

January 15, 2015
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE
SCOTTSDALE
.....
..... *Auction*



David Roberts

Bonhams



LOT 166 - 1973 PORSCHE 911 CARRERA RS 2.7





LOT 112 - 1955 MERCEDES-BENZ 300SL GULLWING COUPE

January 15, 2015
Motorcars 11am
Automobilia 9am
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE
SCOTTSDALE

..... Auction

BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

bonhams.com/scottsdale

PREVIEW AND

AUCTION LOCATION

Bonhams Pavilion on the Pittman
Lawn of the The Westin Kierland
Resort & Spa
6902 E Greenway Parkway
Scottsdale, Arizona 85254

PREVIEW

Tuesday January 13, 9am to 5pm
Wednesday January 14, 9am to 6pm
Thursday January 15, Motorcars only
from 9am to 11am

AUCTION TIMES

Thursday January 15
Motorcars 11am
Automobilia 9am

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BIDS

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From January 12 to 17, to reach us
directly at the Bonhams Pavilion at
The Westin:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

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

Please see pages 4 to 6 and 262 to
263 for bidder information including
conditions of sale, after-sale collection
and shipment

**ADMISSION TO PREVIEW
AND AUCTION**

Bonhams' admission fees are listed in
the Buyer Information section of this
catalog on page 4.

AUCTION NUMBER: 22205
Lots 1-184

FRONT COVER

*Lot 152 - FCA Platinum winning
One of just two examples produced
Comp spec and Mille Miglia veteran*
1955 FERRARI 250 EUROPA GT ALLOY
Coachwork by Pinin Farina

AUTOMATED RESULTS SERVICE
+1 (800) 223 2854

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
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BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

ADMISSION TO PREVIEW & AUCTION

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

- \$100: Bonhams Scottsdale Auction Catalog Set, allows two people entry
- \$20: Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

- \$150: includes the Scottsdale Auction Catalog Set, a Gallery Guide and entry for two people. For bidders unable to attend the auction in person, complimentary alternative bidding methods are available, including telephone, absentee and online bidding.

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

BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price.

For AUTOMOBILIA and other non-motor vehicle property, the premium is 25% on the first \$100,000 of the bid price, 20% of the amount of the bid price above \$100,001 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona and California, such that any motor vehicle lot sold to a resident of either of those states is subject to sales tax, license and documentation fees, unless

otherwise exempt. In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold a valid sellers permit number and be a licensed automobile dealer in the applicable state and furnish documentation of the same to Bonhams prior to or at the time of purchase.

Purchased lots picked up by an ICC licensed carrier and shipped to your home state or country are exempt from Arizona sales tax. However, any purchased lot shipped by an ICC carrier to the following states will be subject to applicable sales and/or use taxes unless exempt by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington State and Washington DC. Purchased lots picked up by a non-licensed carrier would be subject to applicable Arizona City and State sales/or use taxes.

Important SALES TAX Information: Please note that all items being sold will be subject to Arizona State and City privilege sales tax. The Arizona Department of Revenue has requested the following to properly document and exempt transactions from sales tax:

1. The lots are picked up by a carrier and shipped out of the state of Arizona.
2. The buyer is an Arizona, Out of State and or Foreign Automobile Dealer. All dealers will be required to complete an Arizona Resale Certificate and or one of their home state and provide a copy of their dealer's license.

All out of state dealers must provide proof of shipping to their home state by an ICC carrier. Also, a copy of your driver's license may be required along with completion of one or more of the following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State and Form 5012, Certificate to Establish Residency In a Foreign Country. In addition all buyers shipping their Automobile out of State will be required to sign an Arizona "90 Day Permit".

2. A qualified nonresident of Arizona cannot take possession of the automobile in Arizona without incurring sales tax. The automobile must be shipped through an ICC carrier and the client must complete one or more of the following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To Establish Residency In Another US State. A legible copy of a current valid driver's license that indicates an address outside of Arizona must also be furnished.

MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs 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). However, if the purchased lot is exported within certain criteria, the duty may be refundable.

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Martin Romero at Bonhams' Cashiering office in San Francisco or with Paul Atterton at Bonhams' head office in London. Please note that Bonhams has instituted a Bidder Registration Fee of \$150 for the Scottsdale Auction.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 17.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

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

PAYMENT & COLLECTION OF LOTS

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

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951 or to Bonhams in Scottsdale, AZ at +1 (415) 391 4040 beginning Monday January 12 until sale day.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid for a lot estimated in excess of \$1000, Bonhams is pleased to offer a telephone bidding facility for this sale, subject to availability. Should you wish to bid by telephone, please contact our Client Services Department for more information.

ONLINE BIDS AND BIDDING

Internet users may place absentee bids online from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, we are pleased to make our live online bidding facility available for this sale. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/Scottsdale or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams sales. The rates quoted for the conversion of other currencies to US Dollars are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the operation or accuracy of the currency converter.

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Saturday January 17. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Thursday January 15. We will be open on Friday January 16 from 8.30am until 5pm, and again on Saturday January 17 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 17; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 12pm on Saturday January 17. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday January 17. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

Uncollected Motor Vehicle lots will be removed to a storage facility for collection. The buyer/seller will be informed of this location and will be solely responsible for any expenses incurred. Lots are at the buyer's risk from the fall of the hammer.

Uncollected Automobilia lots will be removed to Bonhams' San Francisco location for shipping or collection by buyer or its authorized agent. *Please note these lots will not be*

available for collection after 12pm on Saturday January 17 until Tuesday January 20 at 9am.

TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday January 17.

Bonhams' Shipping Department can provide shipping quotes for Automobilia lots ranging from small to medium in size. Please contact +1 (415) 503 3337 for a quote in advance of the sale.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday January 17, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

DOMESTIC MOTORCAR TRANSPORT

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

INTERNATIONAL MOTORCAR TRANSPORT

CARS (Classic Automotive Relocation Services)
Contact: Alistair Forbes, +1 (310) 451 0020,
info@carsusa.com

DOMESTIC AND INTERNATIONAL MOTORCAR AND

MOTORCYCLE TRANSPORT

Schumacher Cargo Logistics
Contact: Warren Barnes, +1 (310) 626 7117
warren@slclusa.com

AUTOMOBILIA:

Automobilia lot removal and storage charges are as follows:
Uplift/removal charge for lots being transported to Bonhams' San Francisco gallery:
\$20 for small to medium items;
from \$50 to \$100 for large items.
Storage charges: \$5 per day per lot, beginning Monday January 26.

Bonhams

220 San Bruno Avenue
San Francisco, California 94103
Office hours for collection of property: 8.30am to 5pm, Monday through Friday

BONHAMS AT THE WESTIN KIERLAND RESORT & SPA



The Westin Kierland Resort & Spa
Bonhams Pavilion will be in the West Parking Lot
6902 E Greenway Parkway
Scottsdale, AZ 85254 USA

Telephone numbers for
January 12 - 17
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

DIRECTIONS

From the East Valley/ Tempe/ Chandler:

From Loop 202 East, access Loop 101 North. Continue for approximately 12 miles and exit at Frank Lloyd Wright Boulevard. Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.

From North Phoenix:

Take Interstate 17 South and merge onto Loop 101 East. Continue 11 miles to exit at Scottsdale Road. Exit right onto Scottsdale Road and continue for 2 miles to East Greenway Parkway. Turn right (west) to find The Resort 1/2-mile ahead on your right.

From Phoenix Airport/ West Phoenix:

Follow exit signs at Sky Harbor International Airport toward the 24th Street/West Exit. Upon exiting terminal area, follow signs for Interstate 10 West. Merge onto the I-10 West and immediately follow signs to merge onto AZ-51 North. Continue on AZ-51 North for 12 miles to Greenway (exit #12.) Exit right (east) onto Greenway and continue for 4.5 miles. The Resort will be on your left, approximately 1/4-mile east of 66th Street/Clubgate Drive.

From South Phoenix/ Tucson:

Take Interstate 10 West and take the exit ramp to US-60 (Superstition Freeway). Travel east and continue on US-60 and take Loop 101 North (exit #176B.) Exit left (west) onto Frank Lloyd Wright Boulevard and continue for 2 miles, then turn left (south) onto Scottsdale Road. Turn right onto Greenway Parkway to find The Resort 1/2-mile ahead on your right.



Happy New Year,

WELCOME to Scottsdale and the event that really kicks off the motoring season - we are delighted to be back at the Westin Kierland Resort & Spa, now for the fourth time.

We are extremely pleased to be able to offer you this outstanding selection of significant motorcars to be sold Thursday January 15. Through much effort from the global Bonhams motoring team, and the confidence placed in us by our clients, we are able to present to you a very special line-up of exceptional motorcars.

On offer will be some of the world's finest sports and touring cars, and the most prominent marques are represented in exquisite examples of the finest models: Aston Martin, Porsche, Mercedes-Benz, Maserati, Jaguar, and of course Ferrari among others. Well over half of the motorcars will be offered without reserve.

Our line-up includes the three-time Le Mans 24 Hours entrant and class winning 1966 Ferrari 275 GTB Competizione - a hugely important Ferrari that marks the pinnacle of GT racing of the 1960s. Furthermore the Ferrari brand is represented by the rare and extremely handsome 250 Europa GT Alloy, a superb

example of the 250 GT Lusso Berlinetta, as well as several other prominent Enzo-era models.

Our automobilia offerings are similarly in a league of their own - a hundred carefully chosen items representing the finest accouterments of motoring's past.

2014 was a record year for Bonhams global motoring department, with so many world-class results achieved in many locations around the globe. 2015 is already shaping up to be equally as exciting -perhaps even more so - for our dynamic department with the announcement of additional sales here in the United States.

Above all we welcome you all to Scottsdale, to the Westin Kierland Resort and Spa and to our auction - we look forward to greeting you.

