

Bonhams | Cars



—THE AUDRAIN— CONCOURS AUCTION

Newport, Rhode Island | September 29, 2023





Welcome



It is with the greatest pleasure that we once again partner with our friends at Bonhams|Cars for their third annual sale here in Newport, an integral part of the 2023 Audrain Newport Concours & Motor Week. Through the debut auction in 2021 and the equally successful 2022 event, it is clear that our visitor guests welcome and appreciate the opportunity to add to their collections with a fine automobile from Bonhams|Cars.

The fourth presentation of the Audrain Newport Concours & Motor Week has been arguably one of the most anticipated automotive events in the country, and has already attracted attention, admiration and notice from a worldwide audience. We look forward to welcoming our largest ever number of visitor guests from around the region, the country and indeed the world. All will have the chance to share in what we residents know well- the special spirit of a place which truly lives history.

To the magic of the spirit of this historic city, with its legendary architecture, memorable personalities and deep historic roots can now be added the excitement and reward of an international collector car auction presence. The world was thrilled and amazed by the landmark Two Generations Collection veteran car auction held by Bonhams|Cars this past April in conjunction with the Audrain Newport-Bristol-Newport Veteran Car Tour and we know that going forward we will continue to grow with this world-class organization and their expert team.

Donald Osborne
CEO, Audrain Group

The International Team of Bonhams|Cars are proud to close our 2023 US auction season with our return to the Audrain Newport Concours & Motor Week. This is the second time in 2023 that we are here with our esteemed partners having enjoyed the sell out Two Generations sale during the Audrain Veteran Car Tour this past April.

Our third edition of the Motor Week auction brings together property from two Estate collections, those of Andrew W. Edmonds and James Messenger. Two truly passionate and fastidious collectors, together these groups provide cars from the American Classic Era before the war with Edmonds, and from Messenger, a range of sports cars and highly competitive racing cars from the UK and Europe. We are honored to represent them. Other highlights include modern sports cars such as the 2019 Porsche Speedster and two British pre-war icons, a Bentley 3-Liter and Frazer Nash 'Chain-Gang' which has recently emerged from 40 years of local ownership.

Bonhams|Cars season continues with auctions at the Zoute Grand Prix in Belgium on October 8 and in our London premises for The Golden Age of Motoring on November 3, and a month later for Important Collector's Cars on December 8. In between these auctions will be our landmark auction On The Grid at the Abu Dhabi Grand Prix on November 25 where delights such as the Mario Andretti Lotus will be offered.

If you have the opportunity to be present at the Audrain Newport Concours & Motor Week you are in for a treat as the multitude of events offer something for every car enthusiast and we would be pleased to welcome your in-person bidding. If you can't though, we have online bidding, telephone bidding and bidding through our app to help. We would be pleased to guide you with additional photographs and copies of history files or answer any questions that you have regarding the cars on offer.

Thank you for your interest, we wish you successful bidding.

Bonhams | Cars



THE AUDRAIN CONCOURS AUCTION

Friday, September 29, 2023 at 4pm EDT
International Tennis Hall of Fame
Von Auersperg Building
Newport, Rhode Island

BONHAMS | CARS

580 Madison Avenue
New York, New York 10022

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Los Angeles, California 90046

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bonhamscars.com/audrain

PREVIEW AND AUCTION LOCATION

International Tennis Hall of Fame
Von Auersperg Building
Freebody Street
Newport, Rhode Island 02840

PREVIEW

Thursday September 28, 9am to 6pm
Friday September 29, 9am to 4pm

AUCTION NUMBER: 28012

Lots 1 - 53

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BIDS

Bid online/app

Register to bid online by visiting
www.bonhamscars.com/audrain



**Bid through the
app. Download now
for android and iOS**

For bidding methods, post auction collection
and transport information see pages 4 and 5.
Contact: +1 (212) 644 9001 or
motors.us@bonhamscars.com.

For Conditions of Sale see pages
110 to 112.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

HISTORY FILES AND CONDITION REPORTS

History files are available for review in digital
format. Please contact motors.us@bonhams.com
for either a written condition report or
to schedule a video review of a car on offer.
Additional photographs of all lots can be viewed
online at bonhamscars.com/audrain.

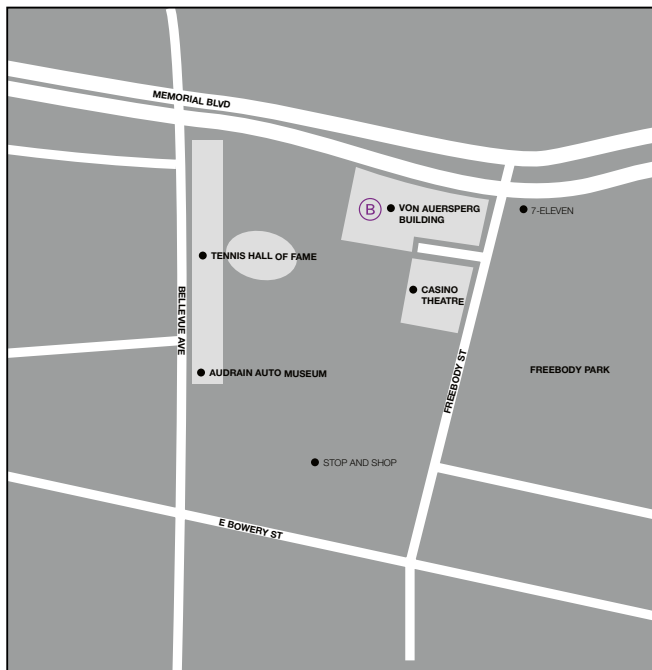
Entry to Bonhams | Cars preview and auction
does not require a ticket to the Audrain
Concours and Motor Week. For the event
schedule and purchasing event tickets for
Concours and Motor Week, please visit:
www.audrainconcours.com.

Bonded pursuant to California Civil
Code Sec. 1812.600;
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General Information



DIRECTIONS AND PARKING

Bonhams|Cars is located within the International Tennis Hall of Fame in the Von Auersperg Building on the northeast side of the property and can be accessed by foot from Freebody Street (at Memorial Blvd). Alternatively, Audrain Concours & Motor Week guests can enter at the main Hall of Fame entrance at 194 Bellevue Avenue. Parking information can be found at www.audrainconcours.com/parking-transportation-maps.

ENTRANCE TO PREVIEW AND AUCTION

The Preview on Thursday, September 28 is free and open to the public. The Preview and Auction on Friday, September 29 is open to registered bidders and a guest as well as the public with the following admission details:

- \$40: Audrain Concours Auction catalog permits two people entry to the Preview and Auction on Friday, September 29

Auction catalogs are available for purchase prior to the auction and at the venue. If the catalog is purchased in advance, please present it for entry at the venue.

Bonhams|Cars strongly encourages interested bidders to attend the Preview or to schedule a virtual preview appointment with a specialist. For more information, please contact motors.us@bonhamscars.com.

AUCTION

The Audrain Concours Auction will be held as a traditional auction with a reserved seating area for registered bidders and a guest. The Auction will also be streamed online for non-registered bidders.

ACCOMMODATION

For assistance with accommodations and availability in Newport, Rhode Island, please contact Mr. Richie Legouri, First In Service/Legouri Travel Services, +1 (646) 747 0988, r.legouri@f1s.com.

BIDDER REGISTRATION

For in-person bidding, the bidder registration package is \$100, which includes the Audrain Concours Auction catalog and entry to the preview and auction for the registrant plus one guest. Registered bidders may also bid in real time online, by telephone or absentee bid.

Our Client Services team is available to assist prospective buyers with the registration process in advance of the auction. All registration requirements must be met and documentation provided timely prior to the auction in order for bidding to be authorized with an assigned bidder number. Registration requirements include completing our Registration Form, providing a current driver's license or passport identification, a secondary article with matching name, proof of residence, a bank reference and dealer license, if applicable. Examples of bank references can be found in the back of this catalog.

By registering to bid at auction, registrants agree to be bound by Bonhams' Conditions of Sale provided in the back of the auction catalog and on Bonhams' website.

BIDDING METHODS

In Person Bidding: Registered bidders are permitted to bid in person.

Online Bidding: Watch the auction online and submit real time bids. Please see the Legend on Page 5 for additional information.

App Bidding: Download now for android and iOS



Telephone Bidding: Bid via telephone during the auction with a Bonhams representative. To ensure availability, telephone bids must be arranged 24 hours prior to the auction. Bonhams will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

To reach our Client Services Department for more information and for registration, please call +1 (212) 644 9001 or email bids.us@bonhams.com. To view the auction live, please go to www.bonhams.com/audrain/live.

VIDEO RECORDING

Some media have been authorized to photograph or film aspects of our events. Should you wish to be excluded from any media coverage, please speak to Client Services. Bonhams also routinely records our live auction audience. Your presence on site and/or bidding activity may be captured on our internal video which is not shared with the public. If you do not wish to be recorded, please speak to Client Services to arrange a different method of bidding.

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.

Bonhams strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending the preview or by scheduling a virtual preview appointment with a specialist. Please contact motors.us@bonhams.com for inquiries and scheduling.

TITLE DOCUMENTS

Some of the motor vehicles in this auction are offered with a Bill of Sale only. Please refer to the Conditions of Sale for information and limitations regarding certificates of title.

For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams manages the title transfer process on behalf of the buyer to ensure the car is free of liens and encumbrances. Buyers can expect the vehicle's title to be couriered within 30 business days post-sale, at which time the buyer can register the car at its destination. Titles announced as "in transit" will take additional time to be processed. All titles and any registrable documents will be shipped via FedEx from Bonhams' Los Angeles office. All historical documents and accompanying items will ship either with the vehicles or from Bonhams' offices. For inquiries and updates, please contact Bonhams | Cars Dealership and Compliance Manager, Jessica Chavez +1 (323) 436 5588, jessica.chavez@bonhams.com.

BUYER'S PREMIUM

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR CAR lots 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.

TAXES AND LICENSE FEES

Buyers are required to pay any applicable state or local sales or use tax, import duty (see Legend) 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.

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, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Utah, Virginia, Washington DC, Washington State, West Virginia, Wisconsin and Wyoming.

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' Cashier Department prior to or at the time of purchase.

LEGEND

Ω Import Duty: Motor vehicle import duty calculated at 2.5% of the import value and associated import fees are payable by the buyer on all lots marked with an Omega symbol Ω. If the purchased lot is exported within certain criteria, the duty may be refundable.

P (Purple Paddle) - Restricted Bidding

Please note that online bidding will not be available for Premium Lots, indicated with a "P" next to the lot number. If you wish to bid on a Premium Lot, Bonhams will require that you obtain a bank letter of reference confirming your ability to remit payment for any and all purchases. Please contact the specialist department at least one business day in advance of the auction date to arrange a telephone bid or an absentee bid by contacting eric.minoff@bonhams.com or on +1 (917) 206 1630, or our Client Service Office by emailing bids.us@bonhams.com or on +1 (323) 850 7500

PAYMENT AND LOT COLLECTION DETAILS

Payment Deadline and Cashiering Hours:

Payment Deadline:

5pm EDT on Saturday, Sep 30, 2023

Cashiering Hours:

Friday Sep 29 during and after the auction
Saturday Sep 30 from 8:30am to 5pm

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer, certified check (bank draft) or submitting a Bank Letter of Guarantee. The Bank Letter of Guarantee must be addressed to Bonhams and be in the name of the registered bidder. Credit cards are not accepted for Motorcar lots. Cash payments are accepted under \$10,000. We strongly encourage contactless payment of invoices prior to collection. Lots will not be released to buyers until full and final payment is received by Bonhams. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bidders may also pre-arrange suitable check or credit approval with Client Services.

For payments made by bank transfer, Bonhams' bank details are below. Please include your client identification number on the wire transfer instructions.

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

LOT COLLECTION DEADLINE:

5pm EDT on Sunday, Oct 1 2023

Uncollected Motorcar lots will be uplifted and stored by Passport Auto Transport. Uplift and storage shall be at the buyer's sole risk and expense. Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and ultimate destination of the vehicle(s). For applicable charges, please consult with Passport in advance of purchase.

Purchased lots become the buyer's risk once the hammer falls. Storage, collection and uplift for paid and unpaid lot removal is at the buyer's sole risk and expense. Overseas buyers are strongly advised to make collection arrangements with Bonhams in advance of the auction.

Buyers may have an authorized agent collect their purchases according to the collection deadline. It is the buyer's responsibility to ensure that their designated agent has the auction venue details, bill of lading showing where the lot will be transported and proof of the buyer authorization for collection of the lot(s). Bonhams will release the lot only once all payment requirements have been met including payment of taxes and any applicable fees. Buyers and/or their agent are responsible for collecting all available parts, logbooks, title, keys and any other accompanying documents.

TRANSPORT ARRANGEMENTS

Representatives of Bonhams' preferred carriers are available to provide shipping quotes and transport information.

Domestic Motorcar Transport

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

International Motorcar Transporters

CARS (Classic Automotive Relocation Services)
Contact: Alistair Forbes, +1 (310) 695 6403
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Schumacher Secure
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Collector Cars

Lots 1 - 53





1.**1966 VESPA 150 SUPER VBC WITH SIDECAR**

Frame no. VBC1T 31487

177cc 2-Stroke Single Cylinder Engine (see text)

Del'Orto Carburetor

6bhp at 5,200rpm

4-Speed Manual Transmission

2-Wheel Drum Brakes

- ★ *Beautifully restored*
- ★ *Fun for the whole family*
- ★ *Top of the line model*
- ★ *Classic 1960s Mod-style*

**THE SCOOTER OFFERED**

The end of hostilities in 1945 had left a number of companies that hitherto relied on military contracts looking for alternatives, Piaggio among them. Forbidden by the Allies from resuming his aviation business, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter, for which he believed a potential market existed, particularly among women. d'Ascanio's aviation background meant that he was well versed in techniques of stressed-skin construction, and these were deployed in creating the Vespa's monocoque chassis, a revolutionary development at the time.

The name 'Vespa' (wasp) is said to have been inspired by the buzzing sound made by its single-cylinder two-stroke engine. "Just like Henry Ford put the workers on wheels in America," Enrico Piaggio told Newsweek, "we put automotive transport within the reach of

people who never expected to travel that way." Since its introduction in 1946, millions have been made and countless different versions come and gone, yet the Vespa of today remains recognizably related to the first one made 60 years ago. Classic? Most definitely.

The fine example of the iconic Vespa offered here was built during arguably the most desirable part of the decades-long production run, where the classic design remained largely unaltered, but performance had been significantly improved. Propelled by an enlarged version of the 150cc engine—this one punched out to a fire breathing 177cc—and equipped with 4-speeds and ten-inch wheels, these mid-sixties examples move along very well. Finished in a classic sky blue and white paint with a white leather saddle, the 150 is outfitted with chrome guards,

desirable twin saddle seating arrangement, and a rear mounted spare tire. For a bit of added fun and charm, the Vespa is equipped with a matching sidecar—allowing for additional room for another friend or an overflowing bounty of wine, cheese, and prosciutto for a picnic. The subject of a recent restoration by a marque expert, it is reported by the seller to have been rebuilt mechanically and electrically and tuned to run on a pre-mix of 50:1 gasoline to oil. Beautifully presented throughout, this classic Italian offers fun transportation for three in great la dolce vita fashion.

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

- ★ Two claimed owners from new
- ★ Very low indicated mileage
- ★ An older restoration, in excellent driver condition
- ★ Great color combination

1947 CHRYSLER WINDSOR HIGHLANDER CONVERTIBLE

Chassis no. 70570170

250ci Flathead Inline 6-Cylinder Engine
 Single 1-bbl Carburetor
 114bhp at 3,600rpm
 2-speed Semi-automatic "Fluid Drive" Transmission
 Independent Front Suspension, Live Rear Axle
 Hydraulic Drum Brakes



THE CHRYLSER WINDSOR

Recovering from the bleak years of World War II, when all civilian auto manufacturing was diverted to the military, the Chrysler corporation was forced to fall back on what were for all practical purposes its immediate Pre-war designs, with large rounded bodies and separate fenders, and retaining flathead-six-cylinder engines. This would last into the end of the 1940s. Pre-war, Chryslers were well-built and quite luxurious. The company's experiment with more streamlined designs, such as the Airflow, was not a commercial success. Recognized today as well ahead of their time, the car-buying public was not ready for such a radical departure from the boxy designs of the day. It should be noted that all of Chrysler's products from this era introduced a unique safety feature, what we know today as a "High Center-mounted Tail Light" mounted on the trunk lid. Decried for many years as unsightly, this early HCTL is now mandatory on almost every car in the world.

THE CAR OFFERED

This beautiful Chrysler Windsor Highlander Convertible is said to have but two owners from new, and in single-family ownership until 1975. It has been restored to original condition and appears to be in show condition. Finished in Metallic Red with a tan folding top, it is graced by a very attractive tartan and leatherette interior, thus living up to its "Scottish" model name. This Chrysler has been restored to a high standard, and features a 250 cubic inch "Spitfire" flathead six-cylinder engine developing a modest 114 horsepower. The transmission is Chrysler's patented "Fluid Drive", which requires the driver to use a clutch to put the car in first gear, after which a torque converter takes over shifting duties. The car is said to include a number of attractive options, including a pair of fog lights, dual exterior mirrors, bumper guards, a spotlight, wide white sidewall tires, and full wheel covers. Ready to drive and

enjoy as is, or prepare for another club-level Concours, this Windsor Highlander Convertible is looking for its next owner.

\$30,000 - 40,000
WITHOUT RESERVE

3. ▲

1963 FACEL VEGA FACEL II COUPE

Chassis no. HK2 B141

383ci Chrysler 'Wedge' OHV V8 Engine
 Single Carter AFB Carburetor
 355bhp at 4,800rpm
 3-Speed Torqueflite Automatic Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Dunlop Disc Brakes

- ★ One of fewer than 185 Facel II's produced
- ★ In its original color scheme
- ★ Original delivered to the US
- ★ The 142nd Facel II built



THE FACEL VEGA II

"The HK500 was the most interesting car we ever made but the Facel II was the best. It was totally elegant." – Jean Daninos

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious, and fast. Hand built, they were necessarily very expensive—the Facel II was priced in Rolls-Royce territory—and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine, and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant and Rob Walker.

Founded by Jean Daninos in 1939, Forges et Ateliers de Construction d'Eure-et-Loir (FACEL) specialized in the construction of aircraft components and metal furniture. After the war the company engaged in the supply of car bodies to Panhard, Simca and Ford France, before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. Government legislation had effectively killed off France's few surviving luxury car manufacturers after WWII, but that did not deter Jean Daninos in his bold attempt to revive what had once been a great French motoring tradition. A luxurious Grande Routière, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork on a tubular-steel chassis. There being no suitable French-built power unit, Daninos

turned to the USA for the Vega's, the chosen initially being Chrysler's 4.5-liter V8, while there was a choice of push-button automatic or manual transmission.

Launched in 1961, the Facel II was destined to be the last of the V8-engined models, production ceasing in 1964 after an unsuccessful venture into engine manufacture effectively bankrupted the company. Production of the preceding HK500 amounted to only 500-or-so units between 1958 and 1961 and that of the Facel II to a mere 182 examples. Today these rare Franco-American classics are highly sought after.



THE CAR OFFERED

According to Facel factory production records kept by the Amicale Facel Holland, chassis number HK2 B141 was built per order of the Hoffman Motors for the American market. The Facel carried a production number of '141', indicating that it was the 142nd Facel II produced. It was delivered with a 383 cubic inch Chrysler wedge V8, a Torqueflite three-speed automatic transmission, center locking wire wheels, and finished in Blanc Mercedes with red leather upholstery.

As standard equipment, the Facel II featured Dunlop disc brakes, a limited slip differential, power steering, a single four-barrel Carter AFB carburetor, power windows, clear glass and HMV radio with automatic antenna.

While details of its early American history are sparse, by the 1990s the Facel was in the country of its birth in the garage of Mr. Alain de Boissieu, General Charles de Gaulle's son-in-law. In 2000, the car was acquired by another Frenchman, Alain Copine, who kept the car for a decade before selling it to the present owner in 2010. Prior to the current owner's acquisition, it is reported that the brakes, electrical harness, power steering, and air conditioning had been refurbished while the engine, gearbox, and suspension were redone by the late marque expert Pierre de Seibenthal. No records for the work reported to have been completed accompany the car. On static display since joining the present collection, after a dozen years off the road, recommissioning is recommended before active use.

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

4.

1960 BENTLEY S2 CONTINENTAL DROPHEAD COUPE Coachwork by Park Ward & Co.

Chassis no. BC93AR

Engine no. A92BC

6,230cc OHV All-Alloy V8 Engine

2 SU Carburetors

200bhp

4-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Rare derivative of Bentley Continental
- ★ Offered from long term private ownership
- ★ Originally delivered in the UK
- ★ Recently made to run, but recommissioning recommended



THE BENTLEY S2 CONTINENTAL

Described by The Autocar as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental has been synonymous with effortless high-speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was principally these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc all-aluminum engine, which produced approximately 25% more power than the old six-cylinder unit. "The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well-being that only British craftsmanship can give," enthused Autosport. "The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique." There were few significant changes to the running gear, though power-assisted steering was now standard, and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

Built in 'S2' form from the autumn of 1959, Continental version of the Bentley remained, as ever, exclusively a coachbuilt car. The firms of H J Mulliner, Park Ward, James Young, and Hooper (with a solitary example) all offered bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young, and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition.



THE CAR OFFERED

The Bentley S2 Continental offered here is an example of Park Ward's influential and elegant 'straight through wing' body style. It is one of only 125 examples bodied in this fashion by Park Ward, of which only 60 were original right-hand drive cars like this one.

According to its factory records, copies of which are on file the original supplying agent was Clyde Autos Ltd. the long-established Glasgow entity who had both sold and even provided coachwork for Rolls-Royce since the 1920s. The name attached to the order was Alex N. Gibb. However, interestingly, Martin Bennett's Bentley Continental book lists its first owner as J. Mitchell and its UK license plate to have been 'DEG 1', so perhaps this was an early change of custodian.

By 1980, the Rolls had emigrated to America and was now the property of Thomas E. Troxell of Coopersburg, Pennsylvania and it was from this person that the current owner acquired the car. Viewed today, it seems likely that the colorway is the way in which it was originally supplied, a tobacco brown hue that suits the lines of the car well and is offset by a light tan top and interior.

In recent years the Bentley has been laid up in garage storage. In preparation for the sale, the car was checked over and was able to be made to run, but it was immediately noted that the water pump is seized and that this will require attention. We would also recommend a more thorough checking over and recommissioning prior to road activity.

Accompanying this rare four seater convertible Bentley Continental are an original handbook and accessory tool kit.

\$80,000 - 100,000

5.

2002 ROLLS-ROYCE CORNICHE

VIN. SCAZK29E72CX02031

6,750cc Turbocharged V-8 Engine
Electronic fuel injection
325bhp at 4,000rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ 1 of only 374 examples built
- ★ From the final year of production—
with only 35 made
- ★ Delivered new to Georgia
- ★ The last Rolls-Royce manufactured
at the Crewe factory





THE CORNICHE

The original Corniche convertible had been a major success for Rolls-Royce, so the revival of the model in 1999 after a gap of five years caused considerable excitement. By this time, Rolls-Royce was owned by BMW, but the Corniche V had been developed while the British firm belonged to Volkswagen, which would keep both the Bentley brand and the Crewe factory.

