it in the early 1960s from Mike McManus' Atlantic Auto & Truck Sales of Los Angeles, a renowned source of Classics in the early years of the hobby. It had been stored in the yard by a gentleman working out-of-state, at a youth camp in New York. Amazingly the April 1962 issue of *Motor Trend* features an article about McManus' yard and the customized Packard can be spotted among the treasures contained therein. Notably, the special hood, radiator, and front fenders are very much visible.

The purchase was negotiated over the phone, and Mr. Reed had soon brought the car home and begun research into its specifications with the assistance of a former owner, George Reed, a garage owner in the area. Mr. Reed

directed him to L.H. Mahoney, the former personal manager of silent film legend and heartthrob, Rudolph Valentino, himself a noted automobile enthusiast.

According to a fascinating letter to Mr. Reed from Mr. Mahoney, the Packard had been rolled while in the ownership of a bootlegger in the Pasadena area. It was brought for repair to the great California coachbuilders, the Walter M. Murphy Company of Pasadena. Reportedly Valentino's Avions Voisin had been damaged in a front-end accident and was also being repaired there.

The Packard's owner saw and fell in love with the Voisin, and requested that his Packard be customized. Being in the business of pleasing their customers, Murphy undertook the task with a Voisin radiator sourced from France,



Packard discovered languishing in McManus' Yard.

as well as special headlamps and chromed Rudge wire wheels. The front fenders were modified to suit the new radiator styling, while the hood was finished in bare polished aluminum with chevron louvers, perhaps a nod to Rolls-Royce styling of the period. Other touches likely dating from this work were a second cowl, a polished aluminum dashboard, and a Valentino-inspired mascot, a menacing coiled cobra, similar to that famously fitted to the Great Lover's personal automobiles.

For some fifty years, the car was maintained by Mr. Reed largely as he had acquired it, until it was finally sold by his estate in 2012. The new owner oversaw a cosmetic restoration in a striking ultramarine blue; rechromed wheels and other refinements were also undertaken. Examination today shows a beautiful

automobile which is every bit as striking today as it would have been when driven in Southern California during the late 1920s. Photographs of the car as it was sold from the Reed estate are included in the file, as well as the aforementioned *Motor Trend* article, showing the car when it was still being stored at Atlantic Auto Wreckers. The chassis and motor stampings are both still present and indicate the car retains its original engine.

There are few more exotic Packards of the period than this car, which is likely the only survivor of its kind with period customization by the great Walter M. Murphy Company, of Duesenberg and Cadillac fame – and inspiration from none other than Rudolph Valentino. Its

European grace and charm, and the wonderful tale that it tells, are sure to make it at home in any collection that values motoring legends.

\$150,000 - 200,000

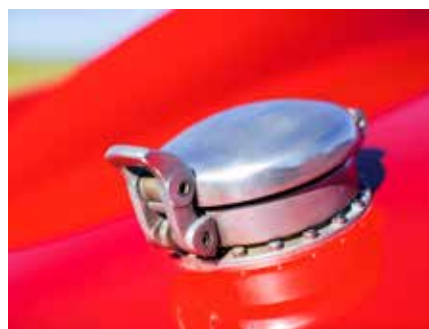
222.

1953 HUGHES-KIRCHER SPECIAL

Chassis no. CO1045
Engine no. 198.9807500078

2,996cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
240bhp at 6,100rpm
4-Speed Manual Transmission
Independent Front with DeDion Rear Suspension
4-Wheel Drum Brakes

- ★ *One-off Sports Racer with exciting provenance*
- ★ *Equipped with 300SL power plant and DeDion Rear Axle*
- ★ *Exciting period racing pedigree*
- ★ *Displayed at the Amelia Island Concours, and toured on the Colorado Grand*



THE MOTORCAR OFFERED

Hailing from the postwar period, G.I.'s returning home would seek to replicate the European sports car upon returning home. Charles Hughes was one such gentleman who would follow his interest in speed by purchasing a XK120 from a Mr. Kurt Kircher. Kircher, who had previously worked for GM developing V8's and the Powerglide transmission, at the time owned the Colorado based speed shop, Denver Import Motors. After becoming fast friends, they had decided to go about making their own car and took advantage of the excellent machine shop at their disposal and their combined, degree backed technical know-how.

Their creation would initially use a Jaguar XK powerplant installed within an extremely light weight drilled tube frame chassis. The front suspension would also be sourced

from an XK, while the rear would utilize a DeDion design with inboard drum brakes. Further parts would include a steering rack from an MG and a Halibrand rear differential. Responsible for the dramatic and stylish aluminum bodywork was Charles Lyons who, as you can see, heavily drew inspiration from open European sports cars of the period.

Upon its introduction to the competition, success would quickly and consistently be found with podium results being all too common. However, as time would pass and larger manufacturers began to introduce more capable machines, the Kirchers competitiveness began to wane, and so it was decided to source a more powerful motor.

The two had managed to get their hands on a fuel injected motor from a 300SL that was allegedly prepped for the Mille Miglia and therefore possessed a higher output than a standard road car. This move would go on to help the car continue its competition record, but the course of automotive development would ultimately leave its drum brakes not up to snuff with the latest race cars.

Lyons, the designer, would officially become the second owner of the special sometime later. He was responsible for removing the race motor and swapping in another, standard road car gullwing motor during his time with the Kirchner (this will prove to be important detail).

The car would see several more owners, one of them being the Bugatti Collector, Carlton



Coolidge, and later the Blackhawk Museum. Eventually, a Mr. Court Whitlock would take possession of the racer. Using the car as originally intended, the special would see further use on race circuits around the United States and would even make trips out to more exotic locations such as New Zealand, Singapore, and Malaysia. Whitlock would also be responsible for the cosmetic restoration by Moore's Automotive Archeologists.

More recently, the story of the car would take a twist, when Jack Gallivan, looking to reunite his 300SL with its original motor, came to be aware of the matching unit under the hood of the Kircher. He approached Whitlock to swap the engines. With his interest beginning to wain on the special, he proposed that if Gallivan wanted the motor he would have to buy the entire car. Ultimately relenting, the

Kircher would find a new home and another engine under its hood after the unmatched motor from the Gullwing was swapped.

More recently, the car completed the Colorado Grand, and is ready for many more miles on the road touring or tearing up the racetrack. It was also invited to participate and be displayed at the Amelia Island Concours d'Elegance. A spectacular creation of the mid-century, this open top special combines the best of classic 20th century styling with immense fuel injected power. Unlike anything else on the road, the Hughes-Kircher will surely make a unique addition to any collection.