Sincerely,

The Bonhams US Motoring Team



Mark Osborne



Jakob Greisen



Rupert Banner



David Swig



Nick Smith



Eric Minoff



Evan Ide

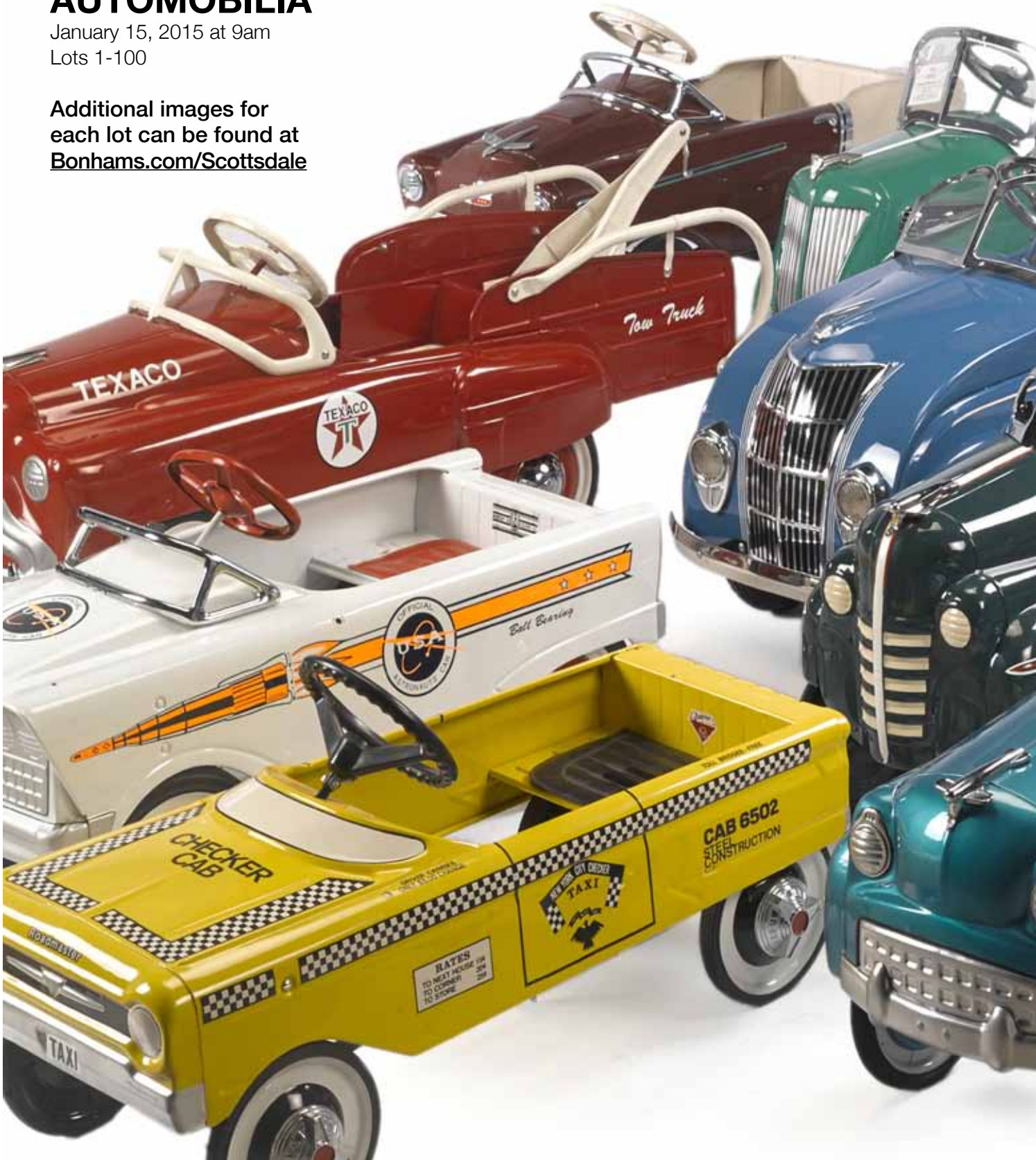


Kurt Forry

AUTOMOBILIA

January 15, 2015 at 9am
Lots 1-100

Additional images for
each lot can be found at
Bonhams.com/Scottsdale





AUTOMOTIVE BOOKS

1

A GOOD LOT COMPRISED OF DOUG NYE TITLES,

featuring: History of the Grand Prix Car 1945-65; History of the Grand Prix Car 1966-91; Single-Seaters; Racers 1948-1968 The Legends of Formula 1; Cooper; Racers; The United States Grand Prix 1908-1977; B.R.M., The Saga of British Racing Motors Volume 1; B.R.M. The Saga of British Racing Motors Volume 2; Dino, The Little Ferrari; Powered by Jaguar. (11)

\$400 - 600

2

A COLLECTION OF MILLE MIGLIA AND TARGA FLORIO TITLES,

including: Road Race, Chris Jones; Targa Florio, 'The Porsche & Ferrari Years' 1955-1964; Conte Maggi's Mille Miglia; Piloti Biellesi; Mille Miglia Race, The Postwar years; La Corsa; La Storia Della Mille Miglia; Targa Florio, 20th Century Epic; La Ferrari alla Mille Miglia; Porsche & Mille Miglia; Mercedes-Benz & Mille Miglia. (11)

\$400 - 600

3

A GOOD LOT OF PHOTOGRAPHY AND RACING TITLES,

Klemantaski & Ferrari by Klemantaski; Tazio Nuvolari; Fangio-A Pirelli Album; Portraits by Alexander; Salute to Ferrari by Klemantaski & Alexander; Looking Back with Jesse Alexander; The Automotive Photography of Peter Coltrin. (7)

\$800 - 1,000

4

AN NEAR COMPLETE SET OF 'AUTOMOBILE QUARTERLY', VOLUMES 1 NO.1 THROUGH 48 NO. 3,

well illustrated with indexes and leather bound. Original full-color photography and monochrome images, insightful articles on significant auto marques and famous names in the industry.

\$1,200 - 1,400

5

A INTERESTING GROUPING OF LOTUS RACING TITLES,

featuring Jim Clark, Life at Team Lotus; The Story of Lotus 1961-1971 by Doug Nye; Colin Chapman, Inside the Innovator; Motor & Thoroughbred & Classic Cars, On Lotus 1979-1983; Lotus, The Sports Racing Cars; Colin Chapman, Lotus Engineering; Lotus, Single-Seat Formula 1 & Indy; Lotus 25 & 33; Lotus 78 & 79; Jim Clark by Eric Dymock; Jim Clark, Remembered; Lotus Race Cars 1961-1994 Photo Album; Jim Clark; Lotus-The Historic Years, 1956-1958. (14)

\$800 - 1,000

6

A LOT OF BUGATTI TITLES,

including Bugatti, La Gloire; Bugatti, Amaury Lot; Bugatti, Doubles Arbres; The Bugatti Legend; Die Bugattis, Bugatti by Ronald Barker. (6)

\$800 - 1,000

7

A COLLECTION OF 'FERRARISSIMA', NEW SERIES; VOLUMES 1-15,

good copies of this well-illustrated periodical, each in good, clean condition and complete with dust jackets. (15)

\$800 - 1,200

8

A NEAR COMPLETE RUN OF THE FIRST PININFARINA ANNUALS, BEGINNING IN 1960,

yearbooks featuring the best years of Pininfarina design and the firm's collaboration with Ferrari, volumes between 1960-1973, in good overall condition.

\$800 - 1,000

9

A COLLECTION OF FERRARI TITLES,

including: Ferrari, 250 GT Sperimentale; La Scuderia Ferrari; The Ferrari Legend; Raid Ferrari D'Epoca; Ferrari Days; Le Origini del Mito; Ferrari 80; Ferrari, The Man, The Machines; Ferrari, The Gran Turismo & Competition Berlinettas; Ferrari, Early Berlinettas & Competition Coupes; Ferrari, The Early Spyderys & Competition Roadsters; Ferrari, 25 Years of Formula 1. (12)

\$800 - 1,200

10

A BOOK LOT FOCUSING ON EARLY AMERICAN SINGLE-SEATER AND INDIANAPOLIS RACING, FEATURING TITLES ON HARRY MILLER AND THE MILLER RACING CARS AS WELL AS OFFENHAUSER ENGINES,

including a new, in box, The Miller Dynasty; The Last Great Miller, The Four Wheel Drive Indy Car; Miller, Cars & Biography; 34th Annual Rolex Monterey Historic Automobile Races, Featuring Indy Roadsters; Indy Car; The Golden Age of the American Racing Car; A.A.A. Official Record Book; Offenhauser, Motorbooks; America's Greatest Racing Engine; Wall Smacker. (10)

\$600 - 800

AUTOMOTIVE ART AND POSTERS

11

ROBERT CARTER: CORVETTE,

signed monochrome image from the early 1970s showing a Corvette leaving the lights at Santa Pod Drag Strip in the UK.

24 x 36 ins.

\$300 - 400

12

ROBERT CARTER: OFFENHAUSER,

oil enamel on cut-out wood panel, advertising speed equipment.

48 x 68 ins.

\$2,000 - 2,500

13

ROBERT CARTER: LANCIA D50,

artist's proof 1/25, canvas print celebrating Juan Manuel Fangio's 1956 Formula One World Championship in the Lancia-Ferrari D50.

36 x 53 ins.

\$1,200 - 1,500

14

ROBERT CARTER: MASERATI 'SEDICI CILINDRI',

oil on canvas, original celebrating Borzacchini's victory at the 1930 Grand Prix of Tripoli. The remarkable 4-liter car V16 racing car also set the World Record in 1929 for the flying 10km averaging 152.9 mph, while a Sedici Cilindri driven at Monza set a circuit record which survived until 1954, lapping at over 124mph.

48 x 78 ins.

\$9,000 - 11,000

15

ROBERT CARTER: MEXICAN ROAD RACE,

oil on canvas, original commemorating the Lancia works team's 1-2-3 victory in the 4th Carrera Panamericana of 1953. Juan Manuel Fangio was 1st overall at an average speed of 105.2 MPH over the 1,913 mile course. He was followed by Taruffi and Castellotti, all driving Lancia's V6 engined D24 sports racing car.

48 x 72 ins.

\$9,000 - 11,000

16

PAUL BRACQ: PEUGEOT 905,

signed original, vivid depiction of the 1992 Le Mans winner, signed on back, oil on canvas, framed.

52 x 36 ins.

\$800 - 1,200

17

PAUL BRACQ: "FERRARI 250 TR,"

signed on front and back, oil on canvas, bold contemporary concept of a pontoon-fendered Testa Rossa at speed, framed.