At the time of its release, it was the most expensive Rolls-Royce on offer, with a base price of \$359,900. When the last Corniche was rolled off the production line in August 2002, it marked the end of Rolls-Royce manufacture at the Crewe factory, which would henceforth only produce Bentleys. When production ceased in 2003 a total of only 374 Corniches had been built.

THE CAR OFFERED

Of the 374 examples produced, this stunning drop top Corniche is one of the select few that made its way stateside. It was purchased new by Ken Isaacs Chevrolet and Cadillac in Moultrie, Georgia, deep in the southern part of the state where the new Roller must have stood out among the pickups and tractors. The Rolls was ordered in a lovely shade of fireglow pearl over natural hides with a tan dashpad and steering wheel, and Wilton wool carpets. It encapsulates the tail end of the understated luxury that typified the era.

Traded against a 2001 Corniche, the car was delivered on September 20, 2002, and the first owner enthusiastically enjoyed the car, racking up over 10,000 miles in the first eight months of ownership. After 15 months and 13,595 miles with its first keeper, it found its next owner in southern Florida. With 1400 additional miles, the third owner acquired the

car in November of 2005 and would retain the Rolls in the Peach State for the next 7 years. Covering only about 7,000 miles in that time, the current owner acquired the droptop in early 2012. On static display since purchase, it shows under 23,000 original miles on it and will require some mechanical refreshing before wafting about. Its top was also found to go down, but not return and we believe will require attention. Among the final Rolls-Royces to emerge from the factory at Crewe, this Corniche, which is accompanied by its clean CARFAX report and is one of only 35 produced in 2002, is a rare bird indeed.

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

6.

1966 ASTON MARTIN DB6 VANTAGE SPORT SALOON

Chassis no. DB6/2541/L (see text)

Engine no. 400/2582/V

3,995cc DOHC 6-Cylinder Engine

Triple Weber 45DCOE Carburetors

325bhp at 5,500 rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ *Highly desirable, matching numbers DB6 Vantage*
- ★ *Left-drive, 5-Speed manual transmission, A/C, and chrome wire wheels from new*
- ★ *Accompanied by copies of its factory build records*
- ★ *Beautifully presented British motoring*



THE ASTON MARTIN DB6

"Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price." – Autocar, 1966.

As one might imagine, Autocar found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved, while the standing quarter-mile time of 14.5 seconds was the fastest the magazine had recorded for a

four-seater. At 120mph the Aston was as effortlessly relaxed as other powerful cars at 80mph. "For high-speed open-road touring this Vantage DB6 is practically ideal," enthused Autocar's scribe, and few would disagree.

The 4.0-liter DOHC engine remained unchanged in standard triple-SU carburetor form but the Vantage specification unit with 9.4:1 compression ratio now developed a mighty 325bhp. A ZF five-speed manual gearbox was carried over from the latter, 'Selectaride' driver-adjustable damping was standard, and for the first time there was optional power-assisted steering available. Saloon production totaled 1,327 units, including seven shooting brake conversions by Harold Radford.

THE CAR OFFERED

Ordered with the highly desirable Vantage specification, this DB6 was among the most powerful ever produced by the British make. This DB6 Vantage was ordered new through J.S. Inskip by the Old Colony Crushed Stone Company in Quincy, Massachusetts. Clearly they had crushed a lot of stone. Selecting the Vantage-spec more for an extra 40 ponies, the engine breather system, the desirable five-speed ZF manual transmission, Normalair air conditioning, 3.73:1 limited slip differential, heated rear screen, Firam horns for both town and country, dual front Britax three-point seat belts, chrome wheels with knock off hubs, Bosch Koln TR radio, power operated aerial, and dual Marchal fog lamps made this one of the most handsomely outfitted DB6s out there. Finished in Silver Birch over Red Connolly hides, the car was completed in the fall of 1966 and sent to the United States.



The early history of this Aston is not documented, but by 1993 the car had found its way to the Netherlands. It appears the car has been repainted in the original color and the entire interior has been fully retrimmed in red leather—including the dashboard. It should be noted that close inspection of the bottom of the left front frame section did not reveal a clearly stamped chassis number in the usual place, although it has been thickly painted. Today, the machine still shows well, having settled into a condition that would make it a fine touring car or driver.

Acquired by the current owner in June of 2006, the DB6 has been on static display for the past 17 years with only four miles added to the odometer in that time and, as such, mechanical recommissioning is recommended prior to active use. The DB6 is the last of

the iconic DB Aston Martins from the '60s and, with its pure form and powerful Vantage engine, the example offered here is a must-have for any Aston Martin fan.

**\$200,000 - 300,000
WITHOUT RESERVE**

7. 1970 MERCEDES-BENZ 280SL CONVERTIBLE

Chassis no. 113.044-12-015139

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

- ★ Beautiful preserved example of the seminal W113
- ★ Understated color scheme of triple Gray
- ★ Nicely optioned with Becker radio and Frigiking A/C
- ★ Hard top and Soft Top



THE MERCEDES-BENZ 280SL

In the Spring of 1963, Mercedes-Benz debuted an all-new roadster to replace the 190SL and 300SL: the 230SL. Internally designated W113, the 230SL 'Pagoda' was a stunning Paul Bracq designed two-seat Cabriolet that followed Mercedes' new design language, featuring crisp lines and upright headlights. The 230SL was fitted with a prominent three-pointed star in its grill as a reference to the already iconic 300SL. To save on weight, the hood, door skins, trunk lid, and tonneau cover are all composed of aluminum, affixed to a rigid steel monocoque. The car's distinctive concave-shaped removable hard top quickly earned it the nickname 'Pagoda.' Although controversial at its introduction, these SLs are now considered masterpieces of design.

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

THE CAR OFFERED

This nicely presented example of the final and highly desirable iteration of the W113 has been the subject of careful ownership and lavish spending. Finished in Gray over Gray M-B Tex upholstery, its data card documents these as the original colors for this well optioned example that was delivered new to the United States with both tops, a Becker radio, two-piece painted hubcaps, tinted glass, and more. The first owner is not recorded, but history from 1990 to present is documented. It was purchased in Miami on March 23, 1990 by Ted and Laura Lynn Hoffman of Hallandale, Florida, and a copy of the purchase order shows it had 59,734 miles on the clock at the time of sale. The Hoffmans kept the car for about three years, driving just under 2,000 miles but spending well over a dollar a mile in maintenance costs alone according to records on file. The next owner, John Schwartz of Pittsfield, Massachusetts,



would keep the car a good deal longer, selling it to the current owner after a quarter of a century in his care.

The seller has been a careful custodian of this largely original machine, regularly maintaining the car with the most recent major service being a \$8,669 mechanical overhaul in February of 2022. Both driver and passenger are greeted by a richly appointed, authentically restored cockpit. The original MB Tex seats and door cards show nicely while both occupants ride in comfort thanks to original Frigiking A/C (which was serviced in 2022) and Becker Mexico cassette radio providing the niceties one expects in a refined, grand-touring convertible. Nicely finished gauges, restored woodwork, and dark gray loop carpeting round out the cabin.

Complete with both its black soft top and color-matched hard top for the classic 'Pagoda' look, this swift grand tourer includes original books, manuals, a copy of the data card, and service records going back 33 years. Between its preserved condition, renowned mechanical refinement, and fine interior appointments, this 280SL is perfect for any cruise, drive, or show.

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

8.

1985 LAND ROVER DEFENDER ONE-TEN

VIN. SALLDHMV7BA244630

Engine no. 21G01024

3,528cc OHV V8 Gasoline Engine

Twin SU Carburetors

134bhp at 5,000rpm

5-Speed Manual Transmission

Front and Rear Coil Spring Suspension with Double Rear Shocks

4-Wheel Disc Brakes

- ★ *British market, V8 Defender*
- ★ *Property of an esteemed gentleman*
- ★ *Retains original chassis frame in excellent condition*
- ★ *Perfect for town or country*



THE CAR OFFERED

The Defender offered is a genuine British workhorse. Delivered new in the United Kingdom in the right-hand drive configuration, it was first registered as "C456 UKV" on September 5, 1985. From the first year of production offering the venerable 3.5-liter Rover V8, this example pairs that robust motor to a 5-speed manual transmission. Finished in the classic English countryside shade of Balmoral Green, it no doubt spent many a bucolic season bouncing around the verdant greenery of Great Britain shuttling between driven pheasant hunts, horse races, farmers markets, and Scottish Highland holidays—or so one would like to dream. The early history of this Landy is as yet not recorded.

The present owner acquired this One Ten from the Land Rover Center in Huddersfield—appropriately located in the northern part of England between Manchester and Leeds—in

January 2017 and promptly exported it from the rich, green, rolling hill of jolly olde England to the rich, green, rolling hills of Westchester County, New York.

Driven about 4,000 miles in the past six years, the truck has been maintained at local garages. Somewhat unused in recent times, it is reported that some wrenching will be required—specifically replacing the clutch—before taking it on your next grouse hunt.

The quintessential country estate conveyance, this Defender One-Ten is equally at home in the Hamptons or Nantucket as it is in Beverly Hills or the West Village. A capable machine that can get you out of situations most trucks couldn't get you into, it has a brutish and utilitarian stylishness that fits like a tailored, tweed hunting suit. Outfitted inside in black vinyl, a rear bench provides seating for three guests, and auxiliary jump seats in caged off

rear have room for four more folks, rowdy children, frenemies, or hunting dogs. A roof mounted rack offers ample opportunities for carrying all manner of gear and equipment around one's gentleman farm or ranch.

Recently serviced, the Landy performed well on a recent test drive by a Bonhams|Cars specialist. Complete with copies of service records, import documentation, the old UK V5, purchase paperwork, a British Motoring Industry Heritage Trust Certificate, and two work shop manuals (Haynes Land Rover 90, 110, Defender 1983 to 2007 and Land Rover 90*110*Defender Workshop Manual (from 1983-1995 MY) Owner's Edition), the only thing missing from this Landy is a Barbour coat and an over-and-under shotgun.

\$25,000 - 35,000
WITHOUT RESERVE

From the Estate of Andrew W. Edmonds

Lots 9 - 16

Andrew Wilson Edmonds passed away peacefully and at home on January 14, 2023. Born and raised in Wilmington, Delaware he graduated from The Hill School and MIT. He was a Lieutenant in the US Navy, an engineer and a fixer of broken toys. Despite the formal nature of his education and military background, he was noted for being most comfortable in casual wear, specifically vibrantly colored shirts with matching socks, which were rarely in anything but boat shoes or, if forced, loafers.

Over the years he resided in Delaware, Massachusetts and his beloved Vero Beach, Florida. Andrew was a lifelong member of The Wilmington Club, The New York Yacht Club, The Key Largo Anglers Club, The Oyster Harbors Club and The Wianno Yacht Club. He was also a member of the Quail Valley River Club.

He had many passions and any that he pursued were done to the fullest degree that he could imagine. Those hobbies included the support of rescued big cats at the Central Florida Animal Reserve where he adopted tigers, lions, and leopards. He and his late wife Marsha also become adopters of countless rescued English Mastiffs. Dogs who had never known a safe and loving home lived out their lives in comfort and style.

Beyond animals, his engineering knowledge manifested itself his other hobby, the collection of cars and vehicles many of which you see here on these pages. He adhered to a belief that Cadillac were the Standard of the World, and cherished, restored and preserved many examples of the brand, prizing his V16s above all cars, as well as being an avid participant in Classic Car Club of America events. and took great pride in collecting Cadillacs, especially the very rare V16 Cadillacs. Alongside the Cadillacs, over many years he amassed his own complete fire department, named after his home in Boston 'Fernwood'. Friends would recall his attendance at fires with his own equipe and inevitably some hair-raising rides through Boston!

Latterly, all resided in Vero Beach, where they were maintained with permanent staff, Bonhams is honored to have been entrusted with their dispersal.



9.

1915 MERCER MODEL 22-70 SPORTING

Chassis no. 2236

Engine no. 2199

298.2ci Side-Valve 4-Cylinder Engine

Single Updraft Carburetor

70bhp at 2,800rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear Mechanical Drum Brakes

- ★ *Very rare 1915 example of this model*
- ★ *Iconic American brand*
- ★ *Ex-Harrah Collection*
- ★ *Former multiple Concours and AACA National Award Winner*



THE MERCER 22-70

If ever there was object, irrefutable proof that the concept of the sports car originated in the United States, it is the Mercer Raceabout. First built in 1911, Mercer's Raceabout, with its thundering T-head four-cylinder engine, standard exhaust cutout, round bolster tank, monocle windshield and rudimentary seating for only a driver and a brave passenger, was the first automobile successfully built in series for the sole purpose of going fast and winning races.

Between 1911 and 1915 the Roebing brothers (whose father had designed and built the Brooklyn Bridge) and their engineer Finley Robertson Porter built some 800 Raceabouts which their customers could take straight from the factory to the race track - with a good chance of winning. Barney Oldfield and Ralph de Palma raced Mercers. Spencer Wishart bought one, drove it right to a dirt track in Columbus, Ohio and won the 200 mile feature, while setting four dirt track records in the process.

Mercer continued to build T-head, four-cylinder cars through 1914, then introduced a new line of L-head fours designed by Eric H. Deiling. When the Roebings died within a year of each other, ownership of the company passed to a New York investment syndicate that put Emlen Hare, former manager of Packard's New York branch, in charge. Hare proceeded to add Locomobile and Simplex-Crane to the company that, in the post WWI recession, proved to be more distraction than his management skills could handle. By 1921 control of Mercer was back in the hands of the founding families.

Through it all Mercer continued to build high quality, fast cars in its Trenton, New Jersey factory (in Mercer County, from which it took its name). Production estimates vary, but none exceed 1,000 per year and some sources believe fewer than 5,000 Mercers in all were built between its inception in 1911 and the end of production in 1924.

The Deiling-designed Mercers introduced in 1915 were powered by a 298 cubic inch side-valve four-cylinder engine with single ignition and drove through a 4-speed transmission. The 3 3/4" bore engine was rated 22.5 NACC horsepower and its earliest versions were said to make 70 brake horsepower. Brakes were installed only on the rear wheels. Suspension employed live axles at both ends, suspended from semi-elliptical leaf springs. Deiling was one of the first American designers to add Houdaille lever action friction shock absorbers to the suspension, a feature that vividly illustrates his desire to enhance Mercers' ride, comfort and handling.

Alongside the second generation of Mercer Raceabouts, Mercer coachwork options included one of the most elegant sports touring cars of its day, which they termed simply - the 'Sporting'. Its design was typically advanced, a lightly barrel sided body perfectly extending the line of its hood and radiator, bringing with it both aesthetic and aerodynamic benefits.



THE CAR OFFERED

This well-known and very rare 1915 Mercer is offered from the Edmonds Collection where it has resided for the last 24 years continuing a succession of ownerships in which it has been held in great esteem and care. Its charted history stretches back to immediately after the war when it was owned by Placido A. Ervesun, a New York based car collector, who participated with the car on the 1952 Glidden Tour.

From Ervesun the car passed to Bill Harrah, then in the early days of his legendary collecting foray. It was a marque and model that he had a particular interest in and was one of a number of these cars that would pass through the collection over the years. In the case of this one, it was not retained beyond the 1970s and instead passed to Quentin Craft, the noted Texas collector.

Its next owners came in the mid-1970s, the car moving to Harold Crosby and then to Jack Passey. Its immediate past owners, Robert and Linda Sohl of Santa Cruz, California purchased the car from Mr. Passey in 1976 and submitted the Mercer to a complete restoration which is said to have cost more than \$100,000 40 years ago. Not surprisingly, it emerged in spectacular condition and would propel the Sohls to a series of successes at concours level through the 1990s, beginning with display in their most local event at the 1991 Pebble Beach Concours d'Elegance where it took 3rd in the Antique Class. 1st in Class would follow at a whole host of events including Silverado, Palo Alto, Santa Rosa, Santa Barbara and Hillsborough, and even Best in Show at the 1994 Coalinga and Lafayette Concours d'Elegance. It also participated in a full series of AACA events, garnering a National Award, AACA Cup and Grand National First Prize. By 1999, with much achieved the Sohl's elected to sell the car by auction in Tarrytown, NY where it passed to Andrew Edmonds.

Over the course of the last 2 decades or more the Mercer has been maintained by Harbor Auto Restoration of Pompano Beach in Florida, ensuring that its now 40 year old restoration has been able to stand the test of time well. Today, even after all these years it is clear to see why it was so successful at Concours level in the 1990s. Accompanying the car is an original 22-70 Sales Brochure, a variety of material relating to the model and invoices for work carried out in this ownership.

An exemplary Mercer, above all it is its early year of build that makes it among the most desirable of these cars enabling it to participate in Brass events alongside its T-Head predecessors.

\$110,000 - 130,000

10.**1941 CADILLAC SERIES 62 CONVERTIBLE SEDAN**

Chassis no. 8357513

346ci L-Head V-8 Engine

Single Downdraft Carburetor

150bhp

3-Speed Hydramatic Automatic Transmission

Independent Coil-Spring Front Suspension - Semi-Floating Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Example of Cadillac's last Convertible Sedan*
- ★ *All-New and Influential Cadillac Styling for 1941*
- ★ *Highly Rare as 1 of Just 400 Examples Produced*
- ★ *CCCA Full Classic® Recognition and Event Eligibility*
- ★ *Appealing color scheme*
- ★ *Upgrades including power steering and air conditioning*

**THE 1941 CADILLAC**

Styled under the direction of Cadillac chief designer and Harley Earl protégé Bill Mitchell, the bold and fresh 1941 Cadillacs enjoyed record sales. The smoothly sculpted cars sparkled with chrome accents that artfully enhanced their flowing lines, and the grid motif of their new horizontal grille remains a signature Cadillac design attribute to this day.

The '41 Caddy was one of the most modern cars of its time. Standard features included sealed beam headlamps, 15-inch wheels, and fore-and-aft turn signals. Lifting the massive and beautifully sculpted flying goddess hood ornament unlatched the hood. The left tail lamp housing flipped up to reveal the fuel filler cap—a trick that would mystify gas station attendants for years to come.

A powerful, 150hp L-head V8 provided motivation while two transmission options were available: a Hydra-Matic automatic transmission, a new Cadillac option for 1941, or a standard 3-speed manual. The latter transmission option is featured on this lot.

THE CAR OFFERED

Presented here is a 1941 Series 62 Convertible Sedan, an example of the only open 4-door Cadillac offered that year. Just 400 were built and they would be the last production Cadillac sedan convertibles.

Mr. Edmonds Series 62 rests alongside his V16 of the same vintage showing the range of offerings from the Standard of the World in this wartime period. A copy of its factory record confirms that as new the car was supplied on the account of Don Lee Inc of Los Angeles, California, being shipped on May 28, 1941 for Customer Will Call. Its record decodes the coloring as being an exterior of Monica Blue Metallic, with a Beige and Blue leather interior and a note of a tan top.



Its early career is uncharted and the trail only picks up in the last 40 years, when we know from old title documents on file that it was the property of Paul Sauder of Rockwell, North Carolina in April 1986, had migrated west to Dr. Robert Paige of Amarillo, Texas by May 1990 and was next owned by dealer Great Cars Inc. in 1995. Its next owner, Mike Ames, bought the car from Great Cars in 1997 and it passed back through them to Mr. Edmonds in August 1999.

True to form a list of requirements was made by Edmonds and those were largely attended to by Harbor Auto Restorations, followed by continued maintenance there over the course of the last 20 plus years. Within that remit was the addition of power steering and air conditioning to make it even more usable. A track record of use and success was pursued

over this time, with Senior Award of the CCCA being granted in June 2000, and CCCA tours including the September 2010 CARavans and display at the Amelia Island Concours in 2005.

Presented today in much the same guise with which it would originally have landed in Los Angeles 82 years ago, this is a good-looking and eminently tourable Cadillac.

**\$45,000 - 55,000
WITHOUT RESERVE**

11.

1941 CADILLAC SERIES 62 FOUR-PASSENGER SEDAN

Chassis no. 8350571

346ci L-Head V-8 Engine
 Single Downdraft Carburetor
 150bhp at 3,400rpm
 3-Speed Hydramatic Automatic Transmission
 Independent Coil-Spring Front Suspension - Semi-Floating Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ Andrew W. Edmonds Fire Chief's Car
- ★ All-new and influential Cadillac styling for 1941 of Earl/Mitchell design
- ★ Guaranteed to draw attention and sure to provide a lot of fun
- ★ Copy of Cadillac Factory build sheet on file
- ★ A CCCA Full Classic



THE CADILLAC SERIES 62

Yet another design triumph from the Harley Earl/Bill Mitchell years at GM Styling, the 1941 Cadillac models marked a clear break from the past in terms of styling, with the old upright, V-shaped radiator grille replaced by the bold, horizontal "egg-crate" grille treatment that remains a Cadillac hallmark today. Conceived by Art Ross, this design element was quietly brought to Earl's attention by Bill Mitchell, his eventual handpicked successor. Wider in visual appearance than ever before, the 1941 Cadillac models also featured the debut appearance of fender-mounted headlamps, one of Mitchell's favored design cues. Looking fast even while at rest, the 1941 Cadillac line possessed a rare combination of sporting vigor with timeless elegance, and a cohesiveness of design matched by few, if any, of its rivals.

Another break from the past came with the efficiencies gained from Cadillac's adoption of a single-engine philosophy for 1941 and beyond. Displacing 346ci, Cadillac's proven L-head V-8 now capably propelled the entire Cadillac line. A compression increase raised output to 150 horsepower to yield outstanding 100-mph capability on the open road. Equally important, Cadillac's V-8 engine was a silky-smooth paragon of refinement with nearly silent operation. Ride and handling qualities were excellent with independent front underpinnings and continue to impress collectors and marque enthusiasts who like to drive their classics today. A wide Cadillac model range was offered for 1941, along six distinct lines ranging from the entry-level Series 61, which replaced the former LaSalle marque, to the Sixty Special, Series 63 four-

door Sedan, the long-wheelbase Series 67, and Fleetwood-bodied Series 75. However, Series 62 truly defined Cadillac's future direction, with its youthful, forward-looking presence and versatility. In addition to the 2/4-Passenger Coupe and 5-Passenger Touring Sedan (both in Standard and Deluxe guise), Series 62 included two top-of-the-line open models, the 2/4-Passenger Deluxe Convertible Coupe, and the final iteration of the glamorous 5-Passenger Deluxe Convertible Sedan



THE CAR OFFERED

A passionate Cadillac collector, Andrew Edmonds was on the hunt for one of these ground-breaking owner-driver sedans in the mid-1990s and found this example residing in Topeka, KS with John W. Dozier in November 1997. Mr. Dozier reported that the car had been restored around 1990 and carried a CCCA First Place badge with 96 points.

His research showed from a factory build sheet that the car had originally been shipped by Cadillac on February 5, 1941 wearing Berkely Gray Metallic paintwork and a corresponding Blue-Gray Heather Cord interior. Options of white wall tires, wheel discs, and no running boards were requested, and the car was built with automatic transmission.