\$300,000 - 400,000

223.**1968 MCLAREN M6B CAN-AM**

Chassis no. 50-12

427ci Ford V8

540bhp at 7,500rpm

Bosch Mechanical Fuel Injection

4-Speed Hewland Transaxle

4-Wheel Hydraulic Disc Brakes

4-Wheel Independent Suspension

- ★ *Ford's factory entry into the 1968 Can-Am series*
- ★ *Managed by Shelby and driven by Peter Revson*
- ★ *Recent comprehensive restoration*
- ★ *One of few McLaren Can-Am cars*

**THE MCLAREN M6B**

A stalwart of the Formula 1 World Championship for 50 years – of the current teams, only Ferrari has been in the sport longer – the company founded by New Zealander Bruce McLaren first rose to prominence in sports car racing, building a highly successful series of prototypes for the emerging Can-Am series in North America.

But the team's initial success was in Can-Am, a series they dominated from 1967 to 1971. Bruce first became involved in design and construction when he bought the 'Zerex Special', a Cooper T53 F1 car that had been converted into a sports-racer towards the end of 1962. Bruce's next Group 7 sports prototype was the M1A. The team's first self-designed car, the M1A was another simple spaceframe design featuring wheels, suspension uprights, and steering arms

supplied by Cooper, while the Oldsmobile V8 engine was retained, driving via a Hewland transaxle. Frank Nichols' Elva Cars was already building its own highly successful sports-racers, and he expressed an interest in the new McLaren prototype. The result was an agreement for Trojan (Elva's parent company) to build a production version: the McLaren-Elva, 24 of which were completed.

For 1965, the design was refined as the M1B: a collaborative effort by artist Michael Turner working with team manager Tyler Alexander and designer Robin Herd, it had a blunter nose and sharper cut off at the tail, and was 20% stiffer than the M1A yet no heavier. The chassis featured a mix of large-diameter round and square tubing, with aluminum-alloy paneling forming the bulkheads and under-tray. Suspension was independent by means

of wide-based unequal-length wishbones at the front, while at the rear there were radius arms, a single top link, and a lower wishbone.

In 1967, McLaren would finally find their place at the top of the podium, winning all but one race of the season in their M6A. The McLaren M6B would be the Trojan build privateer car that showed great sales success for McLaren, offering a championship quality chassis to any team wanting to advance their racing program.



THE MOTORCAR OFFERED

In 1968 Ford Motor Company looked at competing in the Canadian-American Championship, known more widely as the Can-Am series. Tasked to manage the project was the legend himself, Carroll Shelby. The chassis of choice would be the McLaren M6B, the privateer successor the M6A that McLaren had dominated the season with in 1967. Powering the Trojan built McLaren chassis would be a special built aluminum block Ford, supplied by Ford Motor Company and further modified by Shelby.

This example, Chassis 50-12, is one of two cars that Ford and Shelby campaigned for the 1968 season, being the chassis that Peter Revson drove throughout the season. A Formula One and Indycar competitor, the combination of Ford, Shelby, McLaren and

Revson gave the team a very strong fighting chance at the championship.

Chassis 50-12 was campaigned at Road America, Bridgehampton, Edmonton, Laguna Seca, and Riverside in the 1968 season. To finish off 1968, many of the Can-Am teams were invited to race the Mt. Fuji 200 World Challenge race on November 23 at Mt. Fuji in Japan. Spectacularly winning this race, Peter Revson drove to the top step of the podium in 50-12, making this the sole win for the team in the 1968 season. Concluding 1968, Ford withdrew from the Can-Am series to focus its efforts into NASCAR.

Chassis 50-12 sold from Ford to Stan Szarkowicz who installed a Chevy engine and continued to race the car for several years. In 1972, the car caught fire, damaging various

components throughout. John Collins was the next owner of 50-12, rebuilding the car after the fire to original specification. In 2000, the car was purchased by its current caretaker. More recently, 50-12 received another restoration that it still wears today.

Chassis 50-12 is sold with a letter from Carroll Shelby verifying the chassis as well as documentation between Ford and Shelby for the project in 1968. Restored and ready to vintage race or for display in a collection of sports and racing cars, this McLaren M6B has some of motorsports finest names associated with it, including Peter Revson, a driver for which very few race cars are ever made available publicly.

\$450,000 - 500,000

224**1933 AUBURN 8-105 CABRIOLET**

Chassis no. 1145 F

Engine no. GC 471

4.4 Liter Inline Eight-Cylinder Engine

105bhp at 3,000rpm

3-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

Solid Front Axle with Live Rear Axle

- ★ Offered from long-term single-family ownership
- ★ Wearing same restoration since 1980s
- ★ Lycoming 4.4-litre straight-eight engine
- ★ Beautiful era inspire styling

**THE AUBURN 8-105 CABRIOLET**

When Errett Lobban Cord joined Auburn as general manager in 1924 the company was in the doldrums, making more cars than it could sell and heading for bankruptcy. From the moment Cord arrived however, the company's fortunes improved markedly. After some Cord-inspired re-styling Auburn sales picked up and the stage was set for the creation of a new automotive empire.

In 1925 Cord arranged for Lycoming straight-eight engines to be installed in the existing six-cylinder chassis and instigated a re-styling program that saw the new-for-'25 Auburns featuring two-tone color schemes and a novel belt-line that swept up over the bonnet. Sales doubled for three consecutive years and in 1926 Cord became president of the Auburn Automobile Company.

The eight-cylinder Auburns were soon challenging Stutz for the accolade of 'America's fastest', Al Leamy driving an 8-115 Speedster at 108.46mph over the measured mile at Daytona in 1928 and going on to take the 24 hours record at Atlantic City Speedway. Not only were they outstanding performers, the eight-cylinder Auburns also represented exceptional value for money: at \$1,395 the top-of-the-range '31 Speedster was less than half the price of the equivalent Stutz. 'More car for the money than the public has ever seen,' enthused Business Week magazine.

THE MOTORCAR OFFERED

The 1933 Auburn 8-105 Cabriolet offered here comes to us sporting a stunning restoration that it has worn since the 1980's. Sold from a prominent collection of exquisite Pre-War American cars, this car was purchased in 1986 and has been safely kept and very well maintained since.

CM Restorations in San Diego, CA. restored this example and today it's astonishing how well the restoration has aged. With a majority of the car painted white, black and orange accents compliment the exterior, while the interior is trimmed in black with orange piping. This car is ready to show or tour, representing the height of the brand's styling. It serves as a true product of the Jazz Age.

\$100,000 - 140,000
WITHOUT RESERVE

225.