47½ x 33¾ ins.

\$800 - 1,200





12



13



14



15



16



17





18

PAUL BRACQ: 1938 ALFA ROMEO 8C 2900B TOURING SPIDER, 1995, signed original, bold and stylish depiction of Alfa Romeo's most elegant and capable pre-war road car, framed and signed on back.
46¾ x 29¾ ins.
\$800 - 1,200

19

A WATERCOLOR DEPICTING THE ROTHMANS PORSCHE GROUP C TEAM IN THE PITS, signed original, matted, framed, and glazed, featuring a Rothmans Porsche 956 or 962.
40¾ x 30¾ ins.
\$400 - 600

20

A.J. HOLSHEIMER: JAGUAR D-TYPE, 1986, a mixed media piece of the rear 3/4 view of a Jaguar D-Type sports racing car. Three-times a Le Mans winner in the 1950s, the D-Type is a racing legend, successor to the C-Type. Here is a beautiful rendition of this car.
28 x 20¼ ins.
\$600 - 800

21

A.J. HOLSHEIMER: A COLORED ILLUSTRATION OF A JAGUAR XJR7 RACECAR #51, 1986, signed original, features a well executed and detailed mixed media piece on green artist paper, framed.
Approximately 24 x 24 ins.
\$400 - 600

22

A.J. HOLSHEIMER: JAGUAR XK120, 1986, signed original, mixed media piece on black artist paper, depicts the front end of a Jaguar XK120, framed and matted.
28 x 20¼ ins.
\$500 - 700

23

RANDY OWENS: "MOSS' MAS", 1988, depicting Moss at speed in his 250F, signed by Stirling Moss and the artist, 12/120, serigraph.
Visual image 21½ x 8 ins., overall 15½ x 29 ins.
\$600 - 800

24

HIDEKI YOSHIDA: FERRARI 512M, signed original, striking profile of the Ferrari 512M endurance sports racing car with doors open.
Approximately 40 x 29 ins.
\$1,000 - 1,200

25

NICHOLAS WATTS: THE FIRST GRAND PRIX VICTORY, signed original, Casein on artist board, portraying Ferrari's victory over Alfa Romeo at Silverstone during the 1951 British Grand Prix. Jose Froilan Gonzalez in his Ferrari 375/F1 holds off Fangio's Alfa Romeo 159, with Giuseppe Farina's Alfa Romeo in 3rd. The image depicts the tremendous battle which would be eventually won by Froilan Gonzalez. It was the first Formula One victory for Scuderia Ferrari. Matted, framed, and glazed.
Visual image 39 x 26 ins., overall 50 x 37 ins.
\$4,000 - 6,000

18



19



20





21



22



23



24



25





26



26

26

A LOT OF TWO ORIGINAL MERCEDES BENZ RACING POSTERS, 1937 AND 1939, here are two rare examples of framed Mercedes Benz period racing posters, one commemorating the 1937 Monaco Grand Prix, the other the 1939 Tripoli Grand Prix, both brightly colored.

Both are 29½ x 21½ ins.

\$1,200 - 1,400

27

A LOT OF TWO HAND-COLORED POCHOIR LITHOGRAPHS AFTER E. MONTAUT AND GAMY, CIRCA 1910, both have some wear from age, framed.

Both are approximately 19 x 37 ins.

\$500 - 700

28

A FINE WATERCOLOR PAINTING OF A DELAHAYE 135,

signed by artist, MS 90, well executed, with vivid colors, illustrating the front end of a Delahaye 135, artfully matted, framed and glazed.

Visual image 28 x 20 ins., overall 40 x 32 ins.

\$600 - 800



27



27

29

AN ART DECO RENDITION OF A DELAHAYE RACE CAR,

signed by artist, quite possibly styling art that has been matted, framed, and glazed.

41½ x 30 ins.

\$600 - 800



28



29

30

HENK HOFSEIMER: "ZAGATO BODIED 250 FERRARI", 2000,

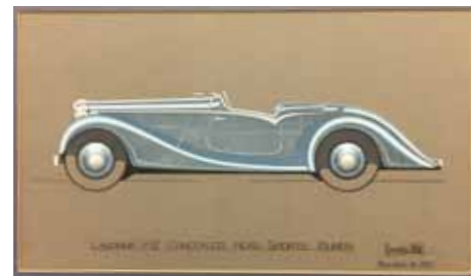
signed Henk Hofseimer 2000, pencil and charcoal on artist paper, framed and glazed.

40 x 28 ins.

\$400 - 600



30



31

31

ORIGINAL STYLING ART FOR A LAGONDA V12 CONCEALED HEAD SPORTS TOURER BY VANDEN PLAS, 1936,

with Regd. Dsgn. No. 1710, matted.

Approximately 17 x 11 ins. overall

\$600 - 800



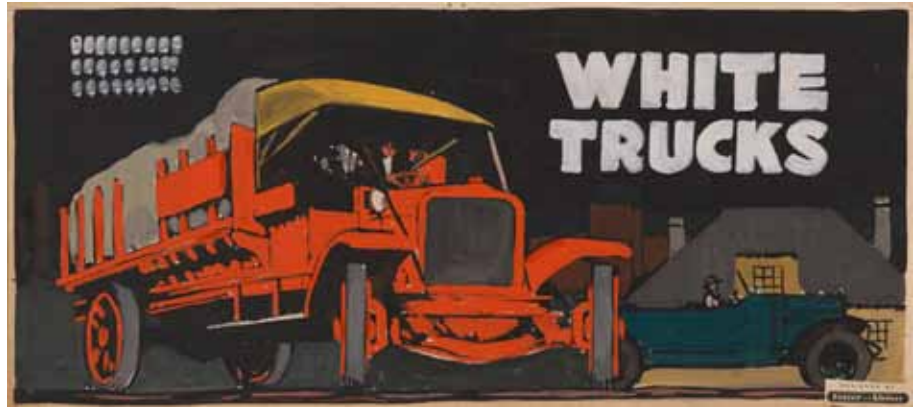
32

ORIGINAL 'WHITE TRUCKS' BILLBOARD ART FROM FOSTER AND KLEISER, CIRCA 1920S,

Casine on artist board, matted.

Visual image 17 x 7¾ ins., overall 21 x 11½ ins.

\$1,000 - 1,500



32

33

A 1960 PORSCHE FACTORY RACING POSTER,

design by Erich Strenger, shows a 718/2 at speed and celebrates the 1-2-3 Porsche sweep in the Aintree 200 Formula 2 race by Stirling Moss, Joakim Bonnier and Graham Hill, as well as celebrating Porsche's victory at the 1960 Targa Florio. Professionally linen backed.

Visual image approximately 23½ x 33 ins.

\$500 - 700



33

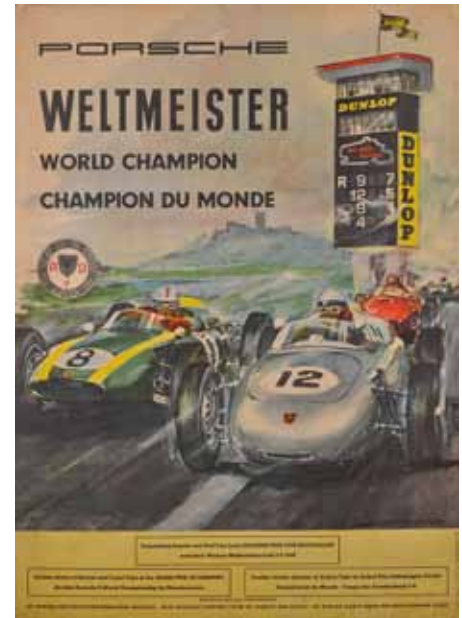
34

A 1960 F-2 WELTMEISTER WORLD CHAMPION POSTER,

published by Porsche KG, exciting imagery of period race cars, in good order. Professionally linen backed.

Visual image approximately 23½ x 33 ins.

\$500 - 700



34

35

A 1960 EUROPEAN HILL CLIMB CHAMPION, GERMAN SPORTS CAR CHAMPIONSHIP PORSCHE POSTER,

great artwork by Strenger. Professionally linen backed.

Visual image approximately 23½ x 33 ins.

\$500 - 700



35

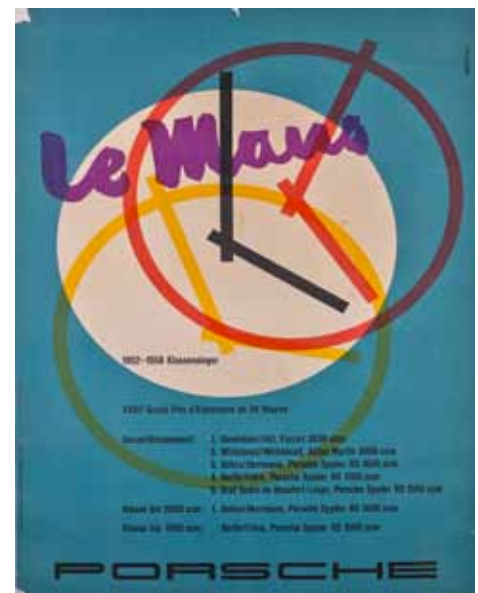
36

A 1958 LE MANS KLASSENSIEGER POSTER,

artwork by Strenger on this colorful poster, some tears to edges. Professionally linen backed.

Visual image approximately 23½ x 33 ins.

\$500 - 700



36





37



38



39



40



41



42



43



44



37

A RARE L' AMORTISSEUR HAUBOURDIN ADVERTISING POSTER, CIRCA 1910,

wonderful artwork of a female harlequin testing the shocks as the automobile rolls across a railway, professionally linen backed.

56½ x 35 ins.

\$1,500 - 2,500

38

AN EARLY PHEBUS ADVERTISING POSTER, FRENCH, CIRCA 1905,

in good order considering its age, bold and vivid colors, appears complete although hasn't been taken out of its frame.

Approximate visual image 38 x 51 ins., 43 x 56 ins.

\$1,000 - 2,000

39

A FOURNIER CYCLE CARS ADVERTISING POSTER BY C. THERRY, CIRCA 1919,

this colorful off-road and adventurous scene is professionally linen backed.

23½ x 31 ins.