As bought, a few details that needed refining were quickly noted by Mr. Edmonds and then addressed using his contacts around the country. But, more importantly, now in its black paint scheme it served as the perfect basis for his wish to create a Fire Chief's car to spearhead his burgeoning personally liveried Fernwood Fire Department. Quite literally all the 'bells and whistles' were added, turning this somewhat subtle conveyance into the jolly and fun machine it is today. As with his other vehicles, it gave him great pleasure and was routinely enjoyed by him.

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

12.

1931 CADILLAC SERIES 452A V-16 ALL WEATHER PHAETON Coachwork by Fleetwood

Engine no. 701949

452ci OHV V-16 Engine

2 Cadillac Carburetors

165bhp at 3,400rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ Cadillac's crowning technological achievement, the V-16
- ★ Desirable All Weather Phaeton coachwork
- ★ Extremely expensive model aimed at society's elite
- ★ In the Edmonds Collection for 41 years



THE CADILLAC V16

Cadillac astonished the world's automotive elite when it introduced a spectacular new ultra-luxury car, powered by an amazing 16-cylinder engine, at the 1930 New York Salon. This new super-sized Cadillac was clearly a General Motors response to the Duesenberg Model J, introduced by E. L. Cord the year before. However, while the snarl of the Duesenberg straight eight flaunted its raw, race-bred power, the Cadillac V16 would set new benchmarks for smooth, silent, and superbly impressive performance.

Cadillac created the V16 to compete with and exceed the standards of the best automobiles in the world. GM dispatched a group of the new cars to Europe, where the Continent's most erudite automotive connoisseurs were invited to compare, first-hand, the beauty and substance of the Cadillac V16 against the upper-crust cars of the time—including Isotta-

Fraschini, Hispano-Suiza, Mercedes-Benz and, of course, Rolls-Royce. An impressive number of early V16s were exported as a result.

The heart of the Cadillac V-16 was of course its magnificent engine. Displacing 452 cubic inches, it produced up to 185 horsepower. Beautifully detailed and meticulously sculpted, the engine's appearance was just as awe-inspiring as its soon-to-be-legendary smoothness and quietness.

Cadillac offered a number of Fleetwood bodies for the 1930-31 Series 452A V16 chassis. The open style most favored by buyers was the All-Weather Phaeton, Fleetwood Job (style) Number 4380. This close-coupled 4-door convertible sedan combines the sporting lines of an open model with the all-weather practicality of

a closed sedan. The top stack, when folded, rests almost level with the door upper edges, providing a sporty top-down appearance similar to a traditional open phaeton. The dual panes of the stately vee-style front windshield tilt outward for ventilation, while the body styling is beautifully complemented by special sweep panel moldings on the hood and cowl that provide a splendid motif featured only on a limited number of Fleetwood V-16 styles. The All-Weather Phaeton carried a monumental price tag of \$6,650—that is, \$150 more expensive than the dual cowl Sport Phaeton!



THE CAR OFFERED

This fine example of Cadillac's technological tour de force sports the stylish All-Weather Phaeton coachwork by Cadillac's preferred coachbuilder Fleetwood.

In the old school way that collectors gathered cars, Andrew Edmonds saw this car advertised by former owner Jack R. Miller of Fayetteville, Georgia in June 1982. Some perception of the stature of these cars can be measured by the fact that even 41 years ago this was a six-figure car, its asking price being a very sizeable \$115,000! Bought as a good older restoration, Mr. Edmonds found the car to be in worse condition than he had expected it to be and much refurbishment ensued over the coming years. With parts supplied by Charles H. Selick of Rumson, New Jersey, and work carried out by David Webber's Classic Coachworks among others, the car was brought up to his exacting standards.

Towards the end of the 1980s, the work was complete, and the Cadillac was toured to a variety of Classic Car Club of America events sufficient to enable it to achieve Senior Award status. It would later be shown at the 1999 Amelia Island Concours d'Elegance receiving an Amelia Award.

On file are decades of invoices and correspondence charting its original restoration and then constant maintenance by Harbor Auto Restoration of Pompano Beach, Florida, Mr. Edmonds preferred local car carers. Today, the V16 remains a classic example of its breed in very tidy order. One of the highlights of this collection, and much appreciated by its late owner, this fine Cadillac is deserving of close attention.

\$175,000 - 250,000

13.

1931 PACKARD DELUXE EIGHT 845 CONVERTIBLE VICTORIA Coachwork by Rollston

Chassis no. 845-94
Engine no. 190208

385ci Sidevalve Inline 8-Cylinder Engine
Single Carburetor
120bhp at 3,200rpm
4-Speed Manual Transmission
4-Wheel Mechanical Drum Brakes
Live Axle Suspension with Semi-Elliptical Leaf Springs

- ★ *Rare Rollston Convertible Victoria on a Packard chassis*
- ★ *In the current ownership since 1986*
- ★ *Comprehensively refurbished and subsequently maintained*
- ★ *Former CCCA Senior Award Winner*



THE PACKARD DELUXE EIGHT

Packard was not bound by the conventions of the auto industry. It, with great justification, set its own standards both in its automobiles and in the way it presented them.

Packard didn't have model years, that was for the mass market manufacturers hoping to entice car owners to trade up for the newest, if little different, models to keep production lines running. Packard presented its cars in Series instead. It created the impression that Packard made changes to its prestigious automobiles only when Packard thought they were important enough to be warranted.

By the late Twenties, however, Packard was making annual changes. They were still presented as new Packard series but they came annually. It did preserve the illusion, however, by choosing its own introduction dates, usually in summer. That had the advantage of giving the new Packard series a period without competition from other marques' new models.

In 1929 for the introduction of the Seventh Series it had one further advantage. The August 20 formal introduction gave Packard's Seventh Series models two months more time in the market before the stock market crashed in October and the new car market, even for luxury cars like Packards, began its Depression plunge.

Some measure of the effect of this comes directly from Packard's production figures between these two years: 36,364 units had been supplied in the Seventh Series, whereas the company could report 15,450 units for the same period just a year later. Tellingly, as is always said of the Depression, the most luxurious models were the least affected.

For that trying year, Packard's Eighth Series comprised four models: the 826 Standard Eight, the 833 Standard Eight on a longer 134 ½ inch wheelbase with a variety of catalog coachwork, the 840 Custom Eight with a 140 ½ inch

wheelbase, and the 845 Deluxe Eight which topped the line with 145 ½ inches between the axle centerlines. Both 840 and 845 had 385 cubic inch 120hp inline eight-cylinder engines and a 4-speed transmission with an extra-low first gear.

As well as the nine catalog bodies offered on the 833 and 840 models, all designed by Raymond Dietrich and built in Packard's own coachworks which turned out coachwork equal to or better than that of the prestige custom coachbuilders, there were of course those who elected to choose coachwork by one of the well-established houses such as LeBaron, Brewster, Rollston, and Dietrich.



THE CAR OFFERED

Generally it was Cadillac that Andrew Edmonds patronized, as evidenced by the variety models charting the journey of that famed luxury brand, and so among the collection this is something of an anomaly. It is only an anomaly by maker though, for in every other regard it reflects his great eye for quality and design, being the top of the range that Packard would offer in this season. Not only is the car a Deluxe Eight, but more than that it is one bodied by the esteemed house of Rollston.

New York coachbuilder Rollston produced some of the most exquisite coachwork on American 'Classic Era' automobiles, most notably for Packard and Duesenberg. They excelled in a wide variety of styles and configurations, all built with their trademark superb proportions and outstanding body engineering. It can be fairly argued that they were most highly regarded for their Convertible Victoria, a lush four-passenger model with a convertible top that folded virtually flush with the car's beltline when lowered — a touch inspired by Rollston's Massachusetts-

based competitor, Waterhouse. The result was a crisp, clean appearance that emphasized a car's sporting potential, while also enabling weathertight comfort in less pleasant circumstances.

According to the information on its chassis plate, Packard 845-94 was delivered in January 1931, likely to the coachbuilder, before being supplied to its original owner who is unknown but assumed to have resided in the New York area. Subsequent ownerships were not known to Mr. Edmonds according to the extensive file with the car, however we do know that he was alerted to its availability in the middle of 1986 in an advertisement by William G. Lassiter proclaiming a need to downsize his collection (to make room for new cars already purchased!). Shortly after, this the car was sold to him on May 15, 1986.

Immediately after this transaction a succession of bills followed over the course of the next two or more years while the car was clearly refurbished to Mr. Edmonds' high standards.

Awards would follow, a First Place at the 1993 Spring Classic in Boca Raton, and receipt therefore of its Senior Award that May. Later, other displays include at the Ocean Reef Vintage Weekend in 2016. Its appreciation by judges and peers is entirely understandable; the choice of colors with its distinct black bodywork offset by a silver waistline molding and plethora of chrome is undeniably a winning combination. Despite its slightly sinister low-slung exterior, the interior is lightened by the choice of light blue leather and carpeting making piloting and touring in the car all the more enjoyable.

In this present ownership for 37 years, and with a restoration dating from that period, its consistent maintenance and repair by Andrew's preferred company Harbor Auto Restoration of Pompano Beach has ensured that the car still presents well today. A highlight of the collection, its stunning looks reflect its top tier maker and coachbuilder at the zenith of their powers.

\$175,000 - 250,000

14.

1940 CADILLAC SERIES 40-90 MODEL 9029 FIVE PASSENGER CONVERTIBLE SEDAN Coachwork by Fleetwood

Engine no. 5320050

431ci L-Head V-16 Engine
Dual Downdraft Carburetor
185bhp at 3,800rpm
3-Speed Manual Transmission
4-Wheel Hydraulic Brakes
Independent Front Suspension - Live Rear Axle

- ★ One of only two Convertible Sedans built in 1940
- ★ Number 50 of the total of 61 units constructed in 1940
- ★ In the collection since 1989
- ★ Used and displayed at Concours around the country



THE CADILLAC SERIES 90

Between 1930 and 1937 Cadillac built a steadily decreasing number of its first series 452 V-16 ending with 61 in 1940. Cadillac was mired in losses. General Motors seriously considered closing it. But for 1938 Cadillac announced a new V-16. Why did Cadillac develop, tool, and produce an entirely new V-16 in 1938? The answer to that is still debated, but without debate is the fact that it was a genuinely fresh and thoughtful design.

The new V-16 was of cast iron construction with compact cylinders with "square" dimensions of 3¼ inches bore and stroke, 431 cubic inches. Its unique cylinder arrangement had a 135° v-angle. For simplicity and ease of servicing it employed side valves. Manifolds and dual carburetors within the wide-v and a pair of eight-cylinder distributors likewise were easy to service. It was 115 pounds lighter than the V-12 and 250 pounds lighter than

the 452 V-16. By placing the back cylinders behind the firewall line under the toe board, it fit in the place of the V-8 in the 141-inch wheelbase chassis.

It was triumph of imaginative engineering and production design, delivering 185 brake horsepower and powering the Cadillac 38-90 to honest 100 mph top speeds in almost imperceptible silence and smoothness. Successive years saw only modest styling additions such as in this swansong final year of 1940 when the dashboard was revised with a new instrument panel, and taillights and bumpers were updated and sealed beam headlights arrived.

THE CAR OFFERED

During its three years in production Cadillac built just 514 second generation V-16s, and not surprisingly most of them were large sedans intended to be chauffeur driven. But there were alternatives, sparsely built though they were. This is one of just 2 of their model 9029 body style, a Five Passenger Convertible Sedan by Fleetwood.

Rare it may have been, and although the model was clearly on its way out, its customer knew exactly how they wanted their car as the build sheet for this particular Cadillac is more detailed than most. The original selling agent was Brogan Cadillac LaSalle of Paterson, NJ and the V16 was to be finished in Patillo Maroon externally, while the interior is listed as "Under Seat Heater; Trim – code 63 with 2-inch pleats on seat cushions and seat backs with plain bolster roll on front portion of seat cushions & top of seat backs in BB&L



Imp. Antique 6103; Top piped in red leather to match BB&L 6103; Front seat to be 1" lower than standard; brown rubber mats front and rear compartments". The total purchase price was \$4,338.17 and delivery was made with shipment on March 21, 1940.

Known subsequent ownership begins in the 1970s, when the car was the property of Braathen Odd Clement of Minneapolis, Minnesota. It was from Clement that Mr. Edmonds purchased the car a dozen years later in 1989. An extensive file of invoices within this ownership comprise work carried out and maintenance by the preferred help of Harbor Auto Restoration of Pompano Beach, Florida, while active use included display at the 1997 Amelia Island and 2004 Hilton Head Concours d'Elegances.

A rara avis, this majestic V16 bookends the Edmonds collection of pre-war Cadillacs perfectly and offers its next custodian the chance to enjoy events such as those of the Classic Car Club of America in the most stylish and practical way.

\$100,000 - 120,000

15.

1929 SEAGRAVE 6.W.T FIRE PUMPER

Serial no. 60656

225ci, T-Head Inline 6-Cylinder Engine
 Single Carburetor
 130bhp
 3-Speed Manual Transmission with chain final drive
 Semi-Elliptic Leaf Suspension
 2-Wheel Brakes

- ★ *In the Edmonds Collection since the 1960s*
- ★ *Exquisitely restored and liveried*
- ★ *Showpiece of Edmonds' Fernwood Fire Department*
- ★ *Every home should have one!*

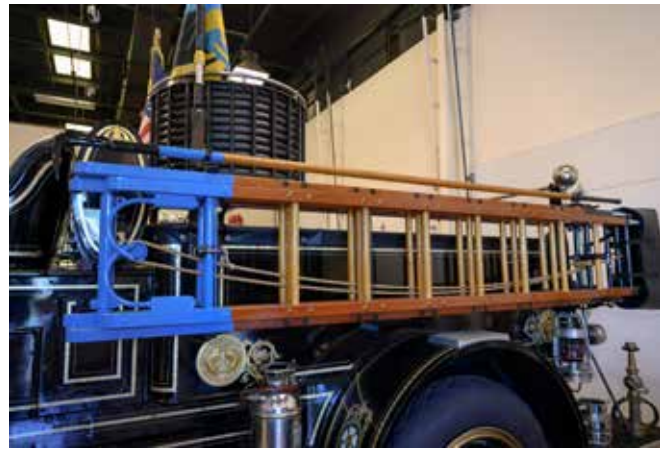


THE SEAGRAVE

The oldest manufacturer of fire-fighting apparatus in the USA, the Seagrave company was founded in Detroit, Michigan in 1881 by carpenter Fredric Seagrave. With origins in ladder and wagon manufacturing, The Seagrave Company began building pumping engines in about 1900. They then revolutionized fire-fighting in 1901 with their patented spring assisted ladder, which alleviated the labor-intensive and time-consuming need to erect long-ladders by hand. Seagrave's system was hand-cranked and unfolded a series of segments into a long extension ladder system to fight fires in city buildings. In 1907, Seagrave adopted self-propelled fire trucks and gave up on old-fashioned horsepower.

Seagrave proved to be an innovator yet again when it developed the centrifugal pump in 1912. This type of pump worked well when powered by a gasoline engine and allowed water flow to be shut off at the nozzle without damaging the pump or bursting the hose. As an added benefit, centrifugal pumps were relatively simple, reliable, and actually were improved in time as the sand and other grit in the water actually polished the pump's components and reduced friction.

Seagrave remained in Columbus until 1963 when it moved to Clintonville, Wisconsin following its purchase by FWD, another company with a rich history in producing fire apparatus under its own brand. FWD had been founded in 1909 as the Four Wheel Drive Automobile Company, and quickly established itself as the foremost manufacturer of heavy-duty chassis for both military and commercial applications. Seagrave remains in Clintonville today and continues to produce a comprehensive range of fire-fighting apparatus.



THE FIRE TRUCK OFFERED

Andrew Edmonds' 1920s Seagrave appears to have been acquired by him in the late 1950s or early 1960s. According to a note on file it was sold new in 1929, then returned to the factory and was resold by the works in 1930 to York, Maine. In addition to this note on file is an original Seagrave Centrifugal Pumping Engine Proposal and Specifications brochure. This fascinating period document comprehensively details the 750 gallon per minute machine, its specifications, and its price of \$8,500. It is believed that the machine noted in this brochure and that offered are one and the same.

As early as May 1961, Mr. Edmonds was invoiced by Hedlund Motor Sales Inc. for a complete restoration of the Seagrave, with the summary bill totaling \$2,401! Now in a black livery as opposed to red of the York, Maine department, nonetheless it still wore Engine Number 2 proudly on its tanks. It seems

that from that point the Seagrave was back in use and, according to invoices on file, would continue to be used and maintained by prominent Northeast restorers including George Waterman's Vetco New England in the 1970s. Testament to its condition, it was awarded as an AACA National First Prize Winner 1993.

For more than 60 years the Seagrave was cherished by Andrew W. Edmonds and it is easy to see why; its combination of majestic presence and exquisite presentation gives it an immediate charisma and charm. Moreover, the exceptional level of detail provides endless points of interest and note, from its fire equipment to the way in which it has been restored, with literally no detail left unfinished. Even the gold leaf emblazoned hood is beautifully decorated with an illustration of the predecessor to these: a horse drawn fire apparatus.

A machine that is sure to give as much joy to those who see it on the road as those behind the wheel, this wonderful and much loved Seagrave would provide a focal point in any collection, museum, or village fire department.

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

16.

1970 CADILLAC PARKWAY PROFESSIONAL'
HIGHTOP AMBULANCE
Coachwork by Sayers & Scoville/Hess & Eisenhardt

Engine no. Z0337140

472ci OHV V8 Engine
Single Rochester 4-Barrel Carburetor
375bhp at 4,400rpm
3-Speed Turbo Hydra-Matic Automatic Transmission
Front Independent Suspension - Live Rear Axle
Front Disc, Rear Drum Brakes

- ★ *The newest Cadillac in the Fernwood fleet*
- ★ *Striking high-quality refurbishment*
- ★ *Noted for use in Professional Car Club events*
- ★ *Certain to draw attention wherever you take it!*

**THE CAR OFFERED**

From 1931 to the end of the 1970s, Cadillac provided commercial chassis, which latterly were based on their series 75 model. For 1970, its separate chassis and strengthened running gear was powered by a 472ci (7.7-litre) V8 engine producing 375bhp. These sturdy, high quality Cadillacs were of course the perfect basis for professional service vehicles, and a great number of the ambulances and hearses of this era were examples of this appropriately dignified brand. Of those most experienced with such work, Hess & Eisenhart's business, technically their Sayers & Scoville entity which had built hearses since the 1800s, was the most renowned and prolific.

As one would expect, this Cadillac was supplied new directly to Cadillac's Rossmoyne, Ohio location where Hess & Eisenhart were based and it could be (re)

purposed into a 'High-top' Ambulance. On completion the Cadillac was delivered new to the Fairfield Fire Department in Fairfield, Ohio.

As Mr. Edmonds' Fernwood Fire Department equipe grew, it was perhaps inevitable that an ambulance would join the fray, and in the late 1990s that became a reality. Purchased by him in Evans, Georgia from a Jim Adkins, photos of the car as bought reflect a particularly well-presented example, which from evidence on file had previously benefitted from a thorough restoration. As bought Mr. Adkins stated it to have 53,000 miles on the odometer.

Post-arrival in the collection, as normal an extensive list on file shows Mr. Edmonds' diligent recording of work that he felt needed attending to and was clearly then handled. Its stark red and white livery was replaced with

new paintwork in Black, and gold Fernwood lettering added bring the vehicle to the look that you see her in today. Mr. Edmonds would routinely exercise the Ambulance at local events, including those of The Professional Car Society, and the fine condition on occasion would garner awards, such as a second place in the Hightop Ambulance category at the Daytona Beach Meet in 2004.

The newest automobile in his Fernwood fleet, the Cadillac offers an entertaining and commodious proposition, which will almost certainly carry the expectation that you're off to fight ghosts rather than fires!

\$30,000 - 50,000
WITHOUT RESERVE

END OF COLLECTION

17.

1984 ROLLS-ROYCE CAMARGUE

VIN. SCAYJ42A0ECX08727

6,750cc OHV V8 Engine

Dual SU Carburetors

220bhp at 4,000rpm

3-Speed GM400 Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- ★ *Delivered new to Sacramento, California*
- ★ *Single owner since 2014*
- ★ *Documented by copies of its original build records and early service receipts*
- ★ *Rare Rolls-Royce model*



THE CAR OFFERED

Ordered in August of 1983 and completed a year later, this Camargue was retailed new by Swift Dodge in Sacramento, California. According to records from the Rolls-Royce Foundation, which includes copies of factory records, the Rolls was finished in Acrylic White with a Tan Everflex roof and Double Tan fine lines over an interior resplendent in Tan leather with Magnolia piping and Cumberland Stone carpets. Nearly fully loaded from the start, additional specifications for this car included picnic tables for the rear seats, color coded tan leather on the dash, steering wheel, and package shelf, veneered outlets for the speakers and air vents in doors and package shelf, a smaller steering wheel, rear seat headrests, a locking cocktail cabinet in the stowage bin and more. Delivered new in October of 1984, its first owner was Richard Benvenuti. Mr. Benvenuti's family, starting

with his father Joseph, helped develop Sacramento real estate as well as bring the Kings basketball team to California's capital city. Copies of factory warranty records show the car was driven regularly by Mr. Benvenuti, accruing 18,527 miles by October of 1987. A gap in the car's history runs from then until the CARFAX report picks up in tune of 1995 with 28,682 miles recorded. Throughout the duration of the history noted on the CARFAX report, the Camargue remained in the New York City metropolitan area—recorded in 1999 as being part of the collection of Larchmont, New York collector Richard Buckingham, adding an additional 50,000 miles to the ticker in that time. The current owner acquired the car in 2014 and it now shows 82,000 miles on the odometer. Shown but not driven or used in the past nine years, mechanical recommissioning is recommended prior

to use. Complete with the aforementioned copies of factory records, this Rolls will no doubt delight once it is properly serviced.

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

18.

1938 FORD MODEL 81A DELUXE STATION WAGON

Chassis no. 18-4522106

221ci Flathead V-8 Engine
 Single Stromberg Downdraft Carburetor
 85bhp at 3,800rpm
 3-Speed Manual Transmission
 Front Semi Elliptical and Rear Transverse Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

- ★ Beautifully restored example
- ★ Reported to be a long time Hawaiian resident
- ★ Family fun with room for eight
- ★ Who doesn't love a big woody?



THE '38 FORD V-8

Ford made one significant but subtle change in its product line for 1938, creating separate Standard (82A) and Deluxe (81A) models and making their external appearance distinctly different and instantly recognizable. Ford's intent was to position the Standard in competition with the base Chevrolet and Plymouth models and move the Deluxe models up to compete with Pontiac and Dodge.

For 1938 the Model 81A Deluxe got a new grille with turned down, pointed hood and a tall, sharply vee-shaped grille with horizontal elements extending up and back on each side of the hood. As in 1937, the headlights were inverted teardrops set into the fender catwalks. Ford now actively promoted its all-steel welded bodies, first seen in 1937, and still maintained "The safety of steel from toe to wheel" in its mechanical brakes. Cable operation had replaced the original rods in 1937, however, and vastly improved the Ford mechanical brakes' performance, balance, service, and feel.