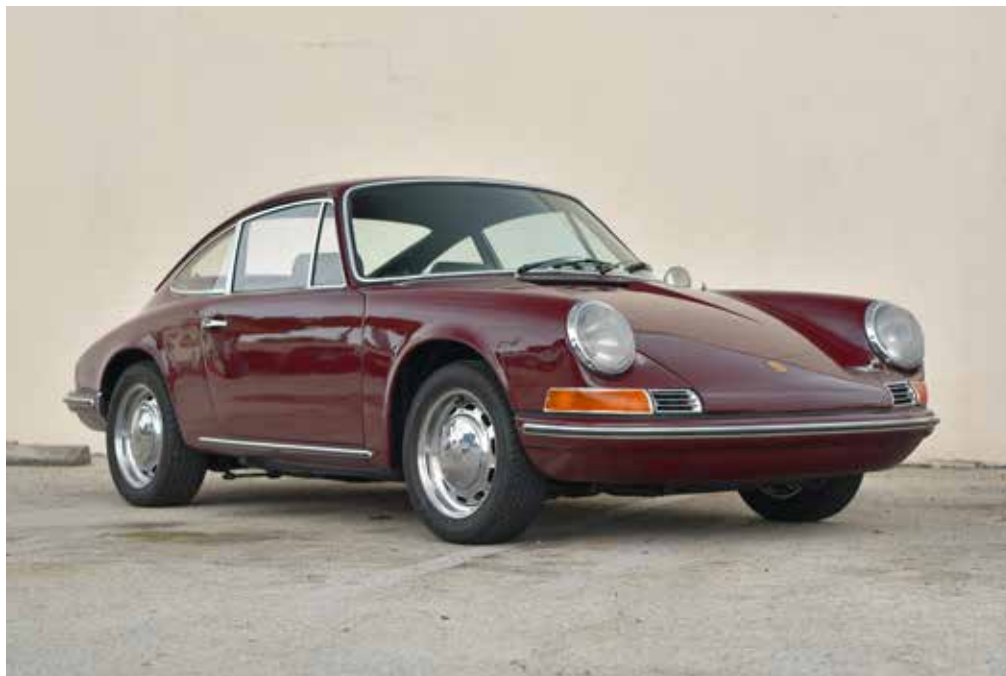
1969 PORSCHE 912 COUPE
Coachwork by Karmann

Chassis no. 129022616
Engine no. 4095717

1,582cc OHV Flat 4-Cylinder Engine
2 Twin-choke Carburetors
90bhp at 5,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ *Lovely example of the classic 912 Coupe*
- ★ *Optioned with a long list of desirable extras such as 5-speed and Chrome wheels*
- ★ *Excellent Porsche for vintage tours and rallies*
- ★ *Classic Porsche styling with a lighter rear end*



THE PORSCHE 912

Although widely acclaimed, the 911 was necessarily expensive, a shortcoming that Porsche addressed by offering the 912 which, though outwardly identical, was powered by the 356's 1.6-liter four-cylinder engine. As installed in the 912 the latter produced 90bhp, some 40 horsepower less than the 911's six, but this deficit was offset by significantly reduced weight, resulting in a well-balanced car with great road manners. The 911 gearbox was used, offering a choice of four or five speeds. Despite being down on power, the 912 had a respectable top speed of 119mph. A little over 30,000 examples were produced at Karmann's works (Porsche's was fully occupied with the 911) between 1965 and 1968 and today the 912 is a relative rarity when compared with its better-known sibling.

THE MOTORCAR OFFERED

This charming and classic example of the Porsche 912 Coupe was stamped out and welded up at the Osnabrück-based Karmann coachbuilding factory in the early part of 1969. The raw bodyshell was shipped to Zuffenhausen soon after, and here hand-built at the Porsche factory. The 912 was completed on April 9th that same year, with the stylish bodywork completed in a Burgundy Red color, while the interior was trimmed in Black Leatherette. The long and very impressive list of options listed on the Porsche Production Specification sheet on file includes the desirable, 5-speed manual transmission, ventilated Chrome wheels, Koni shock absorbers, an air pressure gauge, leather steering wheel, dash mounted radio with cassette player, antennae and loud speaker, as well as bumperettes front and back.

Offered from a Florida-based Porsche connoisseur, this lovely 1969 Porsche 912 Coupe is finished in Burgundy over black, just as it appeared when new some 50 years ago. This sporting 912 provides a great opportunity for any collector looking for a great vintage tour, rally or track day car, and offers timeless Porsche styling, with a light and economic 4-cylinder powerplant fitted at the rear.

\$50,000 - 75,000
WITHOUT RESERVE

226.

1967 CHEVROLET CAMARO Z/28 COUPE

Chassis no. 124377N16322

302ci OHV V8 Engine
Dual 4-Barrel Carburetors
450bhp at 5,800rpm
4-Speed Muncie Manual Transmission
Independent Front Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- ★ 17th of 25 pre-production Z/28s
- ★ Authenticated by Jerry MacNeish
- ★ Numbers-matching
- ★ Featured in Gulf Oil television ads



1967 CHEVROLET CAMARO Z/28

Ostensibly an answer to Ford's sensationally-popular Mustang, Chevrolet's Camaro has roots that date back to 1962, when then-Chevy design chief Irv Rybicki suggested a small 'personal car' based on the Chevy II. General Manager Semon 'Bunkie' Knudsen, however, was unconvinced, feeling that the Corvair, Chevy II and the upcoming Chevelle had the bases well covered. Rybicki, however, continued to work on proposals, and his 'Super Nova' made it to the 1964 New York Auto Show, a few weeks before Mustang's introduction. Once 100,000 Mustangs had been sold and the market for such a car firmly established, GM management gave the Super Nova a more favorable glance. The rush was on to develop a pony car in less than two years.

Mechanically derived from the second-generation Chevy II, the Camaro was similarly a unibody design, with a stub frame ahead of the cowl. Front suspension came from the Chevelle, the single-leaf rear springs from the Chevy II. Engines and transmissions were from the company catalog; in 1967, there were seven engines offered, from a 230 cubic inch, 140bhp six to a 396 cubic inch, 375bhp V8, and a myriad of transmissions and axle ratios. Exterior trim could be augmented with a Style Trim Group consisting of stripes and chrome, or one could choose the Rally Sport option to add disappearing headlamps and special taillights. 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 desirable Z/28 option cost \$458.15 and included the 302ci high performance V-8 engine that met the Trans Am's 5-liter displacement limit rated at 290hp (but routinely delivered pulling 350hp plus on test!)



THE MOTORCAR OFFERED

This 1967 Camaro Z/28 is the 17th of 25 pre-production Z/28s built by Chevrolet. Originally delivered to Heinrich Chevrolet in Rochester, New York, this factory race car was driven by Gary Morgan in the SCCA Trans-Am Series for a few very successful years, from 1967 to 1969. During this period, this Camaro clinched 11 race wins and 2 second place finishes. The 302 cubic-inch V8 is mated to a muncie M22 'Rock Crusher', sending power to the 12-bolt posi-traction rear end. Off the track, this particular Z/28 was used extensively in Gulf Oil television commercials, which aired during the moon landing broadcasts and other landmark moments that defined the late 1960s.