\$600 - 800

40

A CELOR LUXE MOTOR OIL ADVERTISING POSTER, CIRCA 1935,

proclaiming racing success and achievements 1926-1934, full-color lithograph design by Studio BB Paris, depicting Amilcar-style racing, professionally linen backed.

Approximately 23½ x 31½ ins.

\$700 - 900

41

A BUCHET AUTOMOBILES ADVERTISING POSTER BY A. FORMISYN, CIRCA 1910,

with vivid colors, the poster shows a touring car speeding down a country road with two lady passengers, as another car follows, professionally linen backed.

46 x 31 ins.

\$800 - 1,200

42

A 1955 GERMAN GRAND PRIX NURBURGRING POSTER,

this multicolored lithograph showcases the front of a racecar passing a wall of the participating nations flags, this poster was created for what would become a cancelled event due to the tragic events that year at Le Mans, professionally linen backed.

33½ x 22½ ins.

\$600 - 800

43

A FRENCH AUTO SCHOOL ADVERTISING POSTER BY A CAHON, CIRCA 1920,

brightly colored illustration showing an instructor playing with small cars and holding a steering wheel, professionally linen backed.

46 x 30 ins.

\$800 - 1,200

44

A BOUGIE COLIN SPARK PLUGS ADVERTISING POSTER, CIRCA 1920,

bold colors pop out on this comical advertisement, professionally linen backed.

Approximately 46 x 30 ins.

\$1,000 - 2,000

AUTOMOTIVE THEMED POCKET WATCHES

45

A MAXWELL "THE PERFECT WATCH" POCKETWATCH, SWISS, CIRCA 1925,

engraved limousine on reverse, together with a rubber tire pocketwatch, Germany, circa 1930.

\$250 - 350

46

A PIERCE ARROW BRANDED GRUEN POCKETWATCH, AMERICAN, CIRCA 1915,

white gold filled case, elegantly engraved around the bezels and embossed leaves on the face with the "Pierce-Arrow" text. Arabic numbers and a second hand at the 6 o'clock position. The reverse is vacant and waiting for an inscription of your choice.

\$600 - 800

47

A TERRAPLANE BRANDED ELGIN POCKETWATCH, AMERICAN, CIRCA 1935,

gold, hunters style pocketwatch, Roman numerals on face with "Terraplane" across the center, a second hand sweep at the 6 o'clock position, floral engraved case.

\$400 - 600

48

A HUDSON BRANDED ILLINOIS POCKETWATCH, AMERICAN, CIRCA 1925,

gold case, "Hudson Motor Cars" logo in the center of the porcelain face, second hand sweep at the 6 o'clock position. The reverse has a small vacant cartouche surrounded by finely engraved floral design.

\$800 - 1,000

49

A STARCARS BRANDED WALTHAM POCKETWATCH, AMERICAN, CIRCA 1925,

gold case, gilt "Star Cars" logo and embellishments on the porcelain face, second hand sweep at the 6 o'clock position, engraved, textured reverse with a vacant cartouche in center. Missing crystal.

\$600 - 1,000



45



46



47



48



49





MASCOTS

50
A 'FLAMBEAU' MASCOT BY F. BAZIN FRENCH, 1925,
 marked F.Bazin, a fine, gilded bronze version of a stylized man with torch,
 displayed on a wooden base.
Height 9¼ ins.
\$1,000 - 1,200

An example of this mascot can be seen in Dan Smiths *Accessory Mascot* on page 15.

51
A DE DION BOUTON ENGINE MASCOT, CIRCA 1910,
 rare original promotional mascot made for the early French car manufacturer,
 De Dion Bouton. Very interesting and detailed mascot is made from cast
 alloy in the form of a De Dion Bouton single cylinder engine. The front of the
 engine bears the company's name and the date 1901.

Around the base is the caption "Exécuté 40,000 Fois - Tous L'ont Copié
 Aucun Ne L'a Egale" (which approximately translates as: "40,000 produced
 – No copies are equal"). (Mounted on a period Bakelite radiator cap.
 Overall height 6ins.)
\$2,000 - 3,000

52
**A DECORATED PROSPERITY STEIN MASCOT FROM THE
 AMERICAN PROHIBITION ERA, CIRCA 1925,**
 marked 'Happy Days, Here's How, Repeal', chrome-plated brass,
 excellent unused condition, NOS in original box.
Height 6 ins.
\$800 - 1,200

53
A BAT MASCOT BY GRÉGOIRE, FRENCH, CIRCA 1920,
 signed, all bronze example, nice detailing throughout.
Wingspan 6 ins.
\$800 - 1,200

An example of this mascot can be found in William C. Williams book
Motoring Mascots Of The World on page 152.

54
A 'BOU BOU' MASCOT BY LE VERRIER, FRENCH, 1922,
 signed and marked France to base, nickel-plated pewter, depicts a path-
 finding monkey with lantern. Complete with period bulb in lantern which
 was once wired for illumination, on rolled wooden base.
Overall height 7½ ins.
\$1,000 - 1,200

An example of this mascot can be found in William C. Williams book
Motoring Mascots of the World on page 163.





55
A RARE 'MONKEY IN CIRCLE' MASCOT BY ABIT. M, FRENCH, CIRCA 1920S,
 brass, marked ABIT. M, artfully depicts a monkey balancing itself in a ring, mounted to a marble base.
Overall height 6 ins.
\$1,500 - 2,500

56
A FINE AND RARE 'LE CHAR FT 17 RENAULT TANK' MASCOT, BY FIX MASSEAU,
 signed FIX MASSEAU (Pierre Felix Masseur 1869-1937), bronze complete with its integral radiator cap mounted on an ebonized base. This fantastic mascot was awarded a special prize at the Concours of the L'Auto in 1921.
Height 3 ins.
\$3,000 - 5,000

An example of this mascot can be found in William C. Williams book *Motoring Mascots Of The World* on page 110.

57
A LARGE FLYING INSECT MASCOT,
 silver-plated bronze, very detailed with red jeweled eyes, mounted to a period radiator cap.
Wingspan 7¾ ins.
\$2,000 - 3,000

58
 A fine original example, brass, chrome-plated, mounted on period radiator cap.
Length 3¾ ins.
\$700 - 900

58
A FINE BARRAGE BALLOON MASCOT, BRITISH, CIRCA 1940,
 a fine original example, brass, chrome-plated, mounted on period radiator cap.
Length 3¾ ins.
\$700 - 900

An example of this mascot can be seen in Dan Smiths *Accessory Mascots* on page 80.

59
AN EXTREMELY RARE 'MASTER JOHN, GOOD DAY' MASCOT, FRENCH, 1925,
 marked Master John Made in France to base, molded alloy figure with articulated arms, one of which is holding his hat and the other a cane. In period when mounted to a car, it came with a cable that affixed to a knob on the dash and when pulled Master John would tip his hat. This mascot has since lost his cable but the movement in his arms is still present. In original "as-used" condition, mounted on a marble base.
Height 13½ ins.
\$3,000 - 5,000

An example of this mascot can be seen in William C. Williams book *Motoring Mascots of the World* on page 168.



61



62



60

60

A FINE AND RARE OPALESCENT 'NAÏDE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH,

a wonderful opalescent example of a mermaid with flowing hair and is holding a seashell to her ear.

Approximately 5 ins. high

\$7,000 - 9,000

61

A POST-WAR 'TÊTE DE COQ' MASCOT IN CLEAR GLASS BY LALIQUE, FRENCH,

wheel cut 'R Lalique' rear of base, in clear glass, depicting a standing cockerel, first introduced February 10th, 1928, catalog number 1135.

Height 8 ins.

\$2,000 - 3,000

62

A RARE TURQUOISE 'TÊTE DE PAON' MASCOT BY RENÉ LALIQUE, FRENCH, 1928,

in rare turquoise glass, molded R Lalique to side of neck, molded France to the underside of the base rim, first introduced February 3rd, 1928, beak has been artfully polished down.

Height 7 ins.

\$8,000 - 12,000





63

63
**A 'GRANDE LIBELLULE' GLASS MASCOT
BY RENÉ LALIQUE, FRENCH, 1928,**

clear and frosted glass with slight grey tinted center, molded signature R.Lalique to side section above base, also etched R.Lalique, France to side of outstretched lower body, first introduced on May 23rd 1928, catalog number 1145.

Height 8¼ ins.

\$8,000 - 10,000

64
**A PETITE 'LIBELLULE' GLASS MASCOT BY
RENÉ LALIQUE, FRENCH, 1928,**

frosted and polished glass, first introduced on April 28th 1928, catalog number 1144.

Approximately 6¼ ins. long

\$7,000 - 10,000



64





65



66

65
AN OPALESCENT 'VITESSE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1929, a rare example in opalescent glass, molded in relief 'R. Lalique and France' signature immediately above base, in a beautiful satin finish, introduced September 17th 1929, model number 1160. *Approximately 7¼ ins. high*
\$28,000 - 32,000

66
A 'HIRONDELLE' MASCOT IN CLEAR GLASS BY RENÉ LALIQUE, FRENCH, 1928, clear and frosted glass, molded 'R Lalique' to rear of base, depicting a swallow with fanned tail, first introduced February 10th 1928, catalog number 1143, set in radiator mount on a custom base, *6 ins. high overall.*
\$4,000 - 6,000

67
A FINE OPALESCENT 'SIRÈNE' BY RENÉ LALIQUE, FRENCH, 1928, opalescent glass mascot, 'R. Lalique' molded in relief in tail, first introduced in 1928, catalog number 831, *approximately 4 ins. high.*
\$4,000 - 6,000

68
A 'SANGLIER' MASCOT IN DARK 'FUMÉE' GLASS, BY RENÉ LALIQUE, FRENCH, 1929, frosted glass, molded 'Lalique' between legs, introduced October 3rd, 1929, catalog number 1157. *Approximately 3¾ ins. high*
\$4,000 - 6,000

69
A 'SANGLIER' GLASS MASCOT WITH A SEPIA STAIN BY RÉNE LALIQUE, FRENCH, 1929, acid-etched R LALIQUE FRANCE on underside of base, lightly molded R. Lalique to left side negative space between hoofs, heavy sepia stained finish. *Height 3¾ ins.*
\$4,000 - 6,000