THE CAR OFFERED

This beautiful Ford Deluxe 'Woody' Wagon is reported to have spent most of its life in Hawaii, where it was no doubt used for hauling surfboards to the beach and carrying all manner of luau party supplies from beautiful island abodes. The penultimate owner, the Steelewood Collection of Woody Wagons, acquired the car and shipped it to the mainland where it was reported to be the subject of an eight-year restoration. Finished in classic Dartmouth Green, the birch and maple wood framing and panels were carefully conserved and revarnished. A new leatherette roof was fitted, while the interior was retrimmed in brown upholstery under restored basswood ceiling ribs. Up front, the faux wood paneling on the dash was redone and the full complement of options, including clock, radio, and Deluxe banjo-spoke steering wheel were refreshed. Under the hood, the engine is reported to have been overhauled and restored.



The current owner purchased the car a few years ago and has used it sparingly. In his care, it is understood that a new set of brakes was fitted, and the engine was tuned and serviced last summer.

Showing beautifully today, this Deluxe Wagon is the perfect hauler for the whole family. With room for eight and plenty of power on tap from the trusty V-8, it is the ultimate beach or island car—whether that beach is on Nantucket, Montauk, Oahu, or Malibu.

\$60,000 - 70,000
WITHOUT RESERVE

19.

1966 ASTON MARTIN DB6 SPORT SALOON

Chassis no. DB6/2542/LN

Engine no. 400/2539

3,995cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

282bhp at 5,500rpm

3-Speed Borg Warner Automatic Transmission

Independent Front with Live Rear Axle Suspension

4-Wheel Disc Brakes

- ★ *Delivered new to Jamaican art patron Larry Wirth*
- ★ *Original left-hand drive and well optioned*
- ★ *Documented by copies of its factory build records*
- ★ *Beautifully presented British motoring*



THE ASTON MARTIN DB6

"Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price." – Autocar, 1966.

As one might imagine, Autocar found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved, while the standing quarter-mile time of 14.5 seconds was the fastest the magazine had recorded for a

four-seater. At 120mph the Aston was as effortlessly relaxed as other powerful cars at 80mph. "For high-speed open-road touring this Vantage DB6 is practically ideal," enthused Autocar's scribe, and few would disagree.

The 4.0-liter DOHC engine remained unchanged in standard triple-SU carburetor form but the Vantage specification unit with 9.4:1 compression ratio now developed a mighty 325bhp. A ZF five-speed manual gearbox was carried over from the latter, 'Selectaride' driver-adjustable damping was standard, and for the first time there was optional power-assisted steering available. Saloon production totaled 1,327 units, including seven shooting brake conversions by Harold Radford.

THE CAR OFFERED

According to copies of factory build records, this DB6 was purchased new by Larry Wirth of Kingston, Jamaica in February of 1966. An art collector and patron, Wirth's collection would form one of the core pillars of the National Gallery of Jamaica's collection.

But in 1966, Wirth was focused on getting his new DB6. Finished from the factory in Silver Birch over Dark Blue Connolly hides, options included Normalair Air Conditioning engine breather system, chrome wheels, heated rear screen, Fiam horns with changeover switch, Bosch Kohn TR radio, power operated aerial, 3-ear knock offs, dual Britax three-point seatbelts, Marchal driving lights, and 12 pints of anti-freeze. The Aston was delivered on February 26, 1966.



It is not documented how long Wirth would retain the Aston, but factory records appear to indicate he had it through at least June of 1971. By 2006, the Aston had made it to California in the collection of David Segura in Valencia. The current owner acquired the car in 2010 and in the past 13 years, only a handful of miles have been added, indicating that the car has been on largely static display. Following a mechanical recommissioning, this DB6 will no doubt provide ample enjoyment to the next owner.

\$120,000 - 180,000
WITHOUT RESERVE



20.

2019 PORSCHE 911 SPEEDSTER

VIN. WP0CF2A99KS172443

3,996cc 24-Valve Flat 6-Cylinder Engine
Direct Fuel Injection
502bhp at 8,250rpm
6-Speed GT Sport Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ *Finished in the Highly Attractive Paint-to-Sample Color of Brewster Green*
- ★ *Offered from original ownership having covered fewer than 2,000 miles*
- ★ *Fitted with Desirable Options, Including Front-Axle Lift and LED Headlights*
- ★ *Number 1372 of just 1948 examples built*



THE 991 SPEEDSTER

Somewhat confusingly, the seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third all-new platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Its development overseen by Porsche's Chief Designer Michael Mauer, the Type 991 represented a logical progression from the Type 997 and was slightly larger than its immediate predecessor while retaining the classic 911 look. The most important chassis change was to the wheelbase, which increased in length by 100mm, while a new transaxle enabled the rear wheels to be relocated 76mm rearwards relative to the engine, improving both weight distribution and cornering performance. Transmission options comprised six-speed or seven-speed manual gearboxes, with Porsche's dual-clutch (PDK) shift optional on the latter.

Porsche's signature 'flat-six' engine was available in three different capacities in the Type 991 (3.4 liters, 3.8 liters, and 4.0 liters) with power outputs ranging from the entry-level Carrera's 345bhp up to the Turbo S's 552 horsepower. Following its established practice, Porsche also offered Cabriolet, Targa, GT3, and GT3 RS variants to cater for all customer demands ranging from soft-top boulevard cruiser to track-day assault weapon.

In September 2015, the Type 991 was introduced in revised and restyled form for the 2016 model year, becoming the '991.2' in factory parlance. To the concern of some traditionalists, turbo-charged engines were now standardized throughout the range: a 3.0-liter unit in the Carrera and Carrera S, and a 3.8-liter unit in the Turbo models. The purists did not have to wait long for their

concerns to be assuaged, as in March 2016 at the Geneva Motor Show Porsche unveiled the limited edition 911 R, featuring the 'old' GT3 RS's normally aspirated 4.0-liter 493bhp engine and a new six-speed manual gearbox.

As part of its 70th anniversary celebrations, Porsche presented a Type 991.2 Speedster concept at the 2018 Paris Motor Show. The production Speedster, the first Speedster to be built by the GT department, was unveiled at the New York Auto Show in April 2019 with deliveries commencing in May of that year, and is historically significant as the final model of the 991 family to be built. Referencing the year of Porsche's establishment as a motor manufacturer, only 1,948 were built. Needless to say, Porsche had no trouble selling every single one. The last car off the Zuffenhausen production line was auctioned for charity in April 2020.



THE CAR OFFERED

As one would expect, the 991.2 version has the modern Speedster's characteristic pair of 'camel hump' cowlings behind the seats among many other special features. These include the carbon fiber front fenders and hood from the 911 R, while carbon fiber is also used for the roof cover, which sits behind the front seats when not in use. A GT3 bumper is used at the rear while the frontal lower spoiler and air intakes are unique to the Speedster. Other highlights include a leather interior with perforated seats, red-tinted daytime running lights, stone guards, a titanium exhaust system, and carbon-ceramic brakes as standard.

Delivered new to Rhode Island, this Speedster has covered under 2,000 miles and has been diligently maintained by its sole owner. Attractively finished in the stunning, special order paint-to-sample color of Brewster Green, the car was delivered with numerous desirable options including the following: Black leather interior—including seats, center console, door panels and inner sill guards, dash, visors, steering column, and air vent slats—with deviated cognac stitching, extended range fuel tank, front axle lift system, fire extinguisher, light design package, Bose surround sound system, auto dimming mirrors with integrated rain sensors, chrono package, color matched keys, aluminum pedals, and LED headlights in black with PDLS. All told, options alone totaled nearly \$40,000.

Driven under 500 miles a year since its delivery to Porsche Warwick, the current owner has fit a set of Satin White BBS wheels—at a cost of nearly \$9,000 for the wheels alone—while the original wheels accompany the vehicle should the new owner wish to revert back to the factory look.

Offered with all its original accompaniments—window sticker, build record, both keys, Porsche Warwick service records, owner's handbook, delivery binder and more, this last-of-the-line 991 Speedster represents a wonderful opportunity to acquire one of the rarest, most exciting and sought-after Porsches of modern times.

\$325,000 - 375,000

21.**1959 FIAT-ABARTH BERLINA 750 DERIVAZIONE**

Chassis no. 737815

Engine no. 1890618 (see text)

Approx 990cc OHV 4-Cylinder Engine (see text)

Single Carburetor

Approx 70bhp at 6,500rpm

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

- ★ Letter of authenticity from noted Abarth expert, Dr. Steven Knee
- ★ Restored by specialists
- ★ Complete with VSCCA logbook
- ★ Many original Abarth items retained

**THE CAR OFFERED**

Produced from 1956 to 1959, the Fiat Abarth Derivazione was the first steel-bodied Fiat sedan modified by Abarth. The cars hail from the same period as the famed Fiat-Abarth 750 Zagato "Double Boule". Abarth modified the Derivazione with more powerful engines, a larger radiator, close gear ratios, steel slotted 12-inch wheels, Jager Tachometer, 90mph speedometer, and Abarth badging. Customers could option their car with a supplemental water radiator and engine cover hood props if so desired.

Abarth did not stamp the Derivazione chassis with Abarth serial numbers like the later TC series, but thankfully this car is accompanied by a letter of authenticity from noted Abarth expert, Dr. Steven Knee. The original letter of authenticity accompanies the car, giving its owner real peace of mind. The Derivazione is said to possess its original Abarth tachometer,

Abarth wheels, holes for the hood props, studs for the auxiliary radiator, and the correct Abarth badging with appropriate patina. In 2003, the car was restored by Chip Starr. During the restoration, the suspension was lowered, new Konis were fitted, the brakes upgraded, a braced interior roll-over bar and modern competition racing seat, and a modern racing tachometer added. It was then raced in SOVREN from 2004-2006. The current engine is a 903 Fiat unit that was installed in 2017. It was acquired by the seller in January of 2019, and the tires were promptly replaced with new Michelin XZs. The recipient of a logbook from the VSCCA, it has raced at Lime Rock a few times. Of note, the car has never been trailered— but rather driven to and from the track! Additionally, in September of 2019, the little Fiat-Abarth was featured at The Bridge event in Bridgehampton, New York. As with the

trips to Lime Rock, the car was driven from Westchester County to the Hamptons and back without skipping a beat.

Authentic Abarth Berlina Derivazioni are seldom seen; few if any authentic examples are as properly built and ready for action as this. With its letter of authenticity from a noted expert, original Abarth items, and fresh engine, this restored Fiat Abarth Derivazione is ready to provide its next owner with years of enjoyment.

\$18,000 - 24,000
WITHOUT RESERVE

22.**1953 ROLLS-ROYCE SILVER DAWN
STANDARD STEEL SALOON**Chassis no. LSMF8
Engine no. S4F4,566-cc Inline F-Head 6-Cylinder Engine
Single Downdraft Carburetor
130-hp (est.)4-Speed Hydra-Matic Automatic Transmission
Independent Coil Spring Front and Live Rear Axle with Semi-Elliptic Leaf Springs
Rear Suspension

4-Wheel Power-Assisted Hydraulic Drum Brakes

- ★ *Elegant and understated
Rolls sedan*
- ★ *Copies of factory records on file*
- ★ *Lovely, older restoration*
- ★ *Known ownership for almost
all its life*

**THE CAR OFFERED**

The first Rolls-Royce to be offered with factory bodywork, the Silver Dawn is recognized as a landmark model in the marque's history and is fast becoming sought after as the enthusiasts' choice.

Because England was in the throes of a post-war financial crisis and needed hard currency, the Silver Dawn was an export-only model until 1953. Consequently, the bulk of the production is left hand drive. Only 760 were made, 60-some receiving custom bodies.

According to copies of the factory records, which reside with the Rolls-Royce Owners Club in Mechanicsburg, PA, the car was built for the American market when new, and as completed was imported and retailed through Royston Motors, Inc. The original owner was Frederic R Mann, Esq who received the car in April 1953. Those same build records note that it was

supplied in Silver to the top and bottom half of the bodywork, separated only by a single red colored pinstripe. Complementing this was an all-red leather interior.

Ownership is listed from its earliest days by the RROC, a note on the Schoelkopf cards indicating the car arrived at Royston in February of '53 but wasn't delivered until April. The next recorded keeper, in 1963, was James Scott Appleby of Washington, D.C. who kept the car with his Gurney Nutting bodied P11. Robert Embree of Monaca, Pennsylvania was next to have the car, acquiring it in December of '71.

Eight years hence, James Jackson of Mount Pleasant, South Carolina bought the car, followed by Raymond Fisher of Jefferson, Ohio a year later. Fisher, who also owned Phantom II, sold both the Dawn and P11 to Carl Horton of

nearby Columbus, Ohio in December of '86. Remaining in Columbus with its next keeper, Robert Kuhns, in 1989, Henry Bringham II of Houston, Texas would take ownership in 1991 and commence a complete, down to bare metal restoration. Listed in The Flying Lady for \$69,000 in 1994, a few price cuts later the Rolls came to Barry Lerner of Beverly Farms, Massachusetts in 1995 and nearly a decade later to Lee Plumber of Florida. The current owner acquired the Rolls in November of 2008.

On static display since, it is ripe for mechanical refreshing after 15 years of minimal use.

**\$35,000 - 50,000
WITHOUT RESERVE**

23.

1958 JAGUAR XK150S 3.4 — UPGRADED TO 3.8 LITER ROADSTER

Chassis no. T831750DN

3,781cc DOHC 6-Cylinder Engine (see text)

2 SU carburetors

265bhp at 5,500rpm

4-Speed Transmission with Factory Overdrive

Independent Front Suspension and Rigid Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Dunlop Disc Brakes

- ★ *Powerful and rare S specification model*
- ★ *Upgraded to 3.8-liter specification*
- ★ *Factory overdrive equipped*
- ★ *Desirable roadster bodywork*
- ★ *The most refined of the original XKs*



THE JAGUAR XK150S

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. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburetors, and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though

XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with center-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.



THE CAR OFFERED

This XK150S roadster from the first year of production represents the most desirable variant of the XK150 line up. The 'S' specification motor pumps out 250hp in 3.4-liter trim and the sleek lightweight roadster coachwork makes this the ultimate combination. In the final year of production, a 3.8-liter motor that would later find its way under the hood of the E-Type became available in the XK150, but precious few left the factory in either standard or 'S' trim. With factory overdrive, this 150 will happily charge down the road at modern highway speeds. A well-designed top with proper side windows increase their versatility.

This car was delivered new to Jaguar Cars of New York in very late 1958/early 1959. Fully loaded with overdrive, it was delivered in the colors it wears today, British Racing Green over Tan leather and a Fawn top. The early history of the car beyond its delivery is not recorded. We do know that by 1986 the car was in the possession of Pong Arkon of Vienna, Virginia,

and that a little after this time it was acquired by noted collector Joel Finn. The following year it was sent to Bassett's Jaguar in Wyoming, Rhode Island for a comprehensive restoration, for which bills are on file totaling more than \$24,000—quite a generous sum to spend on a restoration of an XK at the time. Further service records include a thorough mechanical overhaul in September 1998 for \$13,582. After a quarter of a century with its past keeper it was purchased by the present owner. Contemporary receipts on file indicate the current owner has serviced the car and driven it sparingly, covering only 300 kilometers (the speedometer having been converted to a metric unit) in the last seven years. At some point in its life its original engine must have been replaced, as the current block fitted is a 3.8 unit and its number has been removed. It appears to retain its original cylinder head, which carries the numerical suffix the car originally had '1636-9', but has a 3.8S 'VAS' prefix today, suggesting that it has been altered to create the most desirable variant of the

model. Regardless of this apparent anomaly, to intents and purposes the Jaguar is seemingly the more desirable 3.4S model, with the added boost of a larger capacity stock 3.8 engine, and the added benefit of overdrive, all in all a great package for fast road touring. Presented today as a good, older restoration in its original colors, this Jag has plenty of presence. This Jaguar is offered with extensive correspondence and service history going back nearly three decades.

XK150s are recognized as one of the most desirable and usable Jags of their era. With potent performance and refined comfort, they continue to be some of the most coveted Jaguars. Offered from private ownership, this represents excellent value in a premier collector Jaguar.

\$100,000 - 130,000

This Jaguar is titled as a model year 1960.

24.

1977 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Chassis no. V8/11759/LCA
 Engine no. V/540/1759/LFM

5,340cc DOHC V8 Engine
 4 Dual-Throat Weber Carburetors
 300bhp at 6,000rpm
 5-Speed ZF Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Delivered new to the United States
- ★ Rare and desirable ZF 5-speed manual from new
- ★ Fitted with stylish, chrome bumpers
- ★ Documented by copies of its factory build records



THE CAR OFFERED

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-liter six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam engine, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes

of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe," the V8 was built in several variants. According to copies of Aston Martin's factory build records, this elegant V8 Volante was hand built at Aston Martin's Newport Pagnell plant at the tail end of 1976 and delivered in January of 1977. The car was equipped with a left-hand-drive steering arrangement for the United States market and specified with the rare and desirable 5-speed ZF manual transmission. It was finished in Tudor Green Metallic over a Natural colored leather interior, Woburn Sand carpeting, and a Natural headliner. Its first owner was not recorded.

A decade after being delivered, the Aston was in the garage of Ms. Margot Burrell of Dallas, Texas. Retained for three years, it would go to its next long-term owner, Arne Osborg in Dusseldorf, Germany. Mr. Osborg would retain the car for the next 21 years, regularly maintaining it as evidenced by records on file. At some point, the V8 was repainted red. The current owner acquired it in June of 2011, and since joining the present collection, the car has barely been driven more than a few miles.

Today this Aston Martin features the smaller and tightly-wrapped chrome bumpers and grill-mounted driving lights. Given its long period of limited use, mechanical recommissioning is recommended prior to active use. Once put back on the road, it will no doubt be an enjoyed back road barn stormer!

\$70,000 - 100,000
WITHOUT RESERVE

25.

1974 PORSCHE 911 2.7 COUPE

Chassis no. 9114100154

2,687cc SOHC Flat 6-Cylinder Engine
Bosch K-Jetronic Fuel Injection
143bhp at 5,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

Without Reserve

- ★ Only three owners in the last 35 years
- ★ Delivered new to the US
- ★ Elegant Gazelle Metallic over Tan hides colorway
- ★ A 911 for the price of a transaxle Porsche



THE PORSCHE 911

Arguably the most successful sports car of all time, with a production run that started about the same time as the Beatles went on Ed Sullivan and continues to this day. Race versions have taken the checkers and tasted champagne everywhere from Daytona to the Dakar Rally. Along the way, the Porsche 911 defined a company and became much more than an automobile. "Almost immediately established itself as an icon of '60s cool," says Edmunds.com. "Then it segued gracefully into being an icon of '70s performance, then an icon of sophistication and affluence in the '80s, then an icon of athleticism and power in the '90s and is today simply an icon of all that's right with Germany and automobiles."

THE CAR OFFERED

Completed at the Zuffenhausen-based Porsche factory during July of 1973 as a 1974 model-year 2.7-Liter 911 Coupe, this 911 is finished in Gazelle Metallic—a color only offered in '74 and '75—and the interior is trimmed in Tan leather. Fitted with the 5-speed manual transmission, equipped with Fuchs alloy wheels, side mirrors, and US-spec. Other factory accessories included the Bosch K-Jetronic fuel injection system, front spoiler, and fog lights.

The early history of this 911 is not recorded, but it has been in the Northeast since at least 1988, having been acquired by Robert Wellins of Connecticut on October 3, 1988 with just under 60,000 original miles. Sold less than a year later in July of '89 to Carl Mattson of Rhode Island, Mr. Mattson would retain the car for two decades and add another 45,000 miles to the odometer. The current owner

purchased the car in August of 2019 with 105,831 miles on it and kept it in the Ocean State ever since. The subject of a service—including new spark plugs, oil change, fresh hood and engine lid struts, and two new tires—shortly after purchase, only 300 additional miles have been added in the last four years. Fitted with Coco mats and a 1980s Panasonic cassette radio, here's a chance to own an affordable, drivable classic sports car from a legendary model-range.

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

26.

1931 FRAZER-NASH FABRIC BODIED 3-4 SEATER SPORTS Coachwork by G. Wylder of Kew, London

Chassis no. 2033
Engine no. 10256

1,496cc, Overhead Valve 4-Cylinder Inline Engine
Twin Amal Carburetors
4-Speed Chain Drive Transmission
Quarter-Elliptic Leaf Spring Suspension
4-Wheel Brakes

- ★ Originally delivered new to racer Miss Cynthia Sedgwick
- ★ In the present ownership for 40 years
- ★ Engineering and sports icon
- ★ Exceptionally authentic example
- ★ Rarely seen in the USA



THE 'CHAIN-GANG' FRAZER-NASH

Frazer Nash was founded in 1922 by Captain Archibald Frazer-Nash, who in partnership with H R Godfrey had been producing the GN cyclecar. Designed by Godfrey and Frazer-Nash, the GN was Britain's first and best-known cyclecar. The two young engineers set up shop initially in Hendon, North London from whence the first GN emerged in December 1910. An unusually large proportion of the car was manufactured in house and GN used proprietary JAP and Peugeot v-twin engines before commencing production of their own in 1911. The chassis was a simple ash framework in which the engine was mounted fore-and-aft, driving via a belt-drive transmission system that would continue on the later Frazer Nash. By the outbreak of The Great War, GN had sold approximately 200 cars.

After the war, GN was bought by the British Gregoire Company and production moved to larger premises in Wandsworth, South West London in 1919. A steel chassis was adopted and belt final drive replaced by chains, and for the next few years the little GNs sold well. In 1922 both Frazer-Nash and Godfrey left the firm, the former to set up under his own name while the latter went on to co-found HRG.

Between 1924 and 1954, when production effectively ceased, approximately 450 Frazer Nash cars were produced, of which 350 were pre-war 'Chain Gang' models. Of these, 85 had the most popular TT Replica style of bodywork, which was offered between March 1932 and 1939. Frazer Nash used a number of different proprietary engines, the TT Replica, for example, being fitted with the 1½-litre, four-cylinder, overhead-valve Meadows engine; the 1,660cc six-cylinder,

twin-overhead-camshaft Blackburne engine; and the 1½-litre, four-cylinder, single-overhead-camshaft Gough engine. However, it should be noted that the factory undertook the manufacture of individual cars to order and various combinations of engine and chassis were produced. Although the chain drive is highly unusual for a motor car of the period, a chain is more efficient than almost any other form of power transmission and the Frazer Nash system was one of the best. References at the time to 'smoking or red-hot chains lying on the road' after the rare breakage were mistaken. The reason they were handled with care was because they were dirty, and many chains lasted over 40,000 miles. With their unique form of drive, Frazer Nashes oversteered dramatically under power and it was said at the time that 'Frazer Nashes never go round corners, they merely change direction.'





THE CAR OFFERED

Model names invariably represented events in which the brand scored successes, the Tourist Trophy elicited the 'TT Replica', the Colmore, Exeter, and further afield Boulogne, Nurburg, and Ulster. The Interceptor model as presented here bucked that trend, but alluded to its ability to snatch victory from others. With options of 2 or 3-4 seaters, overhead or side-valve powerplants, in all it is believed that a mere dozen Interceptors were built.

This Interceptor is a fabulous benchmark example of the famed 'Chain Gang' 'Nash which emerges from nearly four decades of NorthEast Ownership. Adhering in every way to the way in which it would have been delivered, that original date of supply was October 13, 1931, and as for many, it was registered in the locality of the works and so wore an 'MV' prefix to its British Registration number.