After falling off the grid for years, the car was rediscovered intact, with its original pre-production engine, Cross-Ram manifold, and

rear differential. It was then restored to Bolero Red with Ermine White stripes and prominent Gulf Oil decals-the same way it was presented in the Gulf Oil advertisements.

More recently, this special Z/28 spent time in Belgium, where extensive mechanical work was conducted to make it compliant with modern vintage racing standards, documented in the service record accompanying the sale. In 2015, this Z/28 participated in the Spa Classic and is capable of being enjoyed by its next owner in various racing situations worldwide. The car is beautifully represented throughout-it is mechanically and visually sorted and the recent necessary racing enhancements are well integrated. This Z/28 is not only ready to be enjoyed at speed, it is also a historically significant chapter in the history of

the Camaro and believed to be the only pre-production Z/28 to retain its original engine.

\$300,000 - 400,000

227.**1941 PACKARD SUPER 8 ONE-SIXTY DELUXE CONVERTIBLE COUPE**

Chassis no. DE14792025

356ci L-Head V-8 Engine

160bhp at 3,500 RPM

3-Speed Synchromesh Manual Transmission with Overdrive

Independent Front Suspension and Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Stylish, Yet Elegant and Upscale DeLuxe Model*
- ★ *Rare and Visually Striking Color Combination*
- ★ *Renowned Packard 8-Cylinder Powerplant*
- ★ *Overdrive, Twin Sidemounts and Power Top*

**THE MOTORCAR OFFERED**

By 1940, Packard's model line had come to include the mainstream One-Ten (formerly known as the Packard Six) and One-Twenty models, topped by the senior-level Super 8 One-Sixty and Custom Super 8 One-Eighty lines. With the legendary Packard Twelve discontinued after 1939, the top Packard engine choice was now the 356 cubic-inch straight eight. With a 160-horsepower rating, smooth operation and prodigious torque, the less-exotic eight more than capably filled the Twelve's shoes. This engine was now standard on the Super 8 One-Sixty and Super 8 One-Eighty models, which rode a variety of wheelbase lengths and carried a wide variety of elegant body designs.

Known as the Nineteenth Series, the 1941 Packard model line was introduced in September 1940 and continued the styling

innovations that were pioneered during the prior year, along with a variety of welcome detail updates. With their robust 8-cylinder powertrain, independent front suspension and soft, smooth ride, Packard's Super Eight models and particularly the versatile One-Sixty cars remain highly desirable today for their drivability and usability, in addition to their renowned quality and stately character. Just 3,535 examples of the Super 8 One-Sixty were produced in all for the 1941 Nineteenth Series.

Featuring unusual and handsome livery comprising Chickory Green Metallic and Grove Green Metallic two-tone paint, this upscale 1941 Packard Super 8 One-Sixty DeLuxe Convertible Coupe is a captivating example of these renowned Packards of the immediate prewar era. In addition to

its robust, 160-horsepower "eight" and synchromesh transmission with desirable overdrive, it also features green leather-and-vinyl upholstery, a power-operated tan convertible top and twin side mounted spares within sleek steel covers, a pushbutton AM radio, dash clock and added turn-signal indicators. As offered, it stands as an attractive and enjoyable example of Packard's upper-echelon series of the immediate prewar era.

\$70,000 - 90,000
WITHOUT RESERVE

228.

1956 OLDSMOBILE 98 STARFIRE CONVERTIBLE

Chassis no. 569L9662

324ci V8 Engine

240bhp at 3,200rpm

4-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension with Coil Springs

Live Rear Axle

4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Oldsmobile's Glamorous Top-of-the-Line Model for '56
- ★ Striking Color Combination, Presence and Presentation
- ★ Renowned "Rocket" V-8 Engine/ Hydra-Matic Powertrain
- ★ Well-Equipped with Power Features and 'Wonderbar' Radio



THE MOTORCAR OFFERED

Styling was not overlooked as the 1950s advanced, with many leading-edge design elements of the 1953 Fiesta and Starfire GM

Motorama concept cars soon gracing the production models. Conferring a glamorous aura, the Oldsmobiles of the mid-1950s most importantly drew record numbers of buyers to dealer showrooms. For 1956, Oldsmobile's winning styling formula continued to follow the basic principles laid down in the last major redesign of 1954, including chic wraparound windshield and rear-window treatments. The rapidly developing "Rocket" V-8 now displaced 324 cubic inches and delivered a stout 240 horsepower for the Super 88 and 98 models, with GM's renowned Hydra-Matic automatic transmission now standard equipment. While the entire Oldsmobile line

offered many standard features not available with some competing makes, the top-of-the-line 98 series raised the bar even higher with a padded dash, electric clock, power steering, windshield washers, and a Deluxe steering

wheel, plus courtesy and back-up lights. In particular, Oldsmobile's trendsetting Super 88 and 98 lines offered upscale exterior trim and fashionable two-tone paint finishes befitting their status as Oldsmobile's best-sellers for 1956.

Featuring distinctive Tropical Green Iridescent and Alcan White two-tone paint over matching two-tone upholstery, this 1956 Oldsmobile 98 Convertible is a captivating example, nicely complemented by a power-operated white convertible top. Having traveled only 57,672

original miles at the time of cataloguing, this dashing Oldsmobile is further accented by iconic "spinner" hubcaps and period style wide whitewall tires. Desirable additional features include power-assisted brakes, a power front seat, power steering and power windows, a padded dash, clock and "Wonderbar" signal-seeking AM radio. Far less commonly seen than its counterparts from Chevrolet and Ford, this 1956 Oldsmobile 98 Convertible will provide both a wonderful touring experience and serve as a standout wherever it appears.

\$65,000 - 85,000



229.

1935 PIERCE-ARROW MODEL 1245 COUPE

Chassis no. 3120047

Engine no. 405094

Body no. 338-C-106

462ci L-head V12 Engine

175bhp at 3,400rpm

Single 2-Barrel Carburetor

3-Speed Manual Transmission

Front and Rear Semi-Elliptical Leaf Spring Suspension

4-Wheel Vacuum-Assisted Mechanical Drum Brakes

★ *The sole surviving Model 1245 coupe*

★ *Known history back to the early 1950s*

★ *Largely original with mechanical sorting*



THE TWELVE-CYLINDER PIERCE-ARROW

The Pierce-Arrow V12 is rightfully held among the automotive engineering giants of the Classic Era. A masterpiece by Karl Wise, it featured its two banks of cylinders mounted at an unusually wide 80-degree angle, and riding on eight rubber mounts. Historian Marc Ralston aptly described it as “a smooth-running, beautiful piece of equipment. It was powerful enough to accelerate smartly the large 5,500-pound chassis. The cars could cruise comfortably at 80 miles per hour.” Such performance was well-proven by the great “Ab” Jenkins in endurance runs on the Bonneville Salt Flats, giving Pierce a late-in-life shot in the arm of publicity – and cementing its V12 as one of the finest engines of the period.