67



68



69





70



71



72





73

70
A RARE 'VICTOIRE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,
 with a light amethyst tint, this model is also known as 'Spirit of the Wind', the signature R Lalique is molded, in relief, on the nape of the neck, first introduced April 18th 1928, catalog number 1147.
Approximately 10½ ins. long
\$20,000 - 25,000

71
A FINE 'LEVRIER' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,
 clear and frosted mascot featuring a running greyhound intaglio molded in a round plaque, R. Lalique France in glass at lower quadrant of mascot, first introduced March 14th 1928, catalog number 1141.
7¾ ins. long
\$7,000 - 10,000

72
AN 'ARCHER' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,
 a clear glass example of the Archer by R. Lalique, clear and frosted mascot featuring a kneeling archer intaglio molded in a round plaque, R. Lalique in glass at lower quadrant of mascot, first introduced August 3rd 1928, catalog number 1126.
5 ins. high
\$3,500 - 4,500



74

73
A 'COQ NAIN' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928,
 clear and frosted glass, with deep impressed mark 'Lalique, France', catalog number 1137.
Height 7 ins.
\$3,500 - 4,500

74
A GOOD PRE-WAR 'A TETE D'AIGLE' EAGLE HEAD GLASS MASCOT BY RENÉ LALIQUE, INTRODUCED 14TH MARCH 1928,
 a stylized, frosted glass eagle's head, with antique finish, molded 'R. Lalique France', catalog number 1138, introduced in 1928,
Approximately 4½ ins. high
\$6,000 - 8,000

75
A 'FAUCON', GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1925,
 molded 'R.Lalique' and wheel-cut 'France' to edge of tapered base, with engraved catalog number '1124' rear of base,
Height 6¼ ins.
\$4,000 - 5,000



75





76



77



78

76
A FINE AND RARE 'GRENOUILLE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, 1928, clear and frosted glass, etched R.Lalique France to base, first introduced May 3rd, 1928, catalog number 1146.
Height 2¼ ins.
\$14,000 - 16,000

77
A LOT OF TWO, LARGE AND SMALL, R. LALIQUE MASCOT REPLICA BREVES GALLERY MOUNTS, made with stem and lock ring, stainless steel chrome plated with rolled hardwood bases, in as-new, unused condition. (2)
\$800 - 1,000

MISCELLANEOUS AUTOMOBILIA

78
A FINE GROUPING OF ROYAL DOULTON CERAMICS, 1903-1913, China; made in England, scenes created by the artist George Holden. Lot is comprised of 5 hand painted transfers including, 1 'Blood Money' pitcher, 1 rare 'Deaf' spittoon, 1 'Deaf' plate, 1 'Room for 1' plate, and 1 'After the run' plate, all in exceptional condition. (5)
\$2,000 - 3,000

79
A RARE 1952 BECKER NURBURG RADIO, refurbished by Becker AutoSound LLC in 2011, previously installed in a 1952 Mercedes-Benz 300, together with original speakers and antenna.
\$2,000 - 4,000

80
SIATA 208S BRONZE BY STEVE POSSON, 2007, a 208S being refueled during a race as its helmeted driver looks on, limited edition of 73 produced for participants of the 17th California Mille, nicely displayed on marble base.
Approximately 12 ins. x 6 ins.
\$800 - 1,000

81
A 1927 OM SUPERBA CALIFORNIA MILLE AWARD, model of a 1927 OM Superba (this model swept the top three positions in the 1927 Mille Miglia), metal, mounted on wooden base, numbered one of 80 produced, by Bruce Wheeler, commemorating the California Mille historic race car tour.
Car is 15 ins. x 6 ins.
\$400 - 600

82
A LOT OF NOS MILLE MIGLIA GEAR, a canvas and leather La Festa Mille Miglia (Japan) bag by Kitamura Motomachi in original dust cover, together with a red canvas and leather Mille Miglia duffel bag by Brics, a size XL mechanic's coverall bearing the Mille Miglia logo, and a 1000 Miglia men's size M vest.
\$400 - 600

83
A 2006 CALIFORNIA MILLE BLUE LEATHER ITALIAN CAFE-RACER STYLE MOTORCYCLE JACKET made in Italy, 100% calfskin with a distressed treatment. This cafe racer style jacket creates a vintage aesthetic while California Mille patches and exposed zipper details keep it unmistakably modern. Complete with reinforced elbows and sleeve zippers. 1000 Miglia is tastefully emblazoned across the back. Shell: leather; lining: polyester. Stand collar with extended tab and snap closure. Zip front. Right and left lower side entry zip pockets. Size 52 Euro or U.S. 42, men's medium.
\$800 - 1,200

84
A 1950S JAGUAR "ROLLER" BLOTTER WALNUT VENEER DESKPIECE, originally a presentation piece from the factory, given to the vendor's father, who was a dealer in period. Charming cast bronze Jaguar head and constructed of the same veneer used in the Jaguar saloons of the era.
Approximately 6 x 3 ins.
\$400 - 600





79



80



81



82



83



84



PEDAL CARS



85

A ROLLS-ROYCE SILVER CLOUD PEDAL CAR FROM TRI-ANGS, molded plastic design, with many bells and whistles. Together in original box. 'Spirit of Ecstasy' not attached.
Approximately 50 ins. long
\$800 - 1,200

Originally distributed by Hamleys and Harrods.



86

A 1941 PONTIAC PEDAL CAR BY MURRAY, no detail was missed when restoring this little charmer. Stunning two-tone red and blue paint job with white pin striping. Complete with chrome window trim, hub caps on the honey comb wheels and a hood ornament. A perfectly presentable piece.
Approximately 37 ins. long
\$2,000 - 3,000

A 1941 PONTIAC PEDAL CAR BY MURRAY, nice restoration with chromed bright work elements consisting of a hood ornament, window trim, bumper and steering wheel that set off an interesting paint scheme. Finished in green livery with white and red pin striping. Detailed honey comb wheels and white wall tire add the perfect period touch.
Approximately 35 ins. long
\$2,000 - 3,000



87



88

A 1952 GENERAL SAD FACE PEDAL CAR BY MURRAY, pressed steel design, chrome trimmed windshield, hubcaps and mirrors. A like new restoration, finished in white with green trim.
Approximately 37 ins. long
\$800 - 1,200

A 1958- 55 CHEVY LANCER PEDAL CAR BY MURRAY, completely restored to almost period specs, chrome trimmed windshield, detailed wheels, antenna, and hood ornament. Finished in a two-tone burgundy and white.
Approximately 41 ins. long
\$1,000 - 1,200



89



90

A 1958 CHAMPION FLAT FACE PEDAL CAR BY MURRAY, striking lines on this beautiful, metallic blue finished pedal car, chrome steering wheel, windshield trim and hood ornament, detailed wheels topped off with sharp decals. A great restoration.
Approximately 37 ins. long
\$800 - 1,200



91



92

A 1950'S FIRETRUCK PEDAL CAR BY MURRAY, this unique and attractive pedal car is complete with two wood ladders, hose and chrome bell. Finished in Fire Engine red with correct decals, this piece is quite presentable in its completely restored state.
Approximately 41 ins. long
\$1,000 - 2,000



92

A 1960 ASTRONAUT CAR PEDAL CAR BY MURRAY,

appearing freshly restored and quite desirable, this Astronauts car has bright decals of a rocket and NASA style logo in blaze orange on a white base.

Approximately 35 ins. long

\$800 - 1,200



93

93

A 1950S JEEP BY HAMILTON,

light play wear on an original pedal car, "stars and bars" decal on right and left doors with USAF paint still intact, overall appears complete.

Approximately 42 ins. long

\$400 - 600



94

95

94

A 1956 SUPERJET PEDAL CAR BY BMC,

a rare original in original condition. Appears complete with all factory parts and decals. Some age and wear with play and time only add to its authenticity.

Approximately 36 ins. long

\$300 - 600

95

A 1936 FORD PEDAL CAR BY STEELCRAFT,

completely restored and outfitted with all the period correct chrome accouterments, detailed wheels in a lighter shade of green set off the emerald body that this jaunty little car is finished in.

Approximately 37 ins. long

\$2,500 - 3,500



96

96

A 1962 ROADMASTER CHECKERED CAB PEDAL CAR,

covered with sharp, detailed decals that describe exactly what this checkered taxi's identity is, antenna intact along with wheels and side view mirrors, a nice restored example of a period yellow cab.

Approximately 34 ins. long

\$500 - 700

97

A 1936 CHRYSLER AIRFLOW PEDAL CAR BY STEELCRAFT,

fully restored with a striking blue finish, chrome window trim, hub caps, steering wheel and mascot; glass head lamp lenses, nice detailing to grille and pin striping. Steel window trim is slightly bent.

Approximately 47 ins. long

\$2,500 - 3,500



97

98

A 1933 SKIPPY FIRE CHIEF PEDAL CAR BY GENDRON,

fabulous stream-liner design finished in white with red trim, adorned with the Fire Chief decals and chromed bell over chromed radiator with flanking chromed headlamps, a fine restored classic.

Approximately 47 ins. long

\$1,000 - 2,000



98

99

99

A 1952 TEXACO WRECKER PEDAL CAR BY MURRAY,

Texaco branded tow truck finished in red, detailed wheels and tow hook with crank.

Approximately 48 ins. long

\$800 - 1,000



100

1958 LAMBRETTA TURISMO VELOCE 175

Frame no. 08541

Engine no. 175 TV 6081

170cc Single Cylinder 2-stroke

23mm Dell'Orto Carburetor

9hp, Maximum speed 65mph

4-speed transmission

Expansion type 2-wheel finned drums

Hydraulic shock absorbers front and rear

- A 1950s design icon
- Very rare Series 1 example
- Beautiful voluptuous bodywork
- Exquisite restoration on an original machine
- Tuners ideal, square bore and stroke – 60mm



Innocenti's famed Lambretta Turismo Veloce 175 came about as a direct result of rival Piaggio's 1955 launch of their flagship model the Vespa GS 150. To reclaim the high ground Innocenti went all out and responded with the TV 175, which was a totally new design moving away from the open format of the previous LC and LD models.