One of the great benefits of the perpetual support from their fraternity which, since the 1930s, has been exercising these cars, is that their histories are well charted. In the case of car 2033, we know that it was delivered as new with a desirable four speed transmission and the preferred Meadows overhead valve engine, equipped with twin Amal carburetors.

Its coachwork was supplied by lesser-known builder Wylder of Kew, one of a number of local London houses who supplied Frazer Nash. The car's original owner was a lady, Miss Cynthia Sedgwick who appears to have been an active sportswomen and serial 'Nash racer, also owning a TT Replica model in the early 1930s and being well known as one of a handful of successful females at Brooklands and a variety of speed trials. Ownerships trace from her to A A Baring, J E Glenny and A G Coulson up to 1967 when it was acquired by noted collector enthusiast K. Hainsworth. Later owners included Kenneth Tams from 1978 to 1982, and then Norman Pickup briefly from 1982 to 1983.



In 1983 the current owner was on the hunt for a British Sportscar and was intrigued by these legendary cars. He found '2033' advertised with the Vintage Bentley trading guru Stanley Mann in the UK, where it was for sale and had likely been traded against a 'WO'. A deal was struck and the car migrated to this country exactly 40 years ago almost to the day.

Viewed now even after many years of inactivity, the 'Nash is a remarkably good and honest example. It retains an overhead valve Meadows-engine which corresponds with its original chassis plate as the number with which it was born, (albeit records suggest that it may later have been powered by unit 10251). Its bodywork does not have a coachbuilder plaque but is known to be original to the car and corresponds with the

way it was originally delivered, and so is likely its Wylder built three/four seater format, which retains original wood wherever evident. Its original undertrays are also present, as well as full weather protection with side screens, top and tonneau covers. Most probably the subject of an older restoration, the fabric and interior have a pleasingly authentic and aged look to them. Believed to have been on the road last in the early 2000s, the car nevertheless responded well to a check over and has been made to run. A more thorough check over would be recommended before being submitted to the aggressive sporting use it lends itself to.

Unquestionably a rare car to find on this side of the Atlantic, a 'Chain Gang' Frazer Nash is a truly legendary automobile built by one of

the schools of engineering that boisterously carved its own path in the day and has always been appreciated by a succession of equally individually minded enthusiast collectors. Anyone who has ever experienced driving one of these machines knows that they're onto something that is incredibly charismatic, esoteric, but above all fast and fun, and here is an infrequent opportunity to acquire one on North American soil.

\$200,000 - 250,000

27.

1922 BENTLEY 3-LITER SHORT CHASSIS TOURER

Coachwork by Park Ward

Chassis no. 166

Engine no. 164

2,996cc Single Overhead Camshaft 4-Cylinder Inline Engine

Dual SU "Sloper" Carburetors (see text)

82hp

4-Speed Manual Transmission

4-Wheel Mechanical Drum Brakes

4-Wheel Semi-Elliptical Leaf Spring Suspension with Live Axles

★ *Sporting short chassis with its original bodywork*

★ *Upgraded to 'Speed' model specifications*

★ *In the current ownership since 1979*

★ *A lovely tour and event car*



THE BENTLEY 3-LITER

"For the man who wants a true sporting type of light-bodied car for use on a Continental tour – where speed limits are not meant to be observed – the 3 Litre Bentley is undoubtedly the car par excellence." S.C.H. "Sammy" Davis, *The Autocar*, 1920

While later Bentleys grew into large, fast, comfortable, powerful cars, it was the original conception of the 3-Liter—what Walter Owen Bentley intended to be a fast, reliable sporting car—that proved to be in the end the most successful. It was the foundation upon which his and Bentley's reputation was built. In nine years production some 1,600 were built. Their survival a century later is tribute both to their rugged construction and to the driving experience they provided.

After the war Bentley turned its attention and talents to designing its first car, a 3-liter

single overhead camshaft four-cylinder. W.O. appreciated the dual overhead camshaft designs of the pre-war Mercedes and Peugeot engines but chose instead a single overhead camshaft that could be driven by a shaft and bevel gear system. Four valves per cylinder were preferred for better volumetric efficiency and the intake and exhaust valves were disposed on opposite sides of the engine.

Layout was conventional with a ladder frame, live axles on semi-elliptical leaf springs and rear brakes only. Development, hampered by financial difficulties that never quite left Bentley alone, took two years, a consequence of W.O.'s attention to detail and his insistence that it be done right, not expediently or with concessions for cost. It was attention that would pay dividends for Bentley's reputation and racing success for decades to come.

Deliveries began in June 1921, as did competition preparation. Surprisingly, one of the first factory efforts was at the Indianapolis 500 in 1922, then winning the Team Prize at the Isle of Man TT.

Bentley's Le Mans era began in 1923, the 'round the clock race's first year, with a Bentley single entry that finished fourth overall after setting fastest lap. In 1924 the 3-Liter Bentley won, establishing forever the marque's Le Mans mastery.



THE CAR OFFERED

This very handsome Vintage Bentley is the archetypal proposition of the early days of Bentley Motors and is very much in the guise of almost all the 3 and indeed 4½ Liter racing Bentleys, built on the short 9ft 9½ inch chassis. It is arguable that the proportions of these cars were by far the best of any of its near-decade long production run.

Owing to the exhaustive research of archivists such as Dr. Clare Hay, today we know much about these cars, and for this example the abbreviated records in her latest edition of Bentley – The Vintage Years confirm its history. As detailed in this reference, work chassis number 166 was built and delivered to its first owner in November 1922, Alan B. Ritchie, an Australian living in London and probably the first Australian to take delivery of a Bentley. It was supplied then fitted, as today, with

engine number 164. It is believed that Ritchie used the car without a body for a short while until he had the Park Ward Tourer body made, while Hay's notes state that Park Ward supplied this body, number 1999 to Bentley Motors on September 23, 1922. A particularly nice and unusual feature is that it retains Ritchie's original guarantee by Bentley Motors, dated in August 1923, signed by Hubert Pike the Service Manager.

The engine, as delivered, was the standard low compression type with a single Smiths carburetor—commonly referred to as a 'Blue Label' 3 liter. Later ownership converted the car to Speed model specifications with twin SU carburetors, higher compression, and appropriate gear ratios. Records show that the car returned to the factory for a 'light overhaul' and fitment of upgraded shock absorbers in October 1923 prior to

shipment to Australia (the original factory 5-year guarantee was re-issued in 1923 and is available). By January 1924, Ritchie had returned to Australia, bringing 166 with him.

Once in the Southern Hemisphere, 166 resided at Ritchie's home in Penshurst in Western Victoria, and would remain in his family until 1927. The next chapter of its life is actually uncharted, but by the early 1950s the Bentley was the property of Laurie Lynch in Melbourne who kept the car until 1954 when he sold it to Phillip Jack Cocks of Chewton in Victoria. Both Cocks and its next owner Stan Burns kept the car for about a year apiece. Burns is known to have fitted cycle fenders and lightly modified its tail in his brief ownership.



Late in 1955 it was again sold this time to Harvey Hodgson of Sydney who kept the car for a more significant period, some 16 years, until late 1971 when it was acquired by Bill Stevens who brought it to Adelaide. In Steven's ownership a complete restoration was carried out during which any panel work that needed attention was carefully reskinned. He also fitted a slightly later front wheel braked axle (unit no. 733), and returned the wings to fully flowing VdP style pieces which suit it well.


axle (number 161), a slightly later steering box (number 879), and even detail features such as its dashboard cluster. Finished in a rich burgundy hue with black fenders it has a great look to it and on recent testing proved to drive very nicely with a smooth transmission, good power and road holding.

\$250,000 - 300,000

In 1979 it was acquired by the present owner who has enjoyed and meticulously maintained it for over four decades. A prime example of a cherished and highly original 3-Liter Bentley, close inspection confirms that it retains its original engine, gearbox, rear



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GUARANTEE

IN Consideration of A.B. Ralston Esq
 agreeing to purchase from Bentley Motors Ltd
 Class No. 166 Engine No. 164 Motor.

BENTLEY MOTORS LTD. agree with him to supply
 new or repair free of charge any part of such Class
 other than proprietary articles such as electrical fittings, lamps,
 shock absorbers, detachable wheels, or other such accessories or
 fittings, that may fail on or before 1st November 1927
 owing to defective materials or faulty workmanship provided
 the defective part is returned to their works at Cricklewood,
 carriage paid, with the claim for repair or replacement,
 or the Class is delivered at such works free of expense.

It must, however, be understood that this guarantee in no way
 affects such repairs or renewals as may be occasioned by
 fair wear and tear.

All rights or liability shall immediately be forfeited or
 cancelled if:-

- (1) The Car is used for racing or other competitive work without
 the express permission of the Company, or
- (2) Any repair is done in the hands of any person, firm or company
 other than Bentley Motors Ltd, or any of their agents (except, if
 the holder of the contract so, with agreement, shall occur in
 the case of the U.S. Class 72 on or after the 1st Nov. 1927.

THE benefit of this agreement is not transferable except with the consent of the
 Company and unless always such transfer may obtain it by sending the Car
 at his expense to the above works for inspection together with this agreement and
 £5.00 fee for inspection, and by subsequently placing an order for any
 repairs and adjustments that the Company may consider necessary. When
 these repairs are carried out, the Company will transfer the guarantee.

We and on behalf of **BENTLEY MOTORS LTD.**
 Hubert R. D. Swire
 Director
 3 Haverock Court, Haverock St., London W. 1st Aug 1922

28.

1966 MASERATI MISTRAL 4000 COUPE
Coachwork by Frua

Chassis no. AM109A1842

4,014cc DOHC Inline 6-Cylinder engine
Lucas Mechanical Fuel Injection
255bhp at 5,500rpm
5-Speed Manual Transmission
Independent Front Suspension
4-Wheel Disc Brakes

- ★ *Collector owned, enthusiastically enjoyed*
- ★ *Desirable 4.0-liter, 5-speed manual configuration*
- ★ *Air conditioning, Borrani wheels, and a rare Webasto roof*
- ★ *The last of Maserati's prestigious six-cylinder GT cars*





THE MASERATI MISTRAL

Last of the classic six-cylinder Maseratis, the crisp Pietro Frua-styled Mistral commenced production in 1963. The handsome two-seater was built on a shortened version of the square tube chassis also used by the Sebring and 3500GT, and Maserati offered buyers the choice of Coupe and Spider versions; the former's opening rear window hatch made it a surprisingly practical sporting GT car. A five-speed gearbox and disc brakes were standard equipment, while an automatic transmission, air conditioning, and a limited-slip differential were options. Maserati fitted the Mistral with three iterations of its famous twin cam six-cylinder engine, which traced its lineage back to the legendary 250F Grand Prix car. Most production Mistrals received the 3.7-liter version, while other options being the 3.5-liter or, from 1966, the ultimate 4.0-liter unit, all of which came with Lucas mechanical fuel injection and dual-plug ignition. Production ceased in 1970, by which time a total of 827 Coupes and 123 Spiders had been built.

THE CAR OFFERED

This Mistral coupe is desirably equipped for grand touring duty with the optional 4-liter engine and 5-speed manual gearbox. It is a very well-optioned car, also featuring Borrani wire wheels, a rarely seen Webasto sliding sunroof, and air conditioning. The lovely metallic aubergine paint is a fine complement to the smart and crisp Pietro Frua-penned body, while the cabin's mushroom leather and carpet display a gently broken-in character that is particularly inviting. Mistrals are renowned touring cars, and this example, with its useful options, is no exception. From the driver's seat, a thin-rimmed three-spoke steering wheel fronts a set of clear Smiths gauges, with Maserati's typical array of rockers and toggles at easy reach. The torque-rich inline-six is happy to amble along in high gear, yet responds eagerly when the road gets twisty, and the revs are piled on. The generously sized trunk—along with the particularly useful air conditioning—make this Mistral an outstanding all-rounder.

Having enjoyed long-term ownership by an enthusiastic driver, it has been reported by the seller that this Mistral 4.0 Liter has been consistently maintained by specialists. It has done many vintage rallies and tours and is said to be a particularly strong running example that has proven to be quick, comfortable, and reliable. The engine retains its original Lucas fuel injection, which, when properly sorted and regularly exercised, provides smooth, ample power.

Representing the last of Maserati's acclaimed range of six-cylinder grand touring cars, this 4.0-liter Mistral is a particularly fetching example, is exceptionally well-maintained, and is now ready for a new caretaker to savor its unique blend of style, sophistication, and race-bred performance.

\$125,000 - 150,000

29.

1967 LAND ROVER SERIES IIA NADA SIX-CYLINDER 109 STATION WAGON

Chassis no. 343-00469-A (see text)
Engine no. 343-00453-A

2,625cc, Overhead Valve Inline 6-Cylinder Engine
Single Downdraft Carburetor
123bhp
4-Speed, 3-4 Synchronized, Manual Transmission with 2-Speed Hi-Lo Transfer Case
Front and Rear Live Axle Suspension
4-Wheel Drum Brakes

- ★ Original 'North America Dollar Area' Export
- ★ British Motor Industry Heritage Trust Certificate on file
- ★ One of only 811 NADA Series IIAs built
- ★ Formerly owned by noted collector Jim Taylor
- ★ Features replacement galvanized chassis, overdrive, and free-wheel hubs



THE CAR OFFERED

Here in America commencing in 1966, to counter critique that their 2.25 liter fours were underpowered, Land Rover offered a new six cylinder powerplant on their Station Wagons. Designated with '343' prefixed chassis numbers, in addition to the extra horses, the car could be recognized by their dash parts being covered in a plastic finish rather than painted, and they also benefitted from dual heated front windshields. Ultimately, they retreated back to selling only 88-inch vehicles after a mere 811 of these North American Dollar Area cars were sold.

According to its British Motor Industry Heritage Trust Certificate, 343-00469-A was built on November 6, 1966 and dispatched 8 days later to The Rover Company of North America, New York, USA, its original color noted as red. The 6-Cylinder NADA 'Rover was found on Cape Cod by its former owner,

noted car guy Jim Taylor, in the late 1980s, long before he had become a habitual car collector. In his family for decades, it served as a family workhorse, being frequently used as a ski transit as well as something for young members to learn how to drive on!

In later years, after enduring many long winters, in 2007 he elected to replace the chassis with a new British Atlantic galvanized frame (a common thing to do), with this work being carried out by Cityside Garage of Holliston, Mass. and including new springs and exhaust. It was also repainted in its original color at some point. The current owner acquired the Land Rover directly from Mr. Taylor's collection. Viewed today, aside from its frame, the car appears largely original. Its exterior has a matted or patinated finish which seems to suit it well, while the interior for the most part is of period correct mottled

grey fabric. With recent expenditure including a recorded radiator and rebuilt water pump, this is an extremely rare USA variant of the 'best 4x4 by far', which would be at home in any race paddock or farm.

\$40,000 - 50,000

1961 SUNBEAM HARRINGTON ALPINE COUPE

Chassis no. B9102814

1,725cc Inline 4-Cylinder Engine
Dual Weber Sidedraft Carburetors
93bhp5-Speed Manual Transmission
Front Independent Suspension, Live Rear Axle
Front Disc, Rear Drum Hydraulic Brakes

- ★ *Very rare example, one of about 110 Harrington Alpines made for 1961*
- ★ *Beautifully presented in attractive Light Blue over Dark Blue livery*
- ★ *High quality restoration recipient*
- ★ *Upgraded engine with higher displacement for improved driving experience*



THE SUNBEAM HARRINGTON ALPINE

Some 200 total Sunbeam Harrington Alpines—'grand touring' coachbuilt conversions based on the Rootes Group's Sunbeam Alpine—were built by the Hove-based firm of coachbuilders, Thomas Harrington Limited, in the early 1960s. Only about 110 were produced in 1961, making them one of the most collectible of the Alpines. The Sussex coachbuilders, Thomas Harrington Limited, had worked closely with the Rootes Group for many years as they were also main distributors, and the cars were then dispatched to them to have body modifications carried out. The Harrington Alpine featured a distinctive fiberglass fastback roof, which gave it a sleek coupe look. The cars were equipped with a variation of engines throughout the years including 1,494cc for the Series I; 1,592cc for the Series II, III and IV; and 1,725cc for the Series V. Thomas Harrington Limited's coachbuilding activities were closed following the acquisition of the Company by Rootes, mainly for its Sussex distribution outlets, in 1964.

THE CAR OFFERED

This wonderfully rare Series II Sunbeam Harrington Alpine is finished in a striking Light Blue Metallic over a Dark Blue interior, the recipient of an extensive restoration done to a very high caliber. The goal was to create one of the best Harrington Alpines available; the quality in which this restoration was executed surely validates this endeavor. During the restoration, the choice was made to vastly increase the performance of the engine and driving experience; the decision was to install a much larger 1,725cc engine from the Series V Alpine's to replace the original 1,592cc inline four that the car was originally equipped with. To improve on this, the engine had extensive work completed on the internals and cylinder head to ensure performance and longevity. Besides the beautiful aesthetic chrome work performed on the engine bay during the refurbishment, dual Weber carburetors were fitted for an additional increase in power and of course, a throaty engine sound.

The interior also received some fine work with dark blue hides stitched wonderfully combined with dark blue carpets. All interior brightwork is in excellent condition along with the lineup of Smiths gauges. The dash features a beautiful wood grain finish to match the shift knob as well as the wood-trimmed steering wheel from Moto-Lita. The trunk area also benefits from a tidy setup including spare tire compartment and an impressive, detailed tool kit, complete with case matching the interior. The car will be accompanied with miscellaneous documents as well as a bound repair manual. This Harrington Alpine has received a recent mechanical servicing and is ready to be driven and enjoyed. With the rarity of the model, seldom seen with such a comprehensive restoration, this would be a wonderful addition to the most discerning car collections. A terrific opportunity to acquire an excellent example of a British classic.

\$80,000 - 100,000

31.**1959 JAGUAR 3.4 MK.1 SALOON**

Chassis no. 5988931DN1

Engine no. XE8722-8

3,442 cc DOHC Inline 6-Cylinder Engine
 Dual SU HS6 Sidedraft Carburetors
 210bhp at 6600rpm
 4-Speed Manual Transmission With Overdrive
 Independent Front Suspension, Live Rear axle
 4-Wheel Girling Disc Brakes

- ★ *The world's first sports sedan*
- ★ *XK-derived Jaguar twin-cam engine*
- ★ *Nicely restored to original specification*
- ★ *Attractive color combination*

**THE JAGUAR 3.4 SEDAN**

To replace its obsolete pre-war-flavored Mark 5 sedan, Jaguar created a match made in heaven: A light, compact, four-door with the company's first application of a steel unibody design. It provided room for four plus a spacious trunk compartment. Under the hood was a de-stroked version of the soon-to-be immortal twin-cam six introduced in the XK120. Although the new Mark I was first made available with a much smaller, 2.4-liter six, the better choice was the 3.4-liter version which produced a healthy 210 horsepower. It was available with either a four-speed manual or three-speed automatic transmission with overdrive. In 1960, the 3.4 was replaced by the 3.8 MkII, which offered brilliant

acceleration for the day, and a maximum speed of 125 mph, placing it among the quickest and fastest sedans on the planet. Both the 3.4 and 3.8 were quick and great handling; with optional Girling disc brakes at all four corners, they were highly successful in both rally and circuit racing events, and proved popular with notable drivers of the period. Needless to say, these Jaguar sedans also found useful work with police agencies. Some 17 thousand 3.4s were produced, after which the 3.8 MkII arrived.

THE CAR OFFERED

Resplendent in gleaming red paint over a biscuit leather interior with polished wood dashboard trim, this elegant left-hand-drive 3.4 MkI sedan was factory-equipped with a manual four-speed transmission that includes an overdrive gear. There are disc brakes all around, with wire wheels and cutaway rear-wheel spats adding to its good looks and performance character. Its odometer currently displays 62,649 miles.

This handsome Jaguar presents a great opportunity to acquire a good-looking, sleekly-styled small Jag that still offers performance equal to many modern four-doors.

\$30,000 - 40,000
WITHOUT RESERVE

Offered from the Estate of James Messenger

Lots 32 - 53



32.**1963 LOTUS SUPER SEVEN 1500 SERIES 2**

Chassis no. SB 1732

Engine no. 116E 134567

1,498cc Ford-Cosworth OHV Inline Four Cylinder

Twin Weber DCOE Carburetors

Est. 100-125bhp

4-Speed Manual Transmission

Independent Front, Solid Axle Rear Suspension

4-Wheel Disc Brakes

- ★ *One of just 1,310 Series 2 models produced*
- ★ *Ultra-light weight at barely over 1,000 pounds*
- ★ *Punchy Cosworth-tuned Ford 116E engine*
- ★ *Fully restored and springly used, never raced*

**THE LOTUS SEVEN**

When introduced in 1957, the lithe and spindly Lotus Seven took the sportscar world by storm. Based on a bespoke tubular frame built by Progress Chassis Company, with off-the-shelf suspension, steering, and driveline components from Standard-Triumph, BMC, Ford, and others, the Lotus Seven embodied driving pleasure in its purest form.

The Seven Series 2 of 1961-1968 followed Colin Chapman's ethos of "simplify, add lightness," by replacing certain chassis tubes with stressed sheet metal panels. The distinct torpedo body featured a one-piece fiberglass nose cone and cycle wings for standard cars, with clamshell wings for the Super Seven. Power output was up substantially across

the range, with primarily Ford-based engines delivering upward of 100bhp for the street and 125bhp for racing. Regardless of engine choice, the featherweight Seven was an absolute joy, delivering a direct, seemingly telepathic "seat of the pants" driving experience that continues to inspire numerous copies and tributes.

THE CAR OFFERED

The 1963 Super Seven offered here is one of approximately 1,300 Series 2 cars produced and features the optional Cosworth-tuned Ford 116E engine, fed by a pair of Weber DCOE carbs. Finished in the iconic livery of British Racing Green with a yellow-banded nosecone, this Super Seven has seen limited use since it was restored and is yet to be raced. Equipment includes a roll bar, Fuel Safe Racing fuel cell, harnesses, and requisite emergency shut off switch, yet it retains a dual-purpose character with lights, signals, mirrors and two seats.

Featherlight and with punchy Ford-Cosworth power, this marvelous little Super Seven is about as close as you can get to a racing kart for two.

\$25,000 - 35,000
WITHOUT RESERVE

33.**1976 MORGAN PLUS 8**Chassis no. R7977
Engine no. 481139873,528cc OHV Rover V8 Engine
Single SU Carburetor
168bhp at 5,200rpm
4-Speed Manual Transmission
Sliding Pillar Front Suspension with Live Rear Axle with Leaf Springs
4-Wheel Disc Brakes

- ★ *Vintage style meets muscular V8 power*
- ★ *Uniquely charming old-world craftsmanship*
- ★ *One of the quickest sports cars of its day*

**THE MORGAN PLUS 8**

After relying on Triumph engines for many years, Morgan found themselves on the hunt for a new supplier in the late 1960s. They ultimately struck a deal with Rover for supply of its Buick-derived all-aluminum 3.5-liter V8, thus creating one of the most memorable cars in their storied history: the Plus 8. A strengthened and stretched version of Morgan's Plus 4 chassis formed the basis of the new car, along with a Moss 4-speed gearbox. After a successful debut at the 1968 London Motor Show, production got underway at the relaxed "Morganly" pace of about 15 cars per-month.