The V12 was introduced in November 1931, for the 1932 model year, and would remain in the offering through the end of Pierce-Arrow production in 1938. It was always quite rare compared to the eight-cylinder models, and the authentic survivors with original coachwork remain treasured by their owners.

THE MOTORCAR OFFERED

Any later twelve-cylinder Pierce is a rare automobile, but the example offered here is especially so, as the sole surviving Model 1245 coupe. The use of the two-passenger coupe body on the long 1245 chassis results in an automobile of amazing proportions, with a long hood, rear deck, and small curved roofline, all accentuated nicely by the streamlined styling that Pierce had gradually adopted in the early 1930s. A sleek vee'd radiator shell ended at a long hood with redesigned fender doors, and the body featured tasteful moldings along its flanks to draw the eye.

Pierce-Arrow Society records note that this sole surviving coupe was formerly owned for five decades by Harry Hurst, a longtime enthusiast in Santa Rosa, California, and later



Washington State. Mr. Hurst and his family loved the automobile; in a recent conversation, his niece, Selena Critchfield, recalled many rides in the rumbleseat during her childhood in the early 1950s. In later years he regularly drove it to local events such as the Forest Grove Concours.

It was eventually acquired from the Hurst family by Dave Murray of Gig Harbor, Washington, a well-known Pierce-Arrow specialist, in whose ownership much of the present restoration work was undertaken. Mr. Murray recently recounted that the engine was rebuilt and the body partially repainted, and a great deal of other mechanical work accomplished to make the car a fit runner and driver. Afterward he enjoyed driving it very much, including a trip the length of the West Coast to the Pierce-Arrow Society's National

Meet in Temecula, California, in 2009. Afterward the car was purchased by Jerry Ball of Texas, in whose excellent Pierce-Arrow collection it resided until its purchase by the current owner several years ago.

Mechanically sorted and a fine road car, the Pierce remains a beautiful machine, in rich black with red striping, tan cord upholstery, red wire wheels with chrome disc covers, and white whitewall tires. Additional accessories include the desirable dual sidemounted spares, a rear-mounted trunk rack, an accessory AM radio with header-mounted speaker, chrome dual horns, and parking lights, as well as the famous archer radiator mascot. Lovely attention to detail, typical of Pierce, includes a rear window that rolls down to permit conversation with the rumble seat passengers, and large vent windows in the doors.

There is only one surviving 1935 1245 coupe – and this is it, a car of wonderful proportions and impressive power, sure to attract the enthusiast of Classic Era rarity and outstanding engineering. It fairly begs to be driven and enjoyed, so that a new owner can experience it on the open highway in CCCA CARavans and Pierce-Arrow Society events.

\$125,000 - 175,000

230.**1969 JAGUAR E-TYPE SERIES II 4.2 COUPE**

Chassis no. 1R26912

Engine no. 7R83189.

4,235cc DOHC Inline 6-Cylinder Engine

2 Stromberg Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Lovely restored example of Jaguar's legendary E-Type*
- ★ *Presented in the factory-delivered color combination*
- ★ *Excellent example for rallies and tours such as the Copperstate 1000*
- ★ *Offered with books, tools and JCNA 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

According to this E-Type's Heritage Trust Certificate, it was built at the Browns Lane Jaguar Works on September 11, 1969.

Denoted as a left hand drive Series II Fixed Head Coupe, the E-Type was finished in Signal Red over black interior trim, and fitted with a manual transmission. A US market example, the E-Type made its way to the British Leyland distributor in New York, where it would be sold to its first owner.

Although the Jaguar's early history remains unknown, the car is confirmed to have been in singular ownership from the 1980s until purchased by the consignor. A comprehensive restoration was carried out in 2010, where the cars factory-correct Signal Red exterior was professionally redone, and the car's mechanical systems were refurbished. It should be noted that at some point in time,

presumably before the 1980s, the cars engine was replaced with a correct, 4.2-liter unit.

This striking E-Type is offered with books and tools, and the odometer reading of just over 83,000 miles is believed to be the car's actual mileage since new. In beautiful condition inside and out, this Jaguar presents as an excellent example of the late 6-cylinder E-Type Coupe, a model that looks like a great bargain today compared to its Series I predecessors.

\$70,000 - 90,000
WITHOUT RESERVE



231.

1934 CADILLAC 370-D V-12 FIVE-PASSENGER SEDAN Coachwork by Fleetwood

Engine no. 4100028

Body no. 7

368ci OHV V12 Engine

Twin Updraft Stromberg Carburetors

135bhp at 3,400rpm

3-Speed Synchronized Manual Transmission

Independent Front and Rear Semi-Elliptical Leaf Spring Suspension

4-Wheel Vacuum-Assisted Mechanical Drum Brakes

- ★ *Multicylinder performance and handsome Fleetwood coachwork*
- ★ *A potential wonderful CARavan automobile*
- ★ *Classic Car Club of America Full Classic*



THE TWELVE-CYLINDER CADILLAC

Cadillac had successfully disguised the development of its new V-16 by spreading the rumor of an impending V12. Imagine the motoring world's surprise when, scarcely a season after the "Sixteen" made its stunning debut, it was followed by a V12, completing a trifecta of beautifully designed and styled engines. Cadillac would be the only Classic Era manufacturer to offer V-8, V12, and V-16 power...and all at the same time, no less.

The V12 was developed by the great Owen Nacker, also the father of the Sixteen, to which it was very similar, minus, of course, four cylinders; indeed, the two engines shared a great deal of their tooling. The twelve-cylinder design had its own breed of smooth performance and abundant torque, and cars

fitted with it were fine road automobiles. For most of its life, which continued through 1937, it was available with both production Fisher bodies and with the striking, costly Fleetwood bodies also used on the V-16 chassis – a roster that in 1934 encompassed virtually available design or style that one could envision for his or her new automobile. A Fleetwood-bodied Twelve gave up very little to its sixteen-cylinder brethren; it was vast, powerful, and exquisitely appointed to suit the finest of tastes.

It was also limited in its production. In 1934, production of Cadillac's most expensive offerings dwindled further, despite the introduction of a completely new chassis with independent front suspension and modern

streamlined styling, including gorgeous torpedo headlights and "biplane" bumpers. It was the most beautiful V12 yet, but unfortunately the world economy continued to hammer its sales. Only 683 twelve-cylinder models were produced this season.