Eventually launched in 1957, the TV 175 was utterly gorgeous, it had curves and exuded glamour, very much in tune with the style of the period – think Sophia Loren or Anita Ekberg. Not only was the TV a sensational looker, it was quick, with a top speed of 65mph. It breathed through a 23mm Dell'Orto, the largest carburetor ever applied to a road going Lambretta. For the tuners it had the magical square bore and stroke of 60mm and it wouldn't be long before the new design would find itself in competition.

The motor was a new design with a four speed gearbox and a modern enclosed duplex chain drive which contributed to better overall performance. Cooling was aided by small slots cut into the side panels, a feature unique to the Series 1 machines. Rear suspension used a helical spring and hydraulic shock absorber, while front dampers helped the scooter's handling - front dampers would remain a fixture on all future top-of-the-line models, through to the DL 200.

During the brief course of production the machine was developed (there were three versions) and improved, thumbwheel adjusters for the clutch and front cable were dropped and locked with a pin, and eliminated by the third series. A particularly attractive feature, the slotted bezel around the 70mph speedo – a la the Rolex President – was unique to the TV.

Sadly the Series 1 TV did not stay in production very long, mainly due to the costs of production for an all-out, no expense spared attack on a competitor. It was overly sophisticated, complicated even, requiring the sort of maintenance one would usually provide for a racing Maserati. Thus enter the Li series...

The example presented today has been the subject of a meticulous restoration over a number of years, and marque expert Patrick Fitzgibbons of Ptown Scooters has orchestrated the work, employing some of the best craftsmen in the Portland, Oregon area. The paint was mapped from the original color (Lechler Ivory – 8028) and looks resplendent. The engine has only running in miles. No replacement of the original panel work was necessary – it's a remarkably original machine.





Few operational examples of the complex and rare Turimo Veloce 175 exist in the United States and with exceptionally low production numbers this statement could apply internationally. Innocenti's beautiful if flawed masterpiece stands as a 1950s design icon in such exalted company as a Rolex sports watch or a Leica camera. We highly commend this lovely example.

\$20,000 - 30,000

Please note that this motorcycle is titled as a 1959.





100A

Offered from the William M. Keck Estate

1948 PETERBILT

Chassis no. 601275

The restored example presented today was used by the Superior Oil Company (now part of ExxonMobil) back in the 1940s as an oil field truck.

Powered by the superb Hall-Scott engine – E.J. Hall of the eponymous company had developed the valve system of the Dusenberg racing engines of the 1920s – this wonderful survivor is directly and historically connected to the Keck family and is operational and ready for show or display.

\$15,000 - 20,000

Without reserve





100B

Offered from the William M. Keck Estate

1949 INTERNATIONAL KB-8

Chassis no. KBS812429

The International K series trucks were known for their build quality and durability, and also for their modest cost. They featured a 6 cylinder engine with a 360ci displacement mated to a five speed transmission with overdrive on fifth. Torque was measured at 282lb ft at 1200rpm.

The robust chassis frame was by pressed steel channels with deep center sections.

The example offered from the Keck estate features a period and very attractive horse trailer.

\$8,000 - 10,000
Without reserve

Please note that the trailer included in this Lot is titled as a 2000 STAND with chassis number 3278.





LOT 128 - 1966 FERRARI 275 GTB COMPETIZIONE

MOTORCARS

January 15, 2015 at 11am

Lots 101-184

Additional images for each lot can be
found at Bonhams.com/Scottsdale



1972 PORSCHE 911T 2.4 COUPE

Chassis no. 9112102873

Engine no. 6124407

2,341cc SOHC Flat 6-Cylinder Engine

2 Weber Carburetors

130bhp at 5,600rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Desirable 1972 model-year 911 with external oil filler and 2.4-liter engine*
- *Presented in its factory delivered Black color*
- *Highly optioned example*
- *Porsche Certificate of Authenticity included*

**THE PORSCHE 911**

Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless up-grades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972.

Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911 in 1973.

THE MOTORCAR OFFERED

1972 was quite an interesting year in terms of 911 production. A major visual difference was the decision to place the oil filler externally on the right rear fender, ensuring very easy access when topping up the oil, but also adding considerable confusion to some owners and operators, who would occasionally fuel up the engine! On the technical side, the flat six was punched out to nearly 2.4 liters, ensuring a broader power band and more torque.

The smart 1972 911T 2.4 offered here was completed at the Porsche works near the end of the 1972 model-year production run. The new Porsche was finished in a sinister black color over a black leatherette interior and charcoal carpets. Equipped for the US market, the T was optioned with the smart Fuchs alloy wheels fitted with Dunlop tires, sway bars front and rear, loudspeakers and





antenna, tinted glass all around, comfort equipment and air conditioning. The 911's first owner remains unknown, but it is believed to have resided in the Southern California area. In the summer of 1974, the black Porsche was sold through Los Angeles based Westwood Porsche/Audi to a Mr. Clifford McMullen, who is believed to have traded the German sports car soon after to a Mr. David L. Spellerberg.

Mr. Spellerberg, a bronze sculpture artist working out of his Westlake Village atelier, is believed to have kept the black 911T until 2009, when he sold it to a resident of Jacksonville, Florida. At this point, the Porsche is believed to have had just over 64,400 miles since new. About five years later, the 911 returned to the greater Los Angeles area, when purchased by the consignor.

In need of some cosmetic restoration, the consignor entrusted the 911 to renowned Fillmore, California based Coachcraft Restorations, of Coachcraft Coachbuilding fame. Run by Rudolph Stoessel's son, the company, initially based in North Hollywood, has been handling award-winning restoration of some of the most important European sports cars for several decades. While at Coachcraft, the 1972 911T was refinished in the factory delivered Black, while the interior was neatly trimmed in Black with Pepita-check inserts. The Porsche was serviced, and the factory fuel injection system was replaced with a set of Weber carburetors.

Today, this classic 1972 911T 2.4 presents beautifully throughout. The car retains its original, matching numbers engine, and the original chassis tags are still present. The

headliner and much of the bright work remain original and untouched, and speak for the mild climate this Porsche has resided in. Offered with owner's manuals and its Porsche issued Certificate of Authenticity, this black 1972 2.4 T Coupe has some exciting features, and is ready for its next enthusiastic owner.

\$75,000 - 100,000
Without reserve



1984 FERRARI 512 BBi

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFJA09B000052775

Engine no. F110A 01017

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

340bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Believed to be a low-mileage, highly original example*
- *One of just 141 examples from the final 1984 model year*
- *Offered from long-term California ownership*
- *LHD European-specification model*
- *Desirable black over black color combination*

**THE FERRARI 512 BBi**

1984 was the final year for Ferrari's incredible 512 Berlinetta Boxer *iniezione*, as this stunning supercar would be replaced by the new Testarossa the following year. Introduced at the Paris Auto Show in late 1976, the 512 BBs were an evolution of the 365 GT4 BB, which featured Ferrari's first-ever flat-12 engine intended for a production road car. In 1981, the carbureted 512BB was replaced by the BBi, with its Bosch K-Jetronic fuel injection system.

Despite this cleaner-running engine, the BBi remained on the long list of European performance cars that were not permitted entry to the United States, Ferrari's most important market. While a few "grey-market" cars found their way into the US under temporary "non-highway use" registrations, others who desperately wanted to import a BBi were forced to contract with an approved American shop that could make the necessary alterations to "federalize" the car. Thus a number of 512 BBs and BBis made their way to the US and eventual legal registration.

the owner's manual) or 188 mph, as shown in the shop manual. The BBi was constructed on a tubular steel frame and clothed in a steel body designed by Pininfarina. That powerful flat-12 was tied to a five-speed manual rear transaxle. Suspension was of traditional race-car style, with unequal-length A-arms with dual coil springs and an anti-roll bar at both front and rear.

The BBi was initially fitted with metric-sized Cromodora alloy wheels and metric tires, but many owners eventually changed those out for conventional wheels that could accommodate more readily-available tire sizes. The cabin was luxuriously appointed, with leather seating and thick carpets. BBis came standard with air conditioning, power windows, and three-point inertia-operated seat belts. 1007 BBis were built in total, but only 141 in 1984, its final year of production.



The fuel-injected model produced either 340bhp at 6,000 rpm – according to figures in the factory owner's manual – or 360bhp at 6,200 rpm, according to the factory service manual. Either figure is impressive, more than enough to give the BBi a top speed in excess of 160 mph (again,





THE MOTORCAR OFFERED

This handsome 512BBi is of European specification, and it appears that it too was among those imported to the United States for federalization. Its first American registration was issued by the state of Illinois on May 17, 1985, and this car eventually made its way to California where its owner parked it in his garage amongst a gaggle of other low-mileage modern Ferrari classics. Like the other cars in his garage, the '84 512 BBi was rarely, if ever, driven.

This 512BBi's odometer reads a mere 9,815 miles today, which could indeed be the original mileage, if the odometer was calibrated from the originally installed kilometers-per-hour unit. Its *Nero* black paint is in beautiful condition, and its matching *Nero* black leather interior is as clean and unmarked as might be expected in a car with such minimal use over three

decades. It is fitted with a Pioneer stereo and fader unit, its original Cromodora alloy wheels, and tires that are believed to be the original units. Because this car appears to not have been driven for an extended period, a thorough mechanical inspection and replacement of consumable items such as tires, belts and seals is strongly recommended before road use.

Despite its lack of use in recent years, this 512 BBi is an increasingly collectible Ferrari model from the Enzo-era, offering style, limited production numbers, and the unmistakable wail of a Ferrari flat 12-cylinder engine. One of the few Enzo-era models that has yet to reach its zenith among the collecting community, this particular 512 BBi stands out as an exceptional example, and is poised for further collector recognition in the coming years.

\$140,000 - 180,000



1989 PORSCHE 930 TURBO CABRIOLET

VIN. WPOEB0939KS070567

Engine no. 68K01126

3,299cc SOHC Turbocharged Flat 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

5-Speed G50 Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Extraordinarily well-kept, fewer than 22,000 miles from new*
- *Desirable final production year 930 featuring the G50 transaxle*
- *Striking Apricot Beige over Mahogany Brown color combination*
- *Highly collectible, limited production Porsche in exceptional original condition*
- *Offered with Porsche Certificate of Authenticity and CARFAX report*

**THE PORSCHE 930**

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

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

What set the 930 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, *Motor's* Roger Bell reckoned what made the Porsche so different was that it "hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an intercooler

in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Due to strong emission regulation in the US, the Turbo was not imported for the US market between 1979 and 1984, but returned in 1985, now equipped with upgraded Motronic engine management systems. Targa and Cabriolet versions were also introduced.