Naturally, the Rover V8 transformed the light Morgan into a formidable sports car. While the traditional styling restricted top speed to around 125mph, that was more than enough of an eye-opener for anyone sitting in the Plus 8's low-slung open cockpit. Not surprisingly for Morgan, production of the Plus 8 stretched from 1968 through 2004, when the supply of engines finally dried up.

THE CAR OFFERED

The 1976 Plus 8 offered here is powered by the 3.5-liter version of Rover's venerable alloy-block V8. Delivered in right-drive specification and finished in an appropriately sporty shade of red over a black leather-trimmed cockpit, it is an attractive driver-quality example in good cosmetic condition, while showing signs of obvious use on the engine and undercarriage. Features include a wood-rimmed Moto Lita steering wheel, glovebox-mounted Kenwood radio, and Morgan's signature cast alloy wheels with rear-mounted spare. This car was purchased by Mr. Messenger in 1988, and has covered just 2,771 miles since, therefore some minor mechanical attention may be necessary as it emerges from long-term storage.

With 168bhp and 210lb/ft of torque on tap in the alloy and ash body, the Plus 8 was known to show more sophisticated contemporaries a clean set of heels, and with minor attention, this example is sure to provide plentiful thrills for its next custodians.

\$25,000 - 35,000
WITHOUT RESERVE

34.**1958 PORSCHE 356A T2 1600 SPEEDSTER**

Coachwork by Reutter

Chassis no. 84882

Engine no. 69103 (See Text)

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-Choke Zenith Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

Front Torsion Bars and Trailing Links, Rear Swing Axle Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Final Production year for the legendary Speedster*
- ★ *One of 552 Speedsters produced in 1958*
- ★ *Beautifully detailed restoration*
- ★ *Side Curtains, reproduction Owner's Manual, Tool Kit & Jack*
- ★ *A fabulous and desirable T2 Speedster for touring or display*

**THE PORSCHE 356 SPEEDSTER**

Throughout the 1950s and early 1960s, Porsche offered its stalwart 356 in various open and closed variants, but few are as widely beloved and iconic as the limited-production Speedster. The lithe and racy open-topped sports car was the brainchild of Max Hoffman, who encouraged Porsche to offer a stripped-out version of the 356, specifically tailored to the bustling American market – one that could quickly go from road to racetrack with just a few turns of a wrench. Characterized by its low, heavily raked windscreen, the Speedster was the lightest of the 356 line, eschewing glass door windows for removable side curtains and adjustable seats for fixed-back buckets.

From its introduction in 1954, the Speedster was a hit with buyers, the initial production run of 200 cars swelling to over 1,000 by the following year. It was just what the burgeoning American sports car racing scene was after, and Speedsters were oft found punching well above their weight on the open road courses, converted airfields, and newly minted permanent circuits across the USA.

The Speedster is a Porsche icon on par with the 911 Carrera RS or 550 Spyder, offering a pure and unfiltered driving experience that few post-war automobiles can match, and it remains one of the most collectible of all the 356 series.

THE CAR OFFERED

This beautiful 356 1600 Speedster hails from the final full year of Speedster production, making it a desirable T2 model incorporating the numerous cosmetic and mechanical improvements made throughout the run. According to the Kardex and registry records, this car is believed to have left the Zuffenhausen Works finished in Meissen Blue and equipped with a 1600 Normal engine fed by twin Zenith carburetors. Mr. Franz Heller, of Long Beach, California, is noted on the Kardex as the car's first owner. In recent years, it was restored to a high standard, refinished in a brilliant shade of red over tan upholstery, and accented with chrome plated wheels and a black canvas soft top.

While under current ownership, this Speedster enjoyed moderate use, and the restoration is exceptionally well-preserved. On a recent test drive by a Bonhams specialist, the Speedster



ran and drove well, and the car is a prime candidate for one to enjoy to the fullest on the open road. Paint and brightwork sparkle, and the body wears proper touches, including Reuter Karrosserie badges and US-spec bumpers with distinctive tubular overriders. Swinging open the featherweight door reveals spartan Speedster bucket seats trimmed in tan leatherette, oatmeal square weave carpet, ivory steering wheel and gear knob, and rubber floor mats. In a Speedster, the business of driving is paramount, with no frivolities to distract the driver from the task at hand.

Power comes courtesy of a replacement 1,582cc "Normal" air-cooled flat-four, breathing through twin Zenith carburetors and factory-rated at 60 horsepower. Detailing approaches factory standards, with all engine sheet metal in place and authentic finishes,

labels, and decals. The engine serial number falls within the 1958 T2 Speedster production range, and the transaxle carries a May 1958 date stamp, also aligning with this car's production schedule.

This T2 Speedster is accompanied by a reproduction owner's manual, side curtains, tool roll, and jack and is ideally suited to casual shows or enthusiastic participation in any number of prestigious rally events such as the Copperstate 1000 or New England 1000.

**\$350,000 - 400,000
WITHOUT RESERVE**

35.**1956 AUSTIN HEALEY 100 S TRIBUTE**

Chassis no. BN2-L/232944

Engine no. 1B/232944

2,660cc OHV Alloy Head Inline 4-Cylinder Engine (see text)

Twin SU Carburetors

145bhp at 4,700rpm (see text)

4-Speed Manual Transmission w/Laycock Overdrive (see text)

Independent Coil Spring Front Suspension and Live Rear Axle,

Semi-Elliptic Springs and Panhard Rod

4 Wheel Disc Breaks

- ★ *Comprehensive restoration and upgrade to "100 S" Specifications*
- ★ *Based on a 100 M "Le Mans"*
- ★ *New Kilmartin KAS Chassis*
- ★ *Tuned 2.6-liter OHV engine, High speed gearing*
- ★ *Engineered and built in 2010 by Mark Baker of Sport & Specialty*

**THE AUSTIN HEALEY 100S**

In 1954, Austin Healey ace driver Lance Macklin raced a specially modified Healey 100 in the Sebring 12 Hours. His success in that event inspired the factory to produce a limited run high performance model built specifically for the rigors of motorsport.

To create the 100S (for Sebring), Healey engineers started with the 2.6-liter inline-four, fitting a Harry Westlake-designed alloy cylinder head, high-lift cam, and a strengthened crankshaft, rated at 132bhp. The robust four-speed gearbox was offered with a variety of ratios for sprint racing, rallying, or endurance events. Suspension was tuned for handling and the chassis adapted for the latest four-wheel disc brakes by Dunlop. Healey built the body panels in aluminum, eliminating bumpers and unnecessary trim to keep weight at a minimum. Lastly, a simple curved Perspex windscreen gave the 100S its signature look.

Donald Healey always had a keen sense of marketing, and he delivered the first seven 100S chassis to racing drivers, including Briggs Cunningham. The 100S proved to be a formidable tool in the right hands, racking up hardware, particularly in the booming sports car racing in the USA. With only fifty 100Ss built and fewer surviving, they are the most desirable, collectible Austin-Healeys of all time, with values often approaching seven figures.

THE CAR OFFERED

This 1956 Austin Healey 100 BN2 left the factory equipped with the "Le Mans" tuning kit, as confirmed by the accompanying BMIHT Certificate. In 2010, it was completely restored and reworked into a 100S Tribute by the late Mark Baker, founder of Sport & Specialty Restorations in Illinois. Mr. Baker built this car for himself, putting his extensive restoration and engineering experience to work. Starting with this genuine 100M donor, the car was given a new sheet metal chassis from Australian firm Kilmartin, and the body modified to emulate the factory 100S racers. This included removing the bumpers and modifying the front apron to suit the proper oval grille. Details like the Perspex windscreen, louvered bonnet, leather bonnet strap, and Monza fuel filler round out the body details. It was then finished in the iconic colors of Old English White over dark blue and fitted with white wire wheels.



The interior and driveline also received the Sebring treatment. Ventilated bucket seats are upholstered in dark blue with contrasting white piping, and the driver grasps a drilled three-spoke wheel with wood rim. Baker rebuilt the original, numbers-matching 2,660cc 'four with an alloy cylinder head and twin S.U. carburetors, making a claimed 145 horsepower on pump gas. Power is sent through a rebuilt gearbox with uprated overdrive unit, and rear axle with taller gears for improved high-speed cruising comfort.

The level of detail, fit, and finish are superb, showing this project was clearly a labor of love. The car was awarded Best in Show at the 2010 Healey Club of America Conclave, and has since seen only limited use, remaining in outstanding condition throughout. With the looks and performance of the original at a fraction of the cost, this very special Healey is sure to provide a visceral experience at events like the Colorado Grand or Going to the Sun Rally.

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

36.

1956 JAGUAR C-TYPE REPLIC BY PROTEUS

Chassis no. CC 2174

Engine no. LB 2214-9

3,781cc DOHC Inline 6-Cylinder Engine

Three Twin-Choke Weber Carburetors

160bhp at 5,000rpm

4-Speed Manual Gearbox

Independent Front Suspension and Live Rear Axle

with Salisbury Differential 4-Wheel Disc Brakes

- ★ Striking "tool room" copy of the iconic C-Type
- ★ Highly desirable aluminum alloy coachwork
- ★ Crafted in England by Proteus Sports & Racing Cars
- ★ Regarded as the finest in C-Type Replicas



THE JAGUAR C-TYPE

During the bustling post-war sports car boom, the Jaguar XK120 brought race-bred technology to the masses. With twin-cam engines, powerful brakes, and balanced handling, Jaguar cars quickly became the darling of the club racing scene. But Sir William Lyons set his sights much higher on the greatest prize in motorsport – the Le Mans 24 Hour Race.

Winning the world's toughest motor race required an extraordinary car, and Jaguar delivered that in the form of the XK120C – best known as the C-Type. Based loosely on the XK120, the C-Type used a highly tuned version of the production 'XK' twin-cam inline-six set in a lightweight tubular chassis. Initially on drum brakes, those were quickly binned in favor of Dunlop's advanced new four-wheel disc brake system, developed for aircraft and proving to be a game-changer in racing.

Jaguar's chief designer and aerodynamicist, Malcolm Sayer, penned a svelte alloy skin to clothe the car, widely considered one of the prettiest of the era. The C-Type was an immediate success, winning Le Mans on its first attempt in 1951 and punctuating that with a second win in 1953.

Jaguar built just 52 C-Types, and they rank among the most prized collector cars of all time, but determined enthusiasts have created a market for exacting recreations using existing Jaguar mechanicals, and the most widely respected of those firms is Proteus Sports & Racing Cars of Oxfordshire.

THE CAR OFFERED

Finished in the archetypal C-Type colors of British Racing Green over Suede Green seats, this Proteus C-Type is an outstanding example with the desirable hand-formed aluminum alloy body. Proteus uses Jaguar running gear and suspension components to maintain authenticity, and for this car, a Mk II 3.8 Saloon served as a donor. For Proteus, authenticity is paramount, and the carefully shaped body mates to a custom-made chassis that mimics the original. Thoughtful details make it difficult to tell it apart from the genuine article. From the Perspex-covered headlights to the side-mounted exhaust and Brooklands aero screens, the look is pure C-Type.

Tilting the clamshell bonnet forward reveals a tuned 3.8-liter "XK" inline-six. The spec of each Proteus is up to the individual owner's wishes, and this car was specified with a rare



original C-Type intake manifold with triple side-draught Weber DCOE carburetors in a fabricated airbox fed by the bonnet scoop. A Jaguar-sourced 4-speed manual gearbox backs the engine.

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

Finished to a high standard typical of Proteus cars, this gorgeous and highly evocative C-Type replica appears very well maintained while displaying minimal signs of use. The build process is documented with an extensive photo album, beginning with the donor Mk II. With robust, easily serviced running gear, it invites regular enjoyment for weekend adventures or driving events.

Sitting low in the open cockpit, hugged by form-fitting bucket seats and savoring the growl of the twin-cam inline-six, this wonderful Proteus C-Type transports you back to the heady, visceral days of sports car racing in the early 1950s.

37.

1962 JAGUAR E-TYPE SERIES 1
FIXED HEAD COUPE RACE CAR

Chassis no. 885985

4,235cc DOHC Inline 6-Cylinder Engine (see text)

Triple Weber DCOE Carburetors (see text)

Est. 300bhp (see text)

5-Speed Tremec Manual Transmission (see text)

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Prepared by Marque Specialists Motorcars, Inc.
- ★ Restored by Classic Showcase
- ★ Race-Prepped 4.2-Liter Engine
- ★ Roll cage, fuel cell, Lightweight alloy bonnet



THE JAGUAR E-TYPE

Nearly as soon as Jaguar customers took deliveries in 1961, the E-Type found its way to 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.

As GT Racing was elevated to World Championship status, Jaguar entered the ring with the aluminum-bodied E-Type Lightweight intending to take on the might of Ferrari and Shelby on the world stage. While the rules required a minimum of 100 examples to qualify for the championship, Jaguar exploited a loophole claiming the Lightweight was merely a modified standard production E-Type, and therefore got away with building just twelve of the all-aluminum specials. While the E-Type Lightweight never quite achieved the same success as the D-Type and C-Type before it, the model nevertheless inspired countless replicas and tributes.

THE CAR OFFERED

This 1962 E-Type Fixed Head Coupe began life as a 3.8-liter model, finished in Opalescent Gunmetal over a Red interior. The accompanying Jaguar Daimler Heritage Trust Certificate shows this US-spec car was delivered to the first owner at the factory and was issued a Coventry registration number when new, presumably for a tour of the homeland before being exported to the United States via Cars in New York.

Little else of the car's early life is known, until it was discovered in the early 2000s as a derelict project by marque specialists Classic Showcase in Oceanside, California. The car was rebuilt from the ground up as a dual-purpose, road-legal racer and track-day special inspired by the Works Lightweights.

A full restoration of the body shell took place, and it was stripped of its bumpers and any unnecessary trim and given race-inspired touches like an aluminum bonnet and Lexan windows. Finished in an attractive shade of metallic silver accented with red double stripes, the livery is a modern take on a classic E-Type racers of yore. The cockpit is stripped down to the bare essentials for the track, outfitted with racing seat, multi-point harnesses, a forward-braced roll bar, on-board fire system, and a Fuel Safe racing cell. The wide Torq-Thrust wheels with fat racing tires give the Jaguar a distinctly purposeful, aggressive look.



Replacing the long-lost original 3.8-liter engine is an XJ6-sourced 4.2-liter, rebuilt for performance with 11:1 compression pistons, a ported head with big valves, and hot camshafts. Breathing in through triple Weber DCOE carburetors and out through stainless steel headers and a sports exhaust, this E-Type makes an estimated 300bhp which is certainly enough to get the heart racing. Backing the 'six is a suitably uprated Quartermaster Clutch, light alloy flywheel, and a tough 5-speed Tremec gearbox.

Since the initial restoration and upgrades by Classic Showcase, it joined the Messenger Collection where additional preparation was done by Motorcars, Inc. of Plainville, Connecticut to dial it in for track-focused use. The Jaguar E-Type is consistently ranked one of the prettiest road cars ever made, and with the right modifications, it becomes one of

the prettiest racers. This gorgeous example is an outstanding selection for the seasoned racer looking to step into a more powerful machine, or a club-level enthusiast desiring a purpose-built racer for track days and vintage motorsport.

**\$110,000 - 150,000
WITHOUT RESERVE**

38.

1947 MERCURY MODEL 79M STATION WAGON

Chassis no. 799A 1597660

239.4ci Flathead V-8 Engine
Single Stromberg Downdraft Carburetor
100bhp at 3,600rpm
3-Speed Manual Transmission with Columbia 2-Speed Rear Axle
Front Semi Elliptical and Rear Transverse Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- ★ *A rare and charming post-war Woody*
- ★ *One of just 3,558 built*
- ★ *Excellent woodwork*
- ★ *Refreshingly authentic restoration*





THE CAR OFFERED

In the immediate aftermath of World War II, the US auto industry scrambled to get back to the business of building cars. Factories had to be re-tooled from wartime production, and materials shortages caused headaches, and the buying public was snapping up new cars as quickly as they could be built. To meet demand quickly, the Big Three essentially resumed pre-war 1942 model production to avoid any delays.

Ford Motor Company's fledgling Mercury brand – made part of the Lincoln-Mercury division in 1945 – returned post-WWII with a line of handsome and well-equipped mid-market cars. Sharing much of their body panels with Ford, Mercury cars offered additional trim, more equipment, and more power. Between 1946 and 1948, Mercuries were largely unchanged as Ford Motor Company worked on the entirely new 1949 models.

The 1947 Mercury Model 79M 8-Passenger Station Wagon offered here is a lovely and eminently charming example. The wagon body, built by hand at Ford's Iron Mountain, Michigan plant, is made from the finest maple, birch and mahogany, and steel panels are finished in a period-appropriate shade of beige to complement the woodwork and accentuate the country-cottage feel. The older high-quality restoration has mellowed gently, taking on a wonderfully inviting character that encourages regular enjoyment.

At \$2,207 in 1947, the Station Wagon was the most expensive car in Mercury's range, and thus was well-equipped. This car is correctly offered with leather upholstery (only fitted to Wagons and Convertibles), a heater, AM radio, 100bhp Flathead, and Columbia 2-Speed overdrive rear axle.

Honestly presented, brimming with character, and with room for a virtual platoon of your friends and family, this rare Mercury wagon is the ideal family-friendly classic for your stable.

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

39.

1971 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111.027.12.003247

Engine no. 116.980.12.002896

3,499cc SOHC V8 Engine

Bosch Mechanical Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Vacuum Assisted Disc Brakes

- ★ *The last of the hand finished Mercedes-Benz flagships*
- ★ *Desirable 'Low Grille' Cabriolet*
- ★ *Floor shift, Behr air conditioning, Becker Europa radio*
- ★ *One of 1,232 Produced with its original, numbers-matching engine*



THE MERCEDES-BENZ 280SE

The graceful and stylish W111 served as flagship Mercedes-Benz production model from the 1960s into the early 1970s. Initially offered in two- or four-door variants, the four-seat coupes and cabriolets outlived their befinned sedan stablemates by several years, thanks to designer Paul Bracq's timeless, sophisticated styling. Assembled and hand-finished to a high standard in the legendary Sindelfingen factory using the finest materials and fittings available, the W111 offered quality, luxury, and style on par with automobiles like the vastly more expensive Rolls-Royce Silver Shadow while delivering the refinement and engineering excellence that Mercedes-Benz buyers expected.

In the autumn of 1969, Mercedes-Benz introduced a completely new engine to give the W111 series a new lease on life. A compact new V8 engine, dubbed M116, with alloy heads and Bosch D-Jetronic fuel injection provided a welcome boost in performance, particularly at highway speeds. Paired with a four-speed automatic gearbox, powerful disc brakes, and suspension tuned to toe the line between comfort and grip, the 280SE 3.5 delivered a driving experience that few contemporaries could match.

THE CAR OFFERED

Handsomely finished in its original shade of Red Metallic (DB-571) over Crème leather upholstery, this highly desirable, US-specification Low Grille 280 SE 3.5 Cabriolet has been beautifully restored and is presented in superb condition throughout. The rarely seen factory color is marvelously suited to the crisp and understated styling, and the light crème upholstery with red carpets and exquisite wood trim further imbues a sense of relaxed, sophisticated luxury. The outstanding restoration is highly detailed overall, and the car retains the signature bank-vault quality expected of a W111.



As a range-topping 3.5 Cabriolet, options and features are plentiful, and include a black fabric convertible top, electric windows, Becker Europa Stereo, Behr air conditioning, floor-mounted gear shift, and dual outside mirrors. It retains its original, numbers-matching 3.5-liter V8 engine as verified by the accompanying data card. Additionally, it features a factory tool roll, and full complement of original books and manuals, including the original ownership plate.

With superb road manners that belie its age, the 280 SE 3.5 is high on the list of the best driving classic luxury cars. With its splendid livery and quality presentation, this example is the ideal choice for top-down motoring along your favorite coastal roads.

**\$300,000 - 350,000
WITHOUT RESERVE**



40.

1957 ALFA ROMEO GIULIETTA SPIDER VELOCE RACE CAR
Design by Pininfarina

Chassis no. AR145 01911
Engine no. AR1315 012645

1,290cc DOHC Aluminum Alloy Inline Four-Cylinder Engine
Twin Weber DCOE Side-Draught Carburetors
Approx. 115bhp at 6,500rpm
5-Speed Manual Gearbox
Independent Front Suspension - Live Rear Axle
4-Wheel Alfin Drum Brakes

- ★ *Desirable early-production Tipo 750 F Veloce*
- ★ *Extensively Prepared for Vintage Racing*
- ★ *Equipped with fuel cell and full width roll bar*
- ★ *Classic Alfa Red livery with period touches*
- ★ *Maintained by KTR European Motorsports*



THE GIULIETTA SPIDER VELOCE

Alfa Romeo's Giulietta Spider was among the many fruitful ideas of Max Hoffman, the astute and influential importer whose keen understanding of the American market birthed legends like the Porsche 356 Speedster, Mercedes-Benz 300SL, BMW 507, and introduced the Volkswagen Beetle to the USA.

Hoffman counted Alfa Romeo in his portfolio and he persuaded the firm to offer a new two-seat Spider variant of the superb new mid-sized Giulietta, explicitly geared for American tastes with a new Pininfarina-penned body. His instincts proved correct, and the Giulietta, particularly in high-performance Veloce specification, spawned multiple generations of beloved open-topped Alfas.

THE CAR OFFERED

This 1957 Giulietta Spider is a desirable 750F Veloce model that has been extensively prepared for vintage motorsport and maintained by KTR European Motorsports, having been previously owned and campaigned by the well-known marque specialists Alfas Unlimited of Norfolk, Connecticut.

Finished in an appealing shade of Alfa red and fitted with period-style alloy wheels, the car is well-equipped for track duty with a roll bar, fuel bladder, six-point harnesses, an uprated cooling system, and a trunk-mounted battery. Power comes via a race-prepped 1300 Veloce engine, fed by twin Weber DCOE carburetors and backed by a 5-speed gearbox. The tidy engine bay, replete racing necessities like Aeroquip fittings and an external filter, points to attentive, expert race preparation.

This appealing and desirable early Tipo 750 Spider Veloce presents an excellent opportunity to get on track with minimal preparation and join like-minded enthusiasts in the VSCCA or other active motorsport groups.

\$30,000 - 50,000
WITHOUT RESERVE

41.