THE MOTORCAR OFFERED

The example offered here was the seventh produced in 1934 in this dignified and elegant Fleetwood style no. 6030S, a five-passenger sedan with a modern one-piece flat windshield, an automobile that truly embodies the Cadillac reputation for conservative beauty and style. Its factory build sheet, a copy of which is included in the file, notes its delivery as a “rush” order to Philadelphia, finished entirely in black with Wiese broadcloth upholstery, “Goddess” radiator mascot, and dual side-mounted spares with metal covers. Undoubtedly the original dealer had a customer ready and waiting for such a car, and with the Great Depression taking its toll on luxury automobile sales, Cadillac wanted to get the new V12 into its owner’s hands as soon as possible – hence the “rush” order.

The car is still finished in that original color scheme, with wonderful subtle woodgrain and nickel accents, and the sumptuously instrumented dashboard that is typical of Cadillac in this era. The dual side-mounted spares boast full covers and mirrors, while charming design features include rear vent windows, a handy touch for the passengers that helps to provide flow-through ventilation and cool the interior on a long tour. The engine compartment appears largely original, but is clean and tidy, suitable for further driving enjoyment, especially as the current owner has spent \$25,000 rebuilding the engine.

Twelve-cylinder Cadillacs are ideal automobiles for Classic Car Club of America CARavans and other long-distance touring

events, and this well-maintained and lovingly preserved example would be ideal for such purposes. It has formal elegance and wonderful character in equal measure, and room for the entire family to ride in comfort and style on American roads. It would also be a wonderful counterpoint to V-8 and V-16 models to complete a Cadillac enthusiast’s collection, exactly as it would have in the showroom of a dealer back in 1934. The possibilities are endless.

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

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saskia.simonis@bonhams.com

NORWAY/ SWEDEN

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REST OF THE WORLD

AUSTRALIA

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ARGENTINA

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JAPAN

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1-10-13 Tenjincho, Fujisawa-shi
Kanagawa, 252-0814
Tel: +81 466 82 6842
Fax: +81 466 82 6809

Conditions of Sale for 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 Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

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.

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 at the Quail Lodge & Golf Club in Carmel, California, on Thursday, August 15 and Friday, August 16, 2019.

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 Bonhams shall have the right, in its sole discretion, to cancel the sale of any Lot if (i) the Buyer is in breach of the Buyer's Warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams or the Seller to any liability to any third party; or (iii) there are any other grounds for cancellation under these Conditions of Sale.

4.3 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

6.1 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'.

6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Corporate clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.

6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion

to decline to register any person as a bidder and to reject any bid.

6.4 Bonhams may also request a financial reference and/or deposit from bidders before allowing them to bid.

7. The Buyer/Bidder; Buyer's/Bidder's Warranties

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.

7.3 The Buyer/bidder warrants that:

(a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");

(b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");

(c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;

(d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. Buyer's Premium

Buyer's Premium for Motor Vehicle Property: The Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty

Conditions of Sale for Motor Vehicles

due on the Lot.

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

10.1 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 12:00 noon Pacific Time on Sunday, August 18, 2019. 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) Cancel the sale of the Lot to the Buyer at any time, retaining as liquidated damages all

payments made by the Buyer;

- (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;
- (h) Reveal the Buyer's identity and contact information to the Seller.

16. Absentee, Telephone and Online Bids
Bonhams will, free of charge, 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 error or default (whether human or otherwise) 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, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices or online platforms. 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. Jurisdiction and venue for all dispute resolution shall be in 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 for 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 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 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 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers and inure to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

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 MERCHANTABLE QUALITY, 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.

THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.

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 for more information.

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, please contact Client Services.

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$180
FEE INCLUDES ONE AUCTION CATALOG SET AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Ave
Ney York, NY 10022
Tel +1 (800) 223 2854
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: Quail Lodge Auction	Sale date: August 15 and 16, 2019
Sale no. 25221	Sale venue: Quail Lodge & Golf Club Carmel, California
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at 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
Telephone bidders: 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 12pm Aug 18 <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.) If you are bidding online there is no need to complete this section.	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 CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams and Butterfields Auctioneers Corp
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 Quail Lodge Auction on August 15 and 16, 2019.

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 REFERENCE

BANK LETTERHEAD

Bonhams and Butterfields Auctioneers Corp
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' Quail Lodge Auction on August 15 and 16, 2019.

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.