The final production year of the legendary 930 Turbo was 1989, and these desirable end-of-the-line cars were fitted with the prized Getrag G50 five-speed transaxle, ensuring few cars would compete with the 930's unquestionable dominance on street and on the race track. More refined than hitherto yet retaining its high performance edge, the Porsche 930 Turbo sold in the thousands, arguably becoming the definitive sports car of its age.





THE MOTORCAR OFFERED

Offered here is an extremely well-kept, low-mileage Cabriolet example of the desirable, final production year of the original 930 Turbo, featuring the Getrag G50 five-speed transaxle. The 567th example built of the 600 car model-run, this exceptional 930 was completed at the Zuffenhausen Porsche factory in July of 1989, finished in the very unique and not often seen Apricot Beige. A US market example, it was finished exactly as it appears today, with its looks neatly set off by color-matched Fuchs alloy wheels and a medium brown convertible top. Inside, the 930 Cabriolet was fully equipped with top-of-the-line features, and trimmed in Mahogany Brown leather with matching premium carpets.

As is commonly known, Porsches of this era were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the

stamped VIN as the one the car is identified under. This car was given worldwide chassis number WP0ZZZ93ZKS070567, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WP0EB0939KS070567 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity is also based on its ultimate US-market VIN number.

The 930 is believed to have been delivered new to California; the accompanying CARFAX report documents emissions inspections in the Palmdale area in between 1991 and 1993. In 1996, the car had moved to Georgia for about a year, until passing through ownership in the state of Ohio in 1996. Between 1997 and 2000 the brown Cabriolet was owned by a New York based enthusiast, before returning to Ohio where it has remained until recently. The most recent owner purchased the car in 2008, and

renowned Ohio based Porsche specialists, Stoddard Imported Cars, Inc have serviced the 930 on several occasions.

With fewer than 22,000 miles recorded from new, a figure documented by the CARFAX report and plainly visible upon inspection of this magnificent Porsche's immaculate original condition, this desirable G50-equipped example of the legendary 930 must be one of the best examples available anywhere. With original finishes throughout, this car presents extremely well, and drives like a very lightly used car. Combining the unmistakable looks of a classic Porsche, the powerful Turbo motor, and the collectability that goes hand in hand with its low production figures, this extraordinary 1989 930 Turbo Cabriolet should not disappoint.

\$130,000 - 160,000
Without reserve



1946 CADILLAC SERIES 62 CONVERTIBLE COUPE

Chassis no. 8409520

Engine no. 8409520

346ci L-Head V8 Engine

Single Two-Barrel Carburetor

150bhp at 3,400rpm

3-Speed Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully restored Cadillac Series 62 Convertible Coupe*
- *Rare 1946 model year example*
- *Equipped with many power amenities*
- *Class, style and power from the immediate post-war era*
- *CCCA Senior First Prize Winner*



THE CADILLAC SERIES 62

Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, the firm's superior precision manufacturing technology soon establishing it as the foremost builder of quality cars in the USA. Always innovators in automobile technology, the company continues to produce cars recognized everywhere as symbols of wealth and prestige.

During the 1930s it seemed that almost every year brought with it a landmark advance in the development of Cadillac's long-running V8 engine, which by the decade's end had been rationalized to a single 346ci (5.7-liter, 150bhp) variant, the expensive V12 and V16-engined coachbuilt models having been dropped. While the V8 engine produced only moderate power, it was incredibly smooth, had gobs of

torque, and was only at the very beginning of its development potential. Frequently mated to the optional (\$174) Hydra-matic automatic transmission, the Cadillacs were effortless cruisers and conveyed an image of success and discerning taste.

The Series 62's beautiful Fisher-built 'Projectile' or 'Torpedo' bodies had first appeared on the 1940 range and featured a revised front-end treatment for '41, establishing a pattern that would last for several years. Indeed none other famed American sportsman than Briggs Cunningham drove a Series 62 himself. In 1950 a Cunningham-entered Cadillac Coupe De Ville finished tenth at Le Mans that year driven - in lounge suits - by the Collier brothers.

THE MOTORCAR OFFERED

This elegant and beautifully restored example of the classic Series 62 Cadillac is one of fewer than 1,400 examples produced for the 1946 model year. In 1946, the US automobile industry was just getting back to automobile production with the end of WWII, and today these 1946 examples are prized for their scarcity.

This Cadillac's early history is not known at present, but the car is believed to have resided in the Denver, Colorado area since new. By the mid-1990s, the prominent and elegant Convertible Coupe was owned by Mr. Charlie Wisherd, proprietor of A & T Parts and Restoration Garage. Mr. Wisherd is understood to have purchased the car about a decade earlier from Mr. and Mrs. Norby, and prior to that, the Series 62 Cadillac is believed to have been in static storage for about 20 years. Then, in January of 1995, the car





was purchased from Mr. Wisherd by Denver, Colorado resident, Mr. Al White. In need of a restoration, the Cadillac was treated to a comprehensive overhaul in the mid-1990s, with the paintwork carefully restored, the upholstery done by Mr. Anthony Maise, and the plating performed by Alert Plating.

Mr. Tom Kostecky of Littleton, Colorado purchased the car from Mr. White's estate in 1998, and soon treated the engine to a complete overhaul by Mr. Mark Clayton. After this, Mr. and Mrs. Kostecky embarked on the elegant Convertible Coupe upon the 10-day, national CCCA CARavan, where the Cadillac reportedly performed faultlessly.

Purchased by the consignor in 2004, the beautiful Cadillac still presents extremely well inside and out today. Carrying CCCA badge

number 2315, the car has been awarded the Senior First Prize attesting to its quality, and is accompanied by a comprehensive history file containing receipts and a shop manual.

Having accrued only a few thousand miles since restoration, this very advanced Cadillac was state-of-the-art for its day, equipped with numerous power features including its top, windows, antenna and front seat. A technological and style leader of the period, this wonderful Cadillac offers class, power and elegance in spades.

\$90,000 - 120,000
Without reserve



1961 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 875246

Engine no. R1372-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable outside bonnet latch, welded-louver, flat-floor E-Type Roadster*
- *Single family ownership for over 50 years*
- *Matching numbers, factory left hand drive example*
- *Beautifully restored inside and out*
- *Offered with Heritage Trust Certificate and history file*

**THE JAGUAR E-TYPE**

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

When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance. Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved aerodynamics. The car featured

4-wheel independent suspension, disc brakes all around and a 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark.

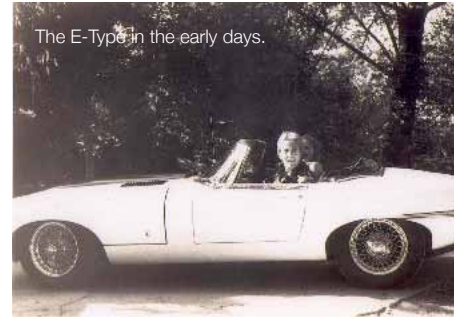
Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed. With spare parts readily available, a number of marque clubs to join and many driving and Concours events to attend, the E-Type is an excellent, widely admired collector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

THE MOTORCAR OFFERED

Jaguar completed this early E-Type Roadster, chassis no. 875246, on July 18, 1961. Featuring the sought-after outside bonnet latches, flat floor and welded louvers, it left the factory as the 246th E-Type built. The new E-Type was equipped for the US market with left hand drive, and finished in a cream exterior color, trimmed in red hides and fitted with a black convertible top.

First sold in San Francisco on September 19, 1961, this early Roadster's first owner is recorded to have been Bay Area doctor V.H. Hollinger. The Jaguar would remain with Dr. Hollinger until 1963, when fellow San Francisco resident Mr. Leonard B. Iffla purchased the car. The E-Type served Mr. Iffla as a "daily driver" for many years, and is believed to have covered a staggering 300,000 miles during this time. The E-Type remained in





The E-Type in the early days.



The E-Type in a family photo.



the Bay Area with Mr. Iffla until 2001, when the car was passed on to his daughter in Houston, Texas. The car has remained in her ownership ever since, therefore it is a one-family owned car for over half a century.

Between 2001 and 2003, the E-Type underwent a comprehensive restoration, addressing both cosmetic and mechanical aspects of the car. The car was beautifully finished in the period correct and very classic combination of British Racing Green over a biscuit Connolly leather interior and a black top. A few thoughtful modernizations for enhanced usability were added, and these include include a new radiator and fan, electronic ignition and adjustable shock absorbers.

Once restoration was complete, the Jaguar was shown extensively throughout the southwestern United States and won multiple awards,

including the 2004 JCNA Southwest Regional Championship and 2011 JCNA Driven National Championship. The car was also featured in *The E-Type Magazine*, in a piece that was honored as the Jaguar Club of North America article of the year in 2004. The original owner's manual, detailed receipts and photos of the restoration accompany the car, along with its Jaguar Daimler Heritage Trust Certificate.

This numbers matching, California delivery, outside bonnet latch Series 1 E-Type is being offered from the same single-family ownership in which it has spent the last 50 years. Featuring the initial, purest iteration of the famed E-Type styling, this Roadster contains the prized features unique to the earliest examples produced, including the outside bonnet latches, welded louvers and flat floors. All of these features were later abandoned in the name

of practicality, production costs and model development, and make this a particularly notable, rare example of one of the most iconic sports cars of the 1960s.

\$275,000 - 375,000

Please note that this vehicle is titled with chassis number J62875246.



1976 TRIUMPH TR6

Chassis no. CF57955 U0

Engine no. CF48250UE

2,498cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

Approximately 105bhp at 5,400rpm

4-Speed Manual Transmission with Overdrive

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- *Very well restored example of the TR6*
- *Sporting Triumph from the tail end of production*
- *Powerful and torquey 2.5-liter six-cylinder*
- *Equipped with air conditioning and hardtop*
- *Offered with extensive history file*

**THE TRIUMPH TR6**

Its sports cars having relied exclusively on four-cylinder engines, Triumph turned to six cylinders to improve the performance of the much-loved 'TR' series. Similar to the preceding TR4A - the first TR with independent rear suspension - but with Triumph's 2.5-liter, six-cylinder engine installed, the TR5 was produced during the 1968 model year only pending the arrival of the TR6.