1966 ALFA ROMEO GIULIA SPRINT GT STEPNOSE "HOT ROD"

Design by Bertone

Chassis no. AR 614896

Engine no. AR06224 032836

1,962cc Twin Spark VVT DOHC Inline-Four (see text)

Dual Weber DCOE carburetors (see text)

140bhp at 5,500rpm (approx)

Five-Speed Manual Gearbox

4-Wheel Independent Suspension

Four-Wheel Ventilated Disc Brakes (see text)

- ★ No-expense-spared high-performance build
- ★ Desirable Step Nose body style
- ★ Rebuilt and upgraded 2-liter engine
- ★ Marvelous Autodelta-inspired livery
- ★ Fantastic for fast road, rally, or track days



THE CAR OFFERED

This fabulous Step-Nose Giulia is the subject of a comprehensive, no-expense-spared restoration incorporating numerous high-performance upgrades. Using a desirable Step-Nose Giulia Sprint GT as a basis, this car was completely refinished in the classic shade of Alfa red, accented by a diagonal yellow panel, evoking the factory-backed Autodelta GTAs as piloted by the likes of Enrico Pinto and Rhoddy Harvey Bailey. The cabin was retrimmed with new gray upholstery on the low-back bucket seats, new carpets, and safety enhanced via a cockpit crossbar and four-point harnesses. Additionally, the chassis was suitably upgraded to handle the additional power with performance springs, Koni dampers, and ventilated disc brakes at each corner. GTA-style 14-inch alloy wheels and shaved bumpers round out the evocative, purposeful aesthetic.

At the heart of this Sprint GT rests a later-model 2-liter Alfa Romeo "Twin Spark" inline-four featuring variable timing and electronic ignition. The engine was rebuilt by Raffi Najjarian of The Pit Stop Automotive and fitted with Pittatore Camshafts, an Alfaholics cam cover, and dual Weber DCOE carburetors. There's also an oil cooler, aluminum radiator, lightweight alloy flywheel, stainless steel exhaust, Tilton hanging pedal set, and Alfaholics alloy fuel tank with internal filler. Getting all that power to the ground is a rebuilt 5-speed gearbox and limited-slip differential.

The many well-considered upgrades on this GTV result in a massively entertaining back-road carver to help realize your 60s "tin top" racer fantasies.

\$80,000 - 100,000
WITHOUT RESERVE

42.

1973 PORSCHE 911 CARRERA RS 2.7 "LIGHTWEIGHT"

Chassis no. 911.360.1403

Engine no. 6631129 (see text)

Gearbox no. 7326846 (see text)

2,687cc SOHC Air Cooled Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Type 915 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

★ A rare and coveted Carrera RS

★ One of 1,308 M472 "Touring" models built

★ Detailed conversion to M471-style "Lightweight" Specs by David Morse of Morspeed

★ Striking Tangerine paintwork with Black Carrera stripes

★ Period replacement 2.7 RS engine & transaxle





THE 911 CARRERA RS 2.7

By 1973, Porsche was firmly established as a dominant force in motorsports. From endurance racing to rallying, to club racing, if it had wheels and they kept score, chances were strong that a Porsche was up at the sharp end of the field. The 911 was, of course, the flagship road car and, as such, was the preferred machine for production-based motorsport development. Porsche engineers and product managers always closely watched the racing rulebooks, looking for the best ways to exploit regulations to their advantage.

For the 1973 Model Year, Porsche resurrected the Carrera name for a new homologation special built to qualify for international GT racing. The standard 2.4-liter engine from the 911 S was bored out to 2.7-liters (2,687cc), and the car was put on a strict diet, dropping 100kg (220 pounds) from the overall weight.

Porsche engineers stiffened the bodyshell, adding larger anti-roll bars, stiff Bilstein struts, reinforced trailing arms, and disc brakes nicked from the 917 parts bin. Power increased to 210 horsepower, and while the specific output (bhp per Liter) did not improve, overall flexibility was far superior to the 2.4 S. The Carrera's weight loss program involved the use of lightweight fiberglass body panels, gutting of excess sound deadening, fitting light alloy 6J x 15 front and 7J x 15 rear wheels, and fitting just enough equipment to make the car road legal and somewhat civil. A revised front apron directed air around the nose, while the now iconic "ducktail" rear spoiler kept the back end firmly planted at speed.

Three variants, Sport, Touring, or Racing, were offered. The Touring (option code M472) utilized steel bumpers and 911 S-style

interior trim. The Sport (M471) did away with such frivolities as the clock, glovebox door, rear seats, door pockets, opening quarter windows, and sound deadening. Featherweight Recaro shells replaced the S-style front seats, and numerous other small details added up to significant gains on the racetrack. Customers clamored for a chance to own the finely honed Carrera RS, and Porsche had no trouble shifting the minimum 500 examples needed for homologation, ultimately producing a total of 1,508 Carrera RS 2.7s – 1,308 Touring, and 200 Lightweight.



THE CAR OFFERED

The example offered here, chassis 911.360.1403, is one of 1,308 factory M472 Touring models, originally finished in Light Ivory as verified by the Porsche Production Specifications. It was delivered new to Germany, where it remained for many years before it was subsequently restored and converted to M471 "Lightweight" specifications by the highly regarded Porsche racing and restoration specialist David Morse of Morspeed in California. Morse was no stranger to racing Porsches, having owned and restored numerous highly significant historic machines, including the Sunoco 917/30 Can-Am, a Rothmans 956, and others. It is understood that Morse put the full depth of his knowledge into this project, sourcing original factory lightweight parts wherever possible, ensuring an authentic conversion. As offered, this Carrera wears a full array of proper M471 parts, including GRP

bumpers, a Momo Prototipo steering wheel, Recaro shell-type racing seats with headrests, and RS Sport door cards, while the cabin is appropriately stripped-out for the ultimate in bare-bones, unfiltered Porsche driving joy.

When restored by Morspeed, the car was finished in Grand Prix white with red accents but has since been refinished to a high standard in the fabulous factory-offered shade of Tangerine with black negative Carrera stripes and silver-finish Fuchs wheels. Power comes via a proper 2.7-liter air-cooled flat-six with Bosch MFI. The stamped engine serial number falls within the range of factory RS 2.7 production. With at least 210bhp on tap in the stiffened and featherweight body, few motoring experiences compare to the seat-of-the-pants thrill of burying the throttle in the Carrera RS.

The Porsche Carrera RS's cult-classic status is as strong as ever, some fifty years since its debut. This superb example has been lovingly tended by its past owners, wearing light signs of enthusiastic use with pride. It brings the collectability and intrinsic value of a genuine RS model with visual and performance enhancements courtesy of an expert conversion to Lightweight specs. One turn of the wheel is enough to see why the 1973 Carrera RS 2.7 continually inspires generations of enthusiasts, restorers, designers, and even the Porsche factory.

**\$450,000 - 500,000
WITHOUT RESERVE**



43.

1968 ALFA ROMEO GIULIA SPRINT GTV RACE CAR Design by Bertone

Chassis no. AR 252854

Engine no. AR01629 001486 (see text)

1,962cc DOHC Inline Four, Alloy Block and Head
Dual Side Draft Weber Carburetors
140bhp at 5,500rpm (approx)
5-Speed Manual Gearbox
Independent Front, Solid Axle Rear Suspension with Coil Springs
4-Wheel Disc Brakes

- ★ Extensively Prepared by KTR European Motorsports
- ★ Race prepped 2-litrer engine
- ★ Well-known in vintage racing circles
- ★ Veteran of the Lime Rock Historics
- ★ Beautiful, eye-catching serpent livery





THE GIULIA SPRINT GTV

Alfa Romeo's mid-century renaissance arose with the mass-produced 750/101-series. The follow-up model, known as the 105, proved to be equally as successful, forming the core of Alfa-Romeo's lineup into the mid-1970s. Whether as a family sedan, a two-door GT or a roadster, the platform's inherent balance made it a natural for enthusiastic drivers.

Alfa Romeo prioritized production-based motorsports in the 1960s and Autodelta, the factory-backed race department, developed the Giulia Sprint GT coupe into a dominant force in the sub-2-liter categories. For privateers and the works team alike, the Giulia GT Coupe was the go-to model for racing. Homologation rules spawned an array of Giulia GTs ranging from 1,300cc to 2,000cc, encompassing the warmed-up production GTV to the red-hot lightweight GTA and widebody GTAm specials.

THE CAR OFFERED

The Alfa Romeo GTV Coupe is undoubtedly a motorsports legend, and enthusiasts worldwide continue to enjoy the sublime balance and sweet twin-cam engine through vintage racing events. This beautifully prepared 1968 GTV "Stepnose" is a well-known sight on the East Coast vintage racing scene, having been campaigned extensively at major events like the Lime Rock Historics, Watkins Glen Vintage Grand Prix, and Pittsburgh Vintage Grand Prix. With its distinctive Alfa Red paintwork and white, green, and yellow Serpent graphics, the car is a definite standout. Racing equipment includes a fully stripped and lightened chassis with integral roll cage, fire suppression system, Lexan side windows, alloy wheels with Hoosier racing tires, and straight pipe exhaust. Power comes from a replacement 2-liter Alfa twin cam inline-four with twin Weber carbs, an alloy radiator, and Aeroquip plumbing.

This striking Alfa Romeo GTV represents a rare opportunity to acquire an expertly prepared and competitive racing car in near turn-key condition, ready for the exciting world of historic motorsport.

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

44.

1973 ALFA ROMEO GIULIA SPRINT GTAM-STYLE HOT ROD

Chassis no. AR 3021976

Engine no. AR 01500 08530 (see text)

1,995cc DOHC 'Twin Spark' Inline-4 Cylinder Engine (see text)

Dual Side Draft Weber Carburetors (see text)

140bhp at 5,500rpm (approx.)

5-Speed Manual Gearbox

Independent Front Suspension with Live Rear Axle with Coil Springs

4-Wheel Disc Brakes

- ★ Impressive Gtam-inspired fast road/rally car
- ★ Later model 2-Liter Twin Spark engine
- ★ Custom intake and exhaust manifolds
- ★ Full roll cage with racing seats and harnesses
- ★ Titled and road registered





THE CAR OFFERED

This fantastic 1973 Alfa Romeo Giulia Sprint GT has been comprehensively restored and updated in the style of the iconic widebody GTAm factory race cars of the early 1970s. The factory produced just 40 examples of the GTAm, and they are among the most coveted and collectible post-war Alfa Romeos, with values stretching out of reach for the average enthusiast.

Utilizing a standard 1973 Sprint GT body shell as a base, this car was stripped and rebuilt in the spirit of the GTAm with a full roll cage, updated drivetrain, and riveted fender flares to accommodate the chunky wheels and tires. Finished to a high overall standard in Alfa Red, the body features Tricolore stripes, roundels, and quadrifoglio decals on the front wings. The impressive spec includes a fully stripped-out interior with racing bucket seats, four-

point harnesses, and an Alcantara instrument panel with aftermarket gauges. Weight was shed through elimination of sound deadening, and the fitment of Lexan side windows and basic, vinyl-covered door cards. Competition pedals and a deep dish Nardi steering wheel ensure driver confidence at speed.

Power comes from a later 2-liter Twin Spark engine, topped with a winkle-finish cam cover. Air and fuel enter via twin side draught Weber DCOE carbs, and are expelled through a custom, ceramic-coated tubular header. An external oil cooler and filter setup keep the works operating safely, while the Fuel Safe racing cell and rear-mounted battery enhance safety and handling balance.

Offered in outstanding condition throughout, this Alfa appears to have little use since it was built and will undoubtedly induce a Cheshire Cat grin as you wake the neighbors and blast away for a Sunday morning jaunt in the country.

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

45.

1955 JAGUAR XK140 SE ROADSTER

Chassis no. S810691
 Engine no. G2044-8S

3,442cc DOHC Inline 6 Cylinder Engine
 Twin SU Carburetors
 210bhp at 5,750rpm
 4-Speed Manual Transmission
 Independent Front Suspension
 4-Wheel Lockheed Drum Brakes

- ★ Restored to Concours Condition
- ★ Desirable Special Equipment Options
- ★ Numbers-Matching Engine
- ★ Reported 8-Time Jaguar Club of North America 100-Point Winner



THE JAGUAR XK140

Upon its debut in 1949, Jaguar's sensational XK120 set new standards for performance and style at a remarkably affordable price point. The follow-up to the 120, dubbed the XK140, arrived in 1954 aiming to address shortcomings expressed by customers of the early models.

The XK140 gained rack and pinion steering, improved braking through revised hydraulics, telescopic dampers, and increased suspension travel. Engineers moved the engine forward in the chassis to increase passenger space. Of course, it retained the outstanding XK inline six-cylinder engine with twin overhead cams. Displacement remained the same at 3.4-litres, but power increased as engineers used the high-lift cams from the XK120 SE in the standard XK140. Cars with the Special Equipment option (known as "MC" in the US market) featured wire wheels, dual

exhaust, and the straight-port C-Type cylinder head to give 210 horsepower. The svelte, feline proportions of the XK120 carried over, but were subtly freshened with full-width bumpers, a slightly wider grille, and additional chrome trim on the bonnet and boot lid. Jaguar's evolution over revolution approach to the XK140 resulted in a superb driver's car that took the XK formula to the next level, with improved refinement and gutsy performance that Jaguar enthusiasts know and love today.

THE CAR OFFERED

This stunning XK140 "MC" Open Two Seat roadster is an outstanding example of arguably the most desirable 140 body style. According to the JDHT Certificate, this car was produced on January 10, 1955, and left the Browns Lane works finished in red over a black interior. Destined for the USA, it was delivered to its first owner through Los Angeles Jaguar distributor Charles Hornburg. According to previous owner's accounts, the first owner passed away not long after taking delivery, and the car was simply put into storage where it remained until the early 1970s. By 1976 it was on the East Coast and in the care of an enthusiastic owner who kept it in their care until 2009. During that time, it was treated to a nut-and-bolt concours restoration, refinished in an attractive livery of cream over a black interior and detailed to Jaguar Club of North America concours standards, completed in the late 1990s.



From the time of restoration until its sale in 2009, the car was rarely driven, being used solely for JCNA Concours events and accruing single-digit mileage. In three seasons of competition, it achieved eight consecutive 100-point scores. Since coming into current ownership, it benefits from meticulous care and maintenance, and barely shows signs of mellowing. The cream paintwork flatters the XK140's lines, with restored bumpers, trim, and chrome wire wheels adding sparkle.

This XK140 retains its original, numbers-matching engine and C-Type head as verified by the Heritage Certificate. It is fastidiously detailed with proper fittings and hardware, topped with brilliantly polished alloy cam covers, intake manifold, and carburetor dashpots. Accompanying extras include matching side curtains, tool roll, jack, grease gun, reproduction owner's manual and service chart.

Beautifully finished and detailed, this XK140 has been used sparingly since its restoration and benefits from meticulous care. Equally suitable for concours display or on-road enjoyment, it is an outstanding all-rounder that will undoubtedly please the most discerning collector.

**\$130,000 - 160,000
WITHOUT RESERVE**

46.

1966 JAGUAR E-TYPE SERIES 1 4.2-LITRE ROADSTER

Chassis no. 1E 13831

Engine no. 7E 10812-9

Gearbox no. EJ 11455 (see text)X

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

5-Speed Manual Transmission (see text)

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ A striking Concours-restored E-Type
- ★ Numbers matching and presented in original colors
- ★ Highly desirable covered headlamp, 4.2-Liter Roadster
- ★ Updated 5-speed manual gearbox, original retained with the car



THE JAGUAR E-TYPE

The Jaguar E-Type is revered as one of the most beautiful sports cars ever created, and its desirability has hardly abated from the day it was unveiled to shocked onlookers at the 1961 Geneva Motor Show. Produced between 1961 and 1975, the E-Type evolved through several generations, beginning with the 3.8-liter Series 1, and culminating with the vastly transformed twelve-cylinder Series 3. For collectors and driving enthusiasts the consensus is that the Series 1 4.2-liter coupe and roadster represent the sweet spot in the E-Type's lineage.

Benefiting from numerous improvements over the 3.8-Litres, the Series 1 4.2 brings a larger torque-rich engine, improved servo-assisted brakes, a fully synchronized gearbox, and a more comfortable, user-friendly cockpit. While the changes under the skin elevate the E-Type driving experience, the beauty and sex-appeal of the original design is left fully intact. Coveted by enthusiasts around the world, S1 4.2 E-Types are considered essential collector cars, and superb examples are found in the world's most prominent collections.

THE CAR OFFERED

Presented in its original colors of Dark Blue over Dark Blue leather upholstery, this gorgeous Series 1 4.2 Open Two Seat roadster is a fully restored example for the discriminating collector. The JDHT Certificate on file notes this car left the Browns Lane factory in this highly attractive and rarely seen 'triple blue' combination on October 27, 1966. Like most OTS roadsters, it is a US market car, imported to the East Coast via Jaguar Cars, New York.

The subject of a high-quality, exquisitely detailed restoration, this marvelous E-Type reportedly won awards at each of the three concours events it has entered. James Messenger and his outstanding E-Type were also awarded the Hagerty Spirit of Motoring Award at the 2022 Lime Rock Historic Festival.



Paint, brightwork, and upholstery are befitting a concours-quality E-Type, and the car rides on sparkling knock-off wire wheels and Vredestein Sprint Classic radials achieve the proper stance and road manners. Discreet upgrades include a 5-speed Tremec-based transmission, while the original, numbers-matching 4-speed transmission still accompanies the car. Under-bonnet detailing is equally outstanding, with correct hardware, finishes, and fittings used throughout. Additionally, it retains its original numbers-matching block and cylinder head. Showing only light signs of use, it remains in outstanding condition.

The cockpit features taut blue leather seats, and factory-correct vinyl and carpet materials. Instruments and switchgear are proper original pieces, and the only notable update is a discreetly designed modern stereo integrated into the original console. The boot houses a factory jack, hammer, and tool roll in their proper Hardura pouches.

For any enthusiast seeking a superb E-Type for shows, rallies, and tours, this stunning triple blue roadster is worthy of serious consideration.

**\$180,000 - 225,000
WITHOUT RESERVE**

47. P

1960 MERCEDES BENZ 300SL ROADSTER

Chassis no. 198042.10.002689

Engine no. 198980.10.002740

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Gearbox

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Stunning presentation in DB172G Anthracite Metallic*
- ★ *Chassis, Engine, and body numbers correspond to published records from the Gullwing Group*
- ★ *Restored By Scott Melnik Auto Engineering from 1997-1999*
- ★ *Freshened Black leather interior with ivory steering wheel*
- ★ *One of the finest sports cars of all time*





THE MERCEDES-BENZ 300SL ROADSTER

Any discussion of the greatest automobiles of all time must certainly include the spectacular Mercedes-Benz 300SL. Conceived initially as a purebred racing car, the 300SL "Gullwing" racked up victories across Europe and the Americas and captured the attention of one Max Hoffman, the official importer of Mercedes-Benz automobiles to the USA.

Faced with burgeoning demand from wealthy clients in the critical US market, the ever-compelling Hoffman managed to persuade the board of directors in Stuttgart to develop the 300SL for the road. Quite remarkably, the road car remained faithful to the original concept, retaining its complex tubular space frame chassis designed by Rudolph Uhlenhaut, which necessitated the signature "gullwing" doors – and birthing an icon in the process. Despite its eye-watering asking price of \$11,000 in 1955, Mercedes-Benz shifted 1,400 Gullwing Coupes, making it a tremendous success.

But as sales waned, Hoffman again put himself at the apex of the project, analyzing feedback from American buyers and relaying it to the top brass in Germany. His instincts had proven consistently accurate, and the factory was happy to entertain Hoffman's ideas. Max suggested that a convertible would rejuvenate sales and that engineers should address some of the coupe's shortcomings. The resulting 300SL Roadster was much more than a Gullwing with the roof lopped off; it was thoroughly re-engineered and redesigned. The Gullwing's handling was acceptable at a moderate pace but became dangerously unpredictable near the limit. The roadster utilized a lower pivot point of the swing axle, which calmed the 300SL's penchant for snap oversteer. While the space frame chassis remained, it was heavily modified to accommodate traditional doors that made ingress much more civilized, particularly for beskirted occupants.

The production run of 1,858 300SL Roadsters through 1963 again demonstrated Max Hoffman's market prowess. While slightly heavier and softer than its coupe counterpart, the 300SL Roadster remains the driver's choice, and it is no wonder why roadster values have caught up to the Gullwing in recent years.



THE CAR OFFERED

Chassis 002689 is a breathtaking example of the iconic 300SL Roadster, resplendent in Anthracite Metallic over a black leather interior. A long-term West Coast car, it spent considerable time in Portland, Oregon, and Southern California before joining the James Messenger Collection via noted 300SL expert Alex Finnegan. While in previous stewardship in the late 1990s, the car was restored to a high standard by marque specialist Scott Melnik of Calabasas, California, and appeared in select events in SoCal, including the 1999 Classics for Charity concours at Mercedes-Benz of Beverly Hills.

As part of the restoration, the SL's body was refinished in this gorgeous shade of Anthracite Metallic. Restored brightwork, chrome-finish wheels, and color-keyed wheel covers punctuate the beautiful paintwork. The convertible top and interior have more

recently been retrimmed in black, accented by charcoal square weave carpeting offering a superb complement to the body color. Like the exterior, the cabin is restored to a high standard and displays very little in the way of use. Details include the correct ivory steering wheel and gear knob, a Becker Mexico Radio, lift-latch competition-style lap belts, and restored factory switchgear and instrumentation.

Arguably one of the finest engines of the era, the robust and powerful 2,996cc inline-six is an engineering masterpiece and is a sight to behold beneath the hood. Records compiled by the Gullwing Group show that this car retains its original, numbers-matching engine. Detailing is to a high standard, with authentic fittings, hardware, and labels reflective of a concours-quality restoration. A tool roll and factory jack accompany the sale. On a recent

test drive, the car performed well, blasting through the hills of New England with gusto!

Whether cruising to your local dinner spot or tackling a challenging historic rally, few cars can reward the driver more than a 300SL roadster. This superlative example is prime for enjoyment in various events and will undoubtedly find pride of place in your collection.

**\$1,200,000 - 1,400,000
WITHOUT RESERVE**



48.

1965 FORD MUSTANG SHELBY GT350 TRIBUTE

Chassis no. 5F09C293204

289 cu.in. OHV V8

Single 4-Barrel Carburetor

306bhp at 6,000rpm (approx)

4-Speed Manual Transmission Independent Front, Solid Axle Rear Suspension

Front Disc, Rear Drum Brakes

- ★ Well-detailed tribute to the legendary GT350
- ★ Based on a genuine '65 V8 Fastback Body
- ★ Modified for fast-road and rally enjoyment



THE CAR OFFERED

Hot on the heels of the Ford Mustang's sensational debut at the World's Fair, Carroll Shelby began developing the stylish new pony car for serious competition. SCCA's B-Production racing class caught the attention of automakers, and Ford was eager for a show of force. Shelby put the Mustang through its paces, squeezing 306bhp from the K-Code 289, shedding weight, and tweaking the chassis and brakes for handling. Like the Cobra before it, Carroll Shelby created a legend of American motoring.

Shelby GT350 values reflect their rarity and collector status, so tributes and recreations are a popular way to put an individualized touch on the Shelby formula. Per the trim tag, this Dearborn-built 1965 Fastback started life finished in green and equipped with the 289-2V V8 and 3-speed manual transmission. For its transformation into a GT350 tribute,

it was restored and refinished in the iconic colors of Wimbledon White with Le Mans Blue stripes. Completing the look are a fiberglass hood with integrated scoop, a GT350 R front bumper, and Torq-Thrust wheels with chunky BFG radials to fill the arches. Further upgrades include lowered suspension with Koni dampers, and a Monte Carlo Bar and Export Brace to stiffen to shell. The interior is standard Mustang fare, with Shelby touches including a '65 GT 350 auxiliary gauge pod, wood-rimmed three spoke wheel, and roll bar.