Bonhams

AUCTIONEERS SINCE 1793



Call to Consign The Beaulieu Sale

Collectors' Motor Cars, Motorcycles and Automobilia

Beaulieu, Hampshire | 7 September 2019

ENQUIRIES

Motor Cars

+44 (0) 20 7468 5801
ukcars@bonhams.com

Motorcycles

+44 (0) 20 8963 2817
motorcycles@bonhams.com
bonhams.com/motoring

*Originally owned by HRH the Prince
of Wales (later King Edward VIII)*

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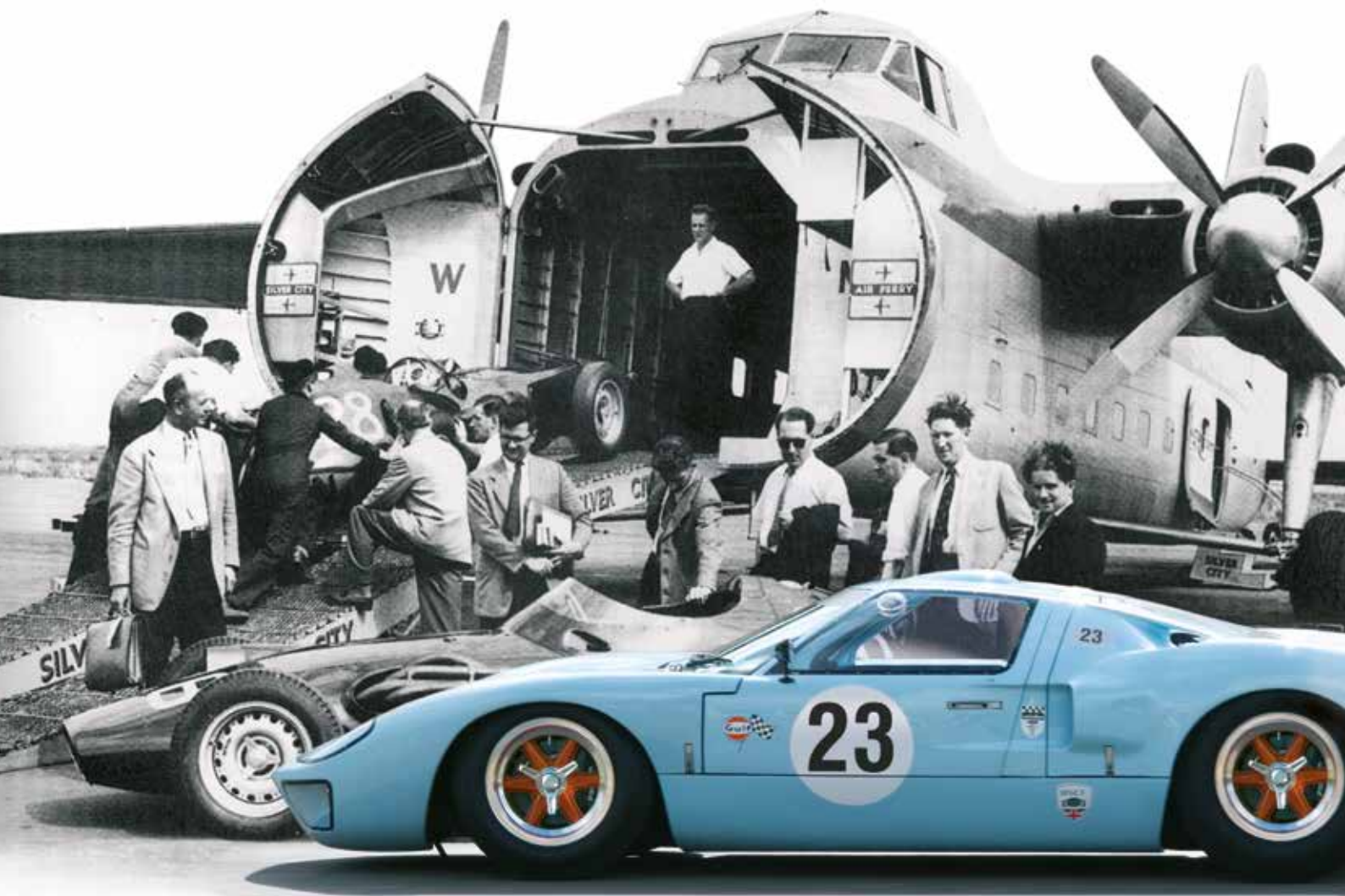


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No Reserve

2015 KOENIGSEGG ONE:1

Chassis no. YT9LK1A38EA007111
No Reserve

2015 MCLAREN P1

Chassis no. SBM12ABB5EW000056
No Reserve

2014 BUGATTI VEYRON 16.4

Chassis no. VF9SA25C18M795208
No Reserve

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LOT 25
1995 PORSCHE 911 CARRERA RS 3.8

INDEX

Lot No	Year	Model	Lot No	Year	Model
31	1963	Alfa Romeo Giulia Competizione Spider	56	1993	Land Rover Defender 110 NAS
5	1963	Alfa Romeo Giulia Spider	84	1931	LaSalle Series 345-A 7-Passenger Touring
18	1971	Alpine A110 1600S Group IV	82	1979	Lincoln Mark V Collector Series
71	1989	Aston Martin V8 Volante "Prince of Wales"	62	1966	Lola T62 Formula 3 Racing Single-Seater
59	2003	Aston Martin DB AR1	60	1962	Lotus Super 7 S2 Roadster
11	1956	Austin-Healey 100 BN2 Le Mans	14	1971	Maserati Ghibli SS
15	1991	Autech Zagato Stelvio AZ1	20	1979	Mazda RX-7
57	1930	Bentley Speed Six 'Le Mans Replica' Tourer	7	1969	Mercedes-Benz 280SL
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77	1931	Cadillac 355-A V-8 Roadster	76	1973	MGB Roadster
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75	1963	Chevrolet Corvair Turbo Monza Spider	55	1991	Nissan President Sovereign
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22	1930	Chrysler Series 77 Phaeton	32	1950	Oldsmobile 88 Holiday Coupe
80	1955	Chrysler C-300	89	1971	OTAS 820 Grand Prix
10	1972	Citroën SM	58	1934	Packard Eight 1100 5-Passenger Sedan
67	1962	Cooper T61 'Monaco'	17	1916	Pierce-Arrow Model 38 Four-Passenger Touring
66	1962	Cooper-BMC Type 59 Formula Junior	29	1956	Porsche 356A 1500 Carrera GS Coupe
64	1956	Cooper-Climax 1.5-Liter T39 'Bobtail' Sports Racer	24	1957	Porsche 356A T2 1600 Speedster
61	1959	Cooper-Climax Type 51 Formula 1 Racing Single-Seater	30	1959	Porsche 356A 1600 Convertible D
68	1961	Cooper-Climax T53P "Lowline" Formula 1	39	1968	Porsche 911L 2.0 Coupe
51	1937	Cord 812 Supercharged Phaeton	9	1968	Porsche 912 Coupe
81	1928	Cunningham Series V-7 Sedan	52	1970	Porsche 914/6
73	1971	Datsun 240Z	33	1973	Porsche 911 CARRERA RS 2.7
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41	1964	Ferrari 330 GT 2+2 Series I	8	1982	Porsche 911SC 3.0 Targa
26	1966	Ferrari 330 GTC	48	1987	Porsche 930 Turbo Slant Nose Cabriolet
78	1971	Ferrari 365 GTC/4	19	1987	Porsche 944 Turbo Cup
36	1977	Ferrari 308 GTB	1	1987	Porsche Carrera Targa 3.2
3	1982	Ferrari 308 GTSi	35	1989	Porsche 911 Speedster
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43	1999	Ferrari F355 Spider F1	23	2010	Porsche 911 Turbo Coupe
34	2011	Ferrari 458 Italia	70	2019	Porsche 911 GT3 RS
53	1948	Ford Pickup	50	1961	Renault 4CV "Jolly"
69	1937	Horch 853 Spezial Streamlined Coupe 'Manuela'	2	1990	Rolls-Royce Corniche III
12	1937	Hudson Terraplane Business Coupe	85	2010	Tesla Roadster
40	1962	Jaguar E-Type Series 1 3.8 Roadster	90	1977	TOJ-BMW 206 Sports-Racing Two-Seater
88	1994	Jaguar XJ12	13	1957	Toyota FJ25 Land Cruiser Soft Top
65	(1956) 1967	Jaguar-HWM Special Recreation	72	1977	Toyota FJ40 Land Cruiser
79	1959	Kellison J-4R Coupe	45	1965	Volkswagen Type 2 De Luxe Samba Bus
46	1963	Lancia Flaminia 2.8 3C Spider	6	1973	Volvo P1800 ES Sport Wagon

Lot No	Year	Model	Lot No	Year	Model
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199	1962	Alfa Romeo Giulietta Spider Veloce	120	2001	BMW Z8 Roadster
159	2008	Alfa Romeo 8C Competizione	114	1938	Brough Superior SS100
169	1951	Alvis TA21 Drophead Coupe	153	1935	Bugatti Type 57 Galibier
161	1962	Aston Martin DB4 Series V Vantage	126	1940	Buick Model 51C Super Convertible Phaeton
151	1965	Aston Martin DB5 Sports Saloon	155	1941	Buick Super Eight Convertible Coupe
154	1932	Auburn 12-160A Boattail Speedster	179	1931	Cadillac 452-A V-16 Sport Phaeton
224	1933	Auburn 8-105 Cabriolet	200	1932	Cadillac 55-B V-8 Convertible Coupe
211	1956	Austin-Healey 100 BN2 Le Mans	231	1934	Cadillac 370-D V-12 Five-Passenger Sedan
150	1966	Austin-Healey 3000 Mk III BJ8	195	1941	Cadillac Series 62 Convertible Coupe
206	1922	Bentley 3 Liter Sports Tourer	219	1941	Cadillac Series 62 Convertible Sedan
160	1929	Bentley 4 ½ Liter Sports Tourer	167	1962	Chevrolet Corvette Roadster
215	1939	Bentley 4 ¼ Liter Pillarless Coupe	174	1965	Chevrolet Corvette 327/350HP Roadster
178	1948	Bentley Mark VI 'New Look' Sports Saloon	226	1967	Chevrolet Camaro Z/28 Coupe
115	1958	Bentley S-Type Continental Flying Spur	157	1933	Chrysler CL Custom Imperial Sedan
196	1973	BMW 3.0 CS ALPINA	186	1965	Citroën DS21 Concorde Coupe



LOT 128
1953 FIAT 8V SUPERSONIC

Lot No	Year	Model	Lot No	Year	Model
140	1972	Citroën SM	164	1901	Panhard et Levasor 5hp Twin Cylinder Rear Entrance Tonneau
177	1956	Cooper-Climax 1.5 Liter T-39 'Bobtail' Sports-Racing, Center-Seater	172	1988-90	Peerless GTP Corvette Lola-Chassised IMSA/Group C Racing Coupe
183	1911	Delahaye Type 413A Charabanc	165	c.1911	Pierce-Arrow Model 66-A Runabout
147	1937	Delahaye 135M Competition Court Roadster	217	1919	Pierce-Arrow Model 31 Five-Passenger Tourer
201	1924	Duesenberg Model A Roadster	229	1935	Pierce-Arrow Model 1245 Coupe
189	1934	Duesenberg Model J Torpedo Phaeton	112	1963	Porsche 356 Carrera 2 GS Coupe
152	1951	Ferrari 340 America Coupe Speciale	208	1957	Porsche 356A 1600 Speedster T1
127	1958	Ferrari 250 GT Coupe	207	1957	Porsche 356A Carrera 1500 GS
187	1966	Ferrari 430 GT Series II	144	1959	Porsche 718 RSK Center-Seat Spyder
129	1974	Ferrari Dino 308 GT4	171	1967	Porsche 911 2.0 Coupe
130	1979	Ferrari 308 GTB	158	1967	Porsche 912 Coupe
142	1980	Ferrari 308 GTBi	202	1968	Porsche 911
108	1986	Ferrari 328 GTS	225	1969	Porsche 912 Coupe
173	1989	Ferrari F40	168	1969	Porsche 912 Soft Window Targa
194	1995	Ferrari F355 Spider	103	1973	Porsche 911E 2.4 Targa
213	2004	Ferrari 360 Challenge Stradale	148	1979	Porsche 911 RSR Outlaw
107	2009	Ferrari F430 Scuderia 16M	143	1987	Porsche 930 3.3 Turbo Coupe
192	2017	Ferrari F12TDF	190	1987	Porsche 930 Turbo Slant Nose Cabriolet
191	2018	Ferrari 488 Challenge	113	1989	Porsche 911 Carrera Speedster
128	1953	Fiat 8V Supersonic	121	1997	Porsche 911 Carrera 2 Cabriolet
184	1974	Fiat X1/9	149	1997	Porsche 993 Turbo
180	2006	Ford GT Heritage Edition	137	2008	Porsche 911 GT2
118	2017	Ford GT '66 Heritage Series	136	2015	Porsche 918 'Weissach' Spyder
145	1950	Hudson Pacemaker 500 Deluxe	182	1935	Riley MPH Two-Seater Sports
222	1953	Hughes-Kircher Special	188	1923	Rolls-Royce Twenty Dual Windshield Tourer
116	1965	Iso Grifo A3 COMPETIZIONE	162	1928	Rolls-Royce Phantom I Transormal Phaeton
138	1960	Jaguar XK150 3.8 Drophead Coupe	212	1930	Rolls-Royce Phantom II Carlton Sports Limousine
175	1961	Jaguar E-Type Series 1 'External Bonnet - Latch'	132	1932	Rolls-Royce Phantom II Dual-Windshield Phaeton
218	1962	Jaguar E-Type Semi-Lightweight Competition Roadster	170	1934	Rolls-Royce Phantom II Cabriolet
181	1965	Jaguar E-Type Series 1 4.2 Roadster	131	1965	Shelby 427 Cobra
163	1966	Jaguar E-Type Series 1 4.2 Coupe	125	1965	Shelby/De Tomaso P70 Can-Am Sports Racer
205	1967	Jaguar E-Type Series 1 4.2 Roadster	141	1952	Siata 208 CS 2+2 Berlinetta
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193	1923	Marmon Model 34B Two-Passenger Speedster	209	1960	Toyota FJ25 Land Cruiser Hard Top
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223	1968	McLaren M6B Chassis no. 50-12	156	1970	Triumph TR6 Roadster
204	1953	Mercedes-Benz 220 Cabriolet A	105	1962	Volkswagen Dual Cab Transporter
124	1955	Mercedes-Benz 300SL Gullwing Coupe	134	1966	Volkswagen Type 2 Campmobile
166	1959	Mercedes-Benz 300 Cabriolet D	106	1973	Volkswagen Type 181 Thing
203	1955	Moretti 1200 Sport Spider	185	1965	Volvo P1800S Coupe
210	1991	Nissan Skyline R32 GT-R	101	1973	Volvo P1800 ES Sport Wagon
228	1956	Oldsmobile 98 Starfire Convertible			
104	1967	OSI 20M TS			
221	1926	Packard 236 Eight Sport			
198	1932	Packard Standard Eight 902 Roadster			
227	1941	Packard Super 8 One-Sixty DeLuxe Convertible Coupe			
109	1948	Packard Series 22 Station Sedan			
214	1952	Packard Caribbean Custom Convertible			



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