A modified 289 cubic-inch Ford V8 provides the thrust and receives the Shelby look with a black-painted block, finned aluminum valve covers, high-capacity Shelby sump, and a chrome air cleaner. The battery was relocated to the trunk for weight distribution, and the spare tire relocated above the rear axle as a GT350 would have in 1965.

This car's older restoration appears well-preserved overall, although it is coming out of a period of long-term storage and would benefit from light cosmetic and mechanical freshening to reveal its full potential as an exciting mount for rallies and back-road carving.

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

- ★ A desirable North American specification Defender
- ★ Well preserved in original condition
- ★ One of 1,190 "NAS" Soft Tops sold in 1995
- ★ Original shade of Sahara Yellow
- ★ Exterior roll cage with roof-mounted Hella lights

1995 LAND ROVER DEFENDER 90 NAS SOFT TOP

VIN. SALDV228XSA957226

3,946cc OHV V8 Engine
 Multi-port Electronic Fuel Injection
 182bhp at 4,750rpm
 R380 5-Speed Manual Transmission
 Front and Rear Coil Spring Suspension
 4 Wheel Disc Brakes



THE DEFENDER 90 'NAS'

In the early 1990s, Land Rover's sole US offering was the luxurious Range Rover. Posh and pricey, it was far from the rugged Defenders of British lore. As a last hurrah before new safety standards thwarted sales, Land Rover North America donned its Wellies and waxed Barbour, announcing a limited run of US-spec Defenders. The Defender 110 NAS (North American Specification) kicked off Land Rover's American revival, with just 500 examples to whet enthusiasts' appetites. The short-wheelbase Defender 90 followed, featuring more options and colors than the 110, and sold in greater numbers. With bare-bones spec and a 5-speed manual transmission, the soft-top Defender 90 was the antithesis to the cozy Range Rover, yet it nevertheless became a darling of the Aspen set, selling in respectable numbers during a brief 3-year production run. Today, genuine NAS Defenders are highly collectible, with capability, iconic style, and limited production that exemplify the Defender's uniquely British appeal.

THE CAR OFFERED

This 1995 Defender 90 is one of 1,190 NAS Soft-Tops sold that year. A four-owner example, it has a clean CARFAX report, and is presented in well-preserved original condition, showing signs of regular use and care. The BMIHT Certificate confirms the original in the appealing shade of Sahara Yellow over Ash Gray trim. Factory equipment includes alloy wheels, optional brush guard, an exterior roll cage, Warn winch, soft top package, and a bank of powerful Hella off-road lamps.

Power comes from the venerable 3.9-liter Rover V8 engine, with fuel injection, power steering, and optional air conditioning, paired with the robust 5-speed manual transmission and two-speed transfer case. Currently showing a hair under 28,000 miles on the odometer, it should be noted the CARFAX reports indicates readings of 28,000 miles in May of 2010 and 31,000 miles in July of 2013 -- both during emissions

inspections in New Hampshire. Tidy and well-loved, this rare and collectible Defender 90 NAS is ready to enjoy on the farm, in the village, or well beyond where the pavement ends.

\$50,000 - 70,000
WITHOUT RESERVE

50.

1960 ASTON MARTIN DB4 SERIES II SPORTS SALOON Coachwork by Carrozzeria Touring Superleggera

Chassis no. DB4/414/R
Engine no. 370/423 (see text)

3,670cc DOHC Inline 6-Cylinder Engine
Triple SU Carburetors
240bhp at 5,000rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Disc Brakes

- ★ One of 349 Series 2 DB4s produced
- ★ Delivered new in England to J.W.A. Stamper
- ★ Updated for fast road use with a Harvey Bailey Handling Kit
- ★ Shaved bumpers and DB4 GT-style intakes



THE ASTON MARTIN DB4

When English industrialist David Brown acquired Aston Martin in 1947, he ushered in a period of stability and success heretofore unknown to the tiny firm. Brown's manufacturing experience and business savvy shored up Aston Martin for the post-war era, injecting desperately needed cash and engineering know-how. The DB2 directed Aston Martin into the realm of refined high-performance GT cars, while the DB3 and DB3S returned the marque to the forefront of international sports car racing.

In 1958, Aston Martin swept into the modern era with the entirely new DB4. With Tadek Merak's 3.7-liter dual overhead camshaft inline-six at its heart, the DB4 featured striking bodywork designed by Federico Formenti for Carrozzeria Touring, constructed in their

Superleggera method, utilizing a tubular steel skeleton supporting the alloy body panels. While designed in Italy, the DB4 was the first Aston Martin to have its body and chassis crafted entirely in-house at the Newport Pagnell Works. Beneath the skin was a new platform chassis designed by Harold Beach with independent suspension and telescopic dampers in the front and a solid axle with lever-arm dampers in the rear. Four-wheel disc brakes reined in the performance of the 240bhp engine, capable of pushing the DB4 to sixty in 9 seconds, 100mph in 21 seconds, and on to a top speed of 140mph. That made it one of the fastest production GT cars of its day, cementing the DB4 as a legend of British motoring.

THE CAR OFFERED

This Aston Martin DB4 Saloon, chassis number DB4/414/R, is one of 349 Series II cars built. Works Service records on file show this car was delivered in September 1960 to J.W.A. Stamper, a haulage company in Penrith, England and registered 705 AAO. Finished in Sea Green over Black Connolly hides, it was optioned with chrome wheels and Dunlop Roadspeed tires. Mr. John Stamper's business success was apparent, as this DB4 was not his first Aston Martin. A photo taken on the day of delivery shows Stamper and two of his sons posing with DB4/414/R, a DB2/4 (which remains in their family to date), and a Jaguar Saloon. The factory service history shows the DB4 was indeed driven "as intended" by the enthusiastic Mr. Stamper, who added nearly 70,000 miles in the first six years. It appears to



have suffered a road accident in 1965 but was repaired by Works Service and returned to the road, where it continued to be enjoyed.

As offered today, this DB4 benefits from extensive restoration work, and is beautifully presented both inside and out. Additionally, it received a handful of well-chosen upgrades to enhance its performance and visual appeal. Notably, the car has been de-bumpered, and enlarged DB4 GT-style air intakes fitted in front to feed the potent 3.7-liter engine. Rolling stock consists of chrome wire wheels and radial tires, and the purposeful stance comes courtesy of a Harvey Bailey Handling Kit, lowering the chassis and sharpening the DB4's cornering ability.

The cabin exudes British grand touring sophistication. Taut black leather trim, wool carpets, and chrome-rimmed Smiths dials lend an aircraft-inspired character. A wood-rimmed Nardi three-spoke wheel, modern Becker stereo, and uprated speakers further enhance the experience.

Tadek Marek's gutsy and sonorous 3,670 cc inline-six resides beneath the bonnet, fed by a trio of SU carburetors and sending its ample power through a four-speed manual gearbox. While the engine serial number corresponds with factory records, the font and stamping location do not appear to be in factory style, suggesting this is a replacement unit. Light signs of use and age are noted, and details like the silicone hoses and twin electric cooling fans point to this Aston Martin's road-biased purpose and the care and attention lavished upon it by previous caretakers.

With intriguing early provenance and performance touches that reflect its recent owner's passion, this marvelous DB4 Coupe is a most inviting prospect for enthusiastic motoring enjoyment. There is little doubt this will be your go-to set of keys for everything from weekend blasts through the countryside to exclusive international driving events.

**\$500,000 - 600,000
WITHOUT RESERVE**

51.**1962 SHELBY COBRA 289 50TH ANNIVERSARY**

Chassis no. CSX8982

Engine no. 12K3120

363ci OHV Ford Small Block V8 (see text)

Quad Weber IDA Downdraft Carburetors

Est. 500bhp at 6,500rpm

5-Speed Tremec TKO Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *The 33rd of 50 built celebrating 50 Years of the Cobra*
- ★ *An Official Shelby product with 'CSX' chassis designation*
- ★ *Finished by Shelby specialists Taormina Motorsports*
- ★ *Astonishing performance from a 500 horsepower small block V8*

**THE SHELBY COBRA**

Carroll Shelby is one of the most celebrated, controversial, and iconic characters in American motoring, and his outward persona of the laid-back Texas chicken farmer masked a shrewd racer and businessman, who, in the early 1960s was determined to build an American sports car to take on the might of the Europeans.

Using the superbly balanced British AC Ace as his basis, Shelby hunted for a suitable power plant to replace the pre-war derived AC and Bristol engines. His proposal to GM was quickly rebuffed to avoid conflict with the Corvette. Ford, however, was all-ears to the concept. The compact "Challenger" small block V8 was just launched, and the new head of passenger cars, Lee Iacocca, was eager to shake Ford's stodgy image. Shelby struck a deal and the rest, as they say, is history – except it was hardly that simple.

Shelby and AC Cars did considerable development work to strengthen the John Tojiero-designed chassis to handle twice the output of the original AC six, and the car underwent a rigorous development program. When Dave MacDonald obliterated a field of Corvettes, Jaguars, and Porsches to give Cobra its first racing victory at Riverside Raceway in 1963, the Shelby Legend was born, and still shines brightly today.

THE CAR OFFERED

To honor the Golden Anniversary of the original "Slab Side" Shelby Cobra in 2011, Shelby American announced a limited run of just 50 special edition models, highlighting the beauty and purity of the original design with the latest development of the 289 chassis. Designated 'CSX8000' series, these beautiful roadsters joined the official Shelby hierarchy, with inclusion in the Shelby American World Registry, and as a testament to the Cobra's interminable popularity with collectors and enthusiasts worldwide, the entire 50 car production run was spoken for within 48 hours.



Like all the 50th Anniversary models produced, CSX 8982 wears a fiberglass body finished in Shelby Black over wine red leather upholstery. This collector-owned example is in superb condition, showing just 1,184 miles on the odometer. It was first delivered from Shelby American to marque specialist dealer Denbeste Motorsports of Windsor, California, and then shipped to fellow Shelby specialty shop Taormina Motorsports, of San Carlos, California, for finishing and driveline installation.

The early Slab-Side styling lends an almost demure appearance, but the engine is anything but. Lurking beneath the bonnet is a small-block Ford, bored and stroked to 363 cubic inches, fed by a quartet of downdraught Weber IDA carburetors for a rating of approximately 500 horsepower. Helping get all those ponies to the ground is a 5-speed Tremec TKO 600 and Eaton TrueTrac differential.

With that sort of grunt and the appeal of a strict, 50-car production run, there is no doubt this gorgeous 50th Anniversary Cobra will uphold the Shelby legend for another half-century.

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

52.**1971 TRIUMPH TR-6 RACE CAR**

Chassis no. CC 63064 L

2,498cc OHV Inline-6

Triple Weber Carburetors (see text)

170bhp at 4,900rpm (approx.)

5-Speed Tremec Manual Transmission (see text)

4-Wheel Independent Suspension

Front Disc and Rear Drum Brakes

- ★ Well restored for vintage racing with limited hours since its restoration
- ★ Lightweight fiberglass fenders and boot lid
- ★ Impressively finished to a high standard
- ★ Meticulous preparation by KTR Motorsports

**THE TRIUMPH TR6**

Triumph sports cars have long been known to deliver brisk performance on a budget. In the late-1960s, Triumph turned to six cylinders to improve the performance of the much-loved 'TR' series. Borrowing the independent rear suspension from the preceding TR4A – the TR5 gained a new 2.5-liter, six-cylinder engine. The TR5 was produced only during the 1968 model year pending the arrival of the TR6.

Restyled for 1969 by Karmann of Osnabruck, the TR6 sported a full-width nose and fashionable squared-off Kamm tail, yet the chassis remained essentially the same as its TR4A ancestor. Good for 120mph with acceleration to match, the six-cylinder TRs are arguably the most exciting Triumph production cars ever made, and factory-backed racing programs from Bob Tullius' Group 44 Racing on the East Coast and Kas Kastner on the West Coast proved the TR6's mettle in the fiercely competitive SCCA.

THE CAR OFFERED

This TR6 race car was built from the ground-up for historic motorsport and finished to a high standard and has seen limited track time since being completed. The experienced team at KTR European Motorsports in Ayer, Massachusetts, put their years of knowledge into every detail of this project. A robust 2.5-liter Leyland block forms the basis of the impressive spec sheet. Backing the engine is a 5-speed Tremec gearbox, which feeds a Quaife limited-slip differential. An aluminum radiator, custom alloy shroud, and electric fan keep temps at bay in the heat of battle. Safety features include an integrated roll cage, 5-point harnesses, a Fuel Safe racing fuel cell, and on-board fire suppression system.

Triumph racing legends Bob Tullius and Kas Kastner both signed the dash, in a nod of appreciation to this TR6's outstanding quality. Looking tough and purposeful with its chunky Panasport alloys, cut-down windscreen, and deep chin-spoiler, this TR6 is ready for action on the circuit..

\$20,000 - 30,000
WITHOUT RESERVE

53.

2019 BRAVO STAR ALUMINUM ENCLOSED TRAILER

VIN. 542BE2028KB026400
Model no. AST8520TA2

Without Reserve

- ★ 24.5 Feet Long
- ★ 8.5 Feet Wide
- ★ 7,000 LB (3175 KG) GVWR
- ★ Dual Axles with Electric Brakes
- ★ V-Nose Design
- ★ Heavy Duty Rear Ramp Door
- ★ Wide Side Entry Door
- ★ White w/Polished Aluminum Trim
- ★ Excellent Condition Throughout



**\$10,000 - 12,000
WITHOUT RESERVE**

END OF SALE



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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 (2) business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity 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 Online Bidding Registration for Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact the Client Services Department for assistance. We may

in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to the Client Services Department; (ii) to provide such information as we require to enable us to complete bidder identification and registration procedures (including completing any anti-money laundering and/or anti-terrorism financing checks) on that third party; and (iii) that where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid (whether or not you have disclosed that fact or the identity of the principal). Where you are the successful bidder for any lot with a hammer price equal to or in excess of US \$10,000, and if you have not provided such documents previously, you will be required to upload or provide to the Client Services Department your government issued photo ID and (if not on the ID) proof of your address before the purchased lot can be released to you. Notwithstanding the foregoing, we reserve the right to request ID documentation from any bidder or buyer and to refuse to release any purchased lot until such documentation is provided.

6.4 Online Bidding Registration for Companies or Other Legal Entities: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the entity. You must provide a credit card for verification either in your name or the name of the entity but payment must be made from an account in the entity's name. If your credit card fails verification, you will not be permitted to bid and should contact the Client Services Department for assistance.

6.5 In order to register to bid, bidders may be required to pay a bidder registration fee as listed in the Buyer Information section. Registration fees are subject to change in Bonhams' discretion and it is each bidder's responsibility to apprise themselves of any changes to the registration fees in advance of the Sale.

7. THE BUYER/BIDDER; BUYER'S/BIDDERS 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:

- 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");
- 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");
- 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;
- The purchase of the Lot and the payment funds

Conditions of Sale for Motor Vehicles (continued)

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

8.1 Buyer's Premium for Motor Car Lots:

If a purchased Lot consists of a motor car, 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 due on the Lot.

8.2 Buyer's Premium for Motorcycle Lots:

If a purchased Lot consists of a motorcycle, the Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 Buyer's Premium for Automobilia, Memorabilia & Other Non-Motor Vehicle

If a purchased Lot consists of automobilia, memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Twenty-Five Thousand Dollars (\$25,000) of the Hammer Price of such Lot, TWENTY-SIX PERCENT (26%) on the amount of Hammer Price above Twenty-Five Thousand Dollars (\$25,000) up to and including One Million Dollars (\$1,000,000), TWENTY PERCENT (20%) on the amount of Hammer Price above One Million Dollars (\$1,000,000) up to and including Six Million Dollars (\$6,000,000), and FOURTEEN AND A HALF PERCENT (14.5%) of any amount by which such Hammer Price exceeds Six Million Dollars (\$6,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.4 No Buyer's Premium for Benefit Lots:

No buyer's premium will apply to any Lot explicitly identified in the Lot description or in the Buyer Information section of the Catalog as a 'Benefit 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

The Purchase Price must be paid in full to Bonhams by cashier's check, money order, or wire transfer in United States currency, no later than the date and time specified in the 'Buyer Information' section of this Catalog. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot 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 preview premises no later than the date and time specified in the 'Buyer Information' section 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' section 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.

Packing and handling of purchased Lots are at the responsibility and entire risk of the Buyer. Bonhams is not responsible for any acts or omissions in our packing or shipping of purchased Lots or any acts or omissions of other carriers or packers of purchased Lots, whether or not recommended by Bonhams.

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 The Buyer is responsible to pay all city, state, federal and any and all other taxes due, unless exempt by law. Proof of exemption is the Buyer's responsibility and subject to Bonhams' verification. 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, or any other 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

Absentee, telephone and online bidding are services provided by Bonhams as a convenience to bidders on an "as available" basis, and Bonhams cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. At its discretion, Bonhams will execute absentee bids and accept telephone bids and online bids via bonhams.com, 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, online platforms or websites. 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.

(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 (Bond No. 57BSBGL0808) and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its

sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

18.4 The headings and captions used in this Catalog are for convenience only and shall not affect the meaning of the Sale Documents.

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of Bonhams' rights under the Sale Documents.

18.6 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.

18.8 It is expressly acknowledged by each bidder or Buyer that Bonhams has not provided any legal or tax advice or assistance to bidder or Buyer and no one at Bonhams has acted as the bidder's or Buyer's attorney or tax advisor. Each bidder or Buyer is responsible for retaining its own advisors with respect to the accounting, financial, tax, regulatory and/or legal implications of any transaction contemplated under these Conditions of Sale. Bidder or Buyer acknowledge that it had the opportunity to consult an attorney before signing and this agreement and is signing this agreement having had such opportunity to consult with an attorney of its choosing and carefully reading this agreement in its entirety, understanding all of its terms and conditions, and knowingly and voluntarily agreeing to the same.

18.9 Each bidder or Buyer accept and agree that Bonhams will hold and process the bidder's or Buyer's personal data and information and may share it with Bonhams' affiliates, subsidiaries or parent companies worldwide (collectively the "Bonhams Group") and limited third parties for use as described in, and in accordance with Bonhams' Privacy Policy (subject to any additional specific consent(s) the bidder or Buyer may give in writing prior to the disclosure of the bidder's or Buyer's data or information) published on Bonhams' website at www.bonhams.com/legals/. Bonhams' Privacy Policy may also be requested in print and digital format by email from info@bonhams.com or by mail from Bonhams Customer Services Department, 580 Madison Avenue, New York, NY 10022.

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.

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 General and Buyer 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 General and Buyer 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: For lots with a diamond symbol ◊, special formalities are required to bid on this lot. Contact Client Services for bidding methods. If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE: \$100

Fee includes one auction catalog and admits one registered bidder plus one guest to both the preview and auction.

Please email the completed Registration Form and requested information to:

Bonhams Client Services Department
580 Madison Ave
New York, NY 10022
Tel +1 (212) 644 9001
bids.us@bonhams.com

Bonhams

Sale title: The Audrain Concours Auction	Sale date: September 29, 2023
Sale no. 28012	Sale venue: Newport, Rhode Island
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 5pm Oct 2 <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
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

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' Audrain Auction on September 29, 2023.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

BANK LETTERHEAD

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

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 Audrain Auction on September 29, 2023.

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.

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2023 AUDRAIN CONCOURS AUCTION CATALOG:

Audrain Newport Concours & Motor Week Team
British Motor Industry Heritage Trust
Ian Gabrielle
La Forge and Audrain Hospitality Group
Lawrence Greaves

International Tennis Hall of Fame
Jaguar Daimler Heritage
Rolls-Royce Owners Club
Christopher Sanger
Verity Spencer

Photography Credits

Robin Adams – 27

Pawel Litwinski – 32-53

Simon Clay – 2, 31

Jasen Delgado – 9-16, 18

Maxx Shostak - 6

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Lot No	Year	Model	Lot No	Year	Model
40	1957	Alfa Romeo Giulietta Spider Veloce Race Car	37	1962	Jaguar E-Type Series 1 Fixed Head Coupe Race Car
41	1966	Alfa Romeo Giulia Sprint GT Stepnose "Hot Rod"	46	1966	Jaguar E-Type Series 1 4.2-Litre Roadster
43	1968	Alfa Romeo Giulia Sprint GTV Race Car	29	1967	Land Rover Series IIA NADA Six-Cylinder 109 Station Wagon
44	1973	Alfa Romeo Giulia Sprint GTAm-Style Hot Rod	8	1985	Land Rover Defender One-Ten
50	1960	Aston Martin DB4 Series II Sports Saloon	49	1995	Land Rover Defender 90 NAS Soft Top
6	1966	Aston Martin DB6 Vantage Sport Saloon	32	1963	Lotus Super Seven 1500 Series 2
19	1966	Aston Martin DB6 Sport Saloon	28	1966	Maserati Mistral 4000 Coupe
24	1977	Aston Martin V8 Series 3 Sports Saloon	47P	1960	Mercedes-Benz 300SL Roadster
35	1956	Austin Healey 100S Tribute	7	1970	Mercedes-Benz 280SL Convertible
27	1922	Bentley 3-Liter Short Chassis Tourer	39	1971	Mercedes-Benz 280SE 3.5 Cabriolet
4	1960	Bentley S2 Continental Drophead Coupe	9	1915	Mercedes-Benz 22-70 Sporting
53	2019	Bravo Star Aluminum Enclosed Trailer	38	1947	Mercury Model 79M Station Wagon
12	1931	Cadillac Series 452A V-16 All-Weather Phaeton	33	1976	Morgan Plus 8
14	1940	Cadillac Series 40-90 Model 9029 Five-Passenger Convertible Sedan	13	1931	Packard Deluxe Eight 845 Convertible Victoria
10	1941	Cadillac Series 62 Convertible Sedan	34	1958	Porsche 356A T2 1600 Speedster
11	1941	Cadillac Series 62 Four-Passenger Sedan	42	1973	Porsche 911 Carrera RS 2.7 "Lightweight"
16	1970	Cadillac Parkway Professional Hightop Ambulance	25	1974	Porsche 911 2.7 Coupe
2	1947	Chrysler Windsor Highlander Convertible	20	2019	Porsche 911 Speedster
3	1963	Facel Vega Facel II Coupe	22	1953	Rolls-Royce Silver Dawn Standard Steel Saloon
21	1959	Fiat-Abarth Berlina 750 Derivazione	17	1984	Rolls-Royce Camargue
18	1938	Ford Model 81A Deluxe Station Wagon	5	2002	Rolls-Royce Corniche
48	1965	Ford Mustang Shelby GT350 Tribute	15	1929	Seagrave 6.W.T Fire Pumper
26	1931	Frazer Nash Fabric Bodied 3-4 Seater Sports	51	1962	Shelby Cobra 289 50th Anniversary
45	1955	Jaguar XK140 SE Roadster	30	1961	Sunbeam Harrington Alpine Coupe
36	1956	Jaguar C-Type Replica by Proteus	52	1971	Triumph TR-6 Race Car
23	1958	Jaguar XK150S 3.4 □ Upgraded to 3.8 Liter Roadster	1	1966	Vespa 150 Super VBC with Sidecar
31	1959	Jaguar 3.4 Mk.1 Saloon			



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