Restyled for 1969 by Karmann of Osnabruck, the TR6 sported a full-width nose and squared-off tail. Under the skin the chassis remained basically the same as its TR4A ancestor. Good for 120mph with acceleration to match, the six-cylinder TRs are arguably the most exciting Triumph production cars ever made, continuing to enjoy an enthusiastic following world-wide and an excellent network of spare parts and service providers.

THE MOTORCAR OFFERED

This smart TR6 was the 373rd to last car produced, and was delivered to the first owner, a Mr. George Kosovilka of Stanford, Connecticut in April of 1976. Mr. Kosovilka is believed to have kept the TR6 for at least a decade, before selling the car to Mr. John Ignoza of Point Pleasant, New Jersey.

By the mid-1990s, the Triumph was starting to show its age, and was treated to a comprehensive, three-year restoration. During the restoration, the induction system was upgraded to SU carburetors, and electronic ignition and hardened valves and seats were installed. A stainless steel exhaust system, Minilite wheels and high performance suspension and brake components were installed as well.

Finished in charming Tahiti Blue over a tan interior, this sporting TR6 is equipped with

air conditioning and a hardtop. Still showing exceptionally well today, the TR6 must have been well cared for since the restoration. Complete with an extensive history file containing details of the restoration, a better-presented TR6 will be hard to find.

\$25,000 - 35,000

Without reserve

Please note that this vehicle is titled with chassis number CF57955U.



107

1987 MERCEDES-BENZ 560SL

VIN. WDBBA48D9HA073604

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

- *Low mileage example of Mercedes' V8 classic*
- *A California car for many years*
- *Highly original example of the end-of-the-line 560SL*
- *Complete with both soft and hardtop*
- *High-quality Mercedes-Benz cruiser*



THE MERCEDES-BENZ R107

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it – after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. The next-generation 230/250/280SL in 1963 brought Mercedes' sports car down to Earth, replacing both the incredible 300SL and four-cylinder 190SL.

For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date.

By the late 1980s - near the end of production - the third-generation Mercedes-Benz SL was somewhat dated. Although it had gotten various

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

THE MOTORCAR OFFERED

This highly original example of the Mercedes-Benz 560SL is believed to have been in California since new. The car's CARFAX report shows consistent emission inspections in the Palmdale and Pasadena, California regions, and corroborates the mileage of just over 50,000 miles since new.

Elegantly presented in white over the original grey interior, this beautiful 560SL is complete with both soft and hardtops, books and tools. A high quality Mercedes-Benz ideally suited to open top touring, with nearly all the power amenities as a modern car, yet with the elegance and style of the classic Mercedes-Benz SL.

\$20,000 - 30,000
Without reserve



1969 JAGUAR E-TYPE SERIES II 4.2 COUPE

Chassis no. 1R 27025

Engine no. 7R 7969-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Believed to be one owner until 2013*
- *Beautifully restored*
- *Patriotic color combination of BRG over cinnamon*
- *Great example of the E-Type Series II FHC*

**THE JAGUAR E-TYPE**

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

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

XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

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

THE MOTORCAR OFFERED

According to this E-Type's Heritage Trust Certificate, it was built at the Browns Lane Jaguar works on October 8, 1969. Denoted as a left hand drive Series 2 Fixed Head Coupe, the E-Type was finished in Sable over Cinnamon interior trim, and fitted with a manual transmission. A US market example, the E-Type made its way to the British Leyland distributor in New York, where it would be sold to its first owner.

Remarkably, according to the vendor, the E-Type is said to have remained with its original owner, an architect, from 1969 until 2013. At this time, the consignee discovered the E-Type in careful storage in a heated garage in Salt Lake City, Utah and was able to negotiate its purchase. Its long-term owner, Mr. Robert Halander, is said to have driven the Jaguar about 80,000 miles over the course of the





its lifetime before deciding circa 2004 to complete a ground-up restoration, this work being entrusted to two well-known restoration establishments. Jaguar expert Walt Osborn of Vintage Jag Works was retained for mechanical aspects of the restoration, while body and paintwork was performed by Troy Lundquist Restorations of Sandy, Utah.

During restoration, the decision was made to paint the Jaguar in the patriotic hue of its British racing forebears, that being British Racing Green of course. This neatly complements the superb cinnamon interior, a most fitting color combination for the model. Brightwork appears to have been re-chromed, while the Jaguar's matching numbers 4.2-liter straight six engine is said to have been rebuilt.

After restoration was complete, the Jaguar was driven about 4,500 further miles by its long-term owner before being sold to its current owner, who in 2013 completed a great deal of additional mechanical sorting. The radiator was re-cored, water pump replaced, speedometer rebuilt, while triple SU carburetors were installed.

Offered with its original owner's operating handbook, jack, and knock-off hammer, as well as two new clip on side mirrors, the Jaguar has most recently been a Jaguar class award recipient at local Concours. Resplendent in British Racing Green, it presents as an excellent example of the late six-cylinder E-Type Coupe, a model that looks like a great bargain today compared to its Series I predecessors.

\$55,000 - 75,000
Without reserve



1969 MERCEDES-BENZ 280SL

Chassis no. 113.044.12.011368

Engine no. 130.980.12.050293

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

170bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Beautiful example of Mercedes-Benz's classic 'Pagoda' 280SL
- German-delivered example complete with hard top
- Sports car performance with saloon car comfort
- Fitted with period Becker radio
- Offered with copies of factory build sheets, books and tools

**THE MERCEDES-BENZ 280SL**

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

These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like "sex on

wheels" helped enormously too, of course. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car enthusiast market, and many celebrities and film stars owned 280SLs.

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-liter six-cylinder engine that produced 170bhp, 20 horsepower more than the preceding 250SL. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor. Christened "pagoda top" after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day, and are increasingly sought after by collectors who have rediscovered their significant merits.





THE MOTORCAR OFFERED

Assembled at the Mercedes-Benz factory in Stuttgart, Germany, during the summer of 1969, this fine 280SL left the factory on July 18 that year. As new, it was finished in DB568 Signal Red, with matching hard top, and trimmed with a black MB Tex interior.

The 280SL was equipped for the home market, and found its first owner in the Duisburg area, in Germany's Ruhr region. The car's early history remains unknown, but at some point the Mercedes-Benz migrated to the United States, where it has remained since. The 280SL's exterior was finished in the current black, and it is apparent that many mechanical and cosmetic refurbishments have been performed over the years. It should be noted that the car's engine number does not match the one listed on the factory built records, and suggests that another unit has been installed.

Displaying good panel gaps, this 280SL has that outstanding quality feel so indicative of the marque. Complete with hardtop, Becker radio, books, tools and copies of the factory build sheets, this fine example of the legendary Pagoda-top 280SL is ready for its next caretaker.

\$90,000 - 120,000
Without reserve

Please note that this vehicle is titled as a 1970.



1962 MASERATI 3500GTI COUPE

Coachwork by Touring

Chassis no. AM101.2524

Engine no. AM101.2524

3,485cc DOHC Inline Six Cylinder Engine

3 Weber Carburetors

220bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- Exceptionally well-presented example of Maserati's legendary GT
- Certified by Maserati Classiche
- Matching numbers and presented in original factory delivered livery
- Desirable late-production example featuring 5-speed ZF 'box and disc brakes
- Extensive history file includes copies of factory built sheets

**THE MASERATI 3500**

Introduced at the Geneva Auto Salon in 1957, the Maserati 3500 GT was the replacement of the legendary A6G/2000 model of the mid-1950s. Each one a tribute to the racing heritage of one of Italy's most storied car builders, the 3500's engine was a derivative of the world championship-winning Maserati Tipo 250F Formula 1 racer. The 3.5-liter aluminum twin cam six-cylinder engine produced 220bhp in the initial carbureted form, and featured twin plug ignition- a marvel of a machine.



The 3500's alloy body was designed and built by Carrozzeria Touring and utilized the firm's famous *Superleggera* lightweight construction techniques. The smart pillar-less Coupe featured a sleek profile, with side-vent trim on the lower front fenders.

By the early 1960s, 3500s became equipped with a desirable ZF five-speed manual transmission, replacing the 4-speed used earlier, and disc brakes on all four wheels. The GTi designation arrived in 1962 — the "i" signifying Lucas-sourced fuel injection; this tuning would bump the power to 235bhp.

The 3500 GT remains one of the most iconic Maseratis ever produced, and represents a perfect blend of Italian coach building finesse and sporting GT characteristics.

THE MOTORCAR OFFERED

Offered here is a wonderful Maserati that sits at the pinnacle of 1960's Italian GT cars. Featuring stylish Touring *Superleggera* coachwork, a potent six-cylinder twin cam twin-plug aluminum engine and five-speed transmission, the 3500 stands tall against Aston Martin's DB4 and other neighboring company, notably Ferrari's 250 GT Lusso.

This exceptional 3500, chassis no. AM101.2524, was completed at the Modena based Maserati factory in November of 1962. Built in the latter part of the model's production run, this sporting GT benefitted from the upgrades and evolutions adopted during the model run, such as disc brakes on all four wheels, a long-legged ZF five speed transmission, and Lucas mechanical fuel injection, although clients could still option their 3500 with Weber carburetors instead of fuel injection if desired.







AM101.2524 was finished as it appears today, fitted with Touring *Superleggera* Coupe body number 12701, painted in the striking *Celeste Ardenza* light blue metallic, trimmed in red Connolly leather interior and equipped with silver Borrani disc wheels.

The new Maserati found its first owner in March of 1963, a Milanese resident by the name of Sig. Susi Arlandi Gandini. AM101.2524 is believed to have remained in Italy for about a decade, before being exported to the United States, where the elegant blue 3500 is recorded to have been owned by La Jolla, California resident Jeremy Cauley in the mid 1970s. From here, AM101.2524 traveled north to the Los Angeles area in the early 1980s, before ending up in the northwest part of the country with Seattle, Washington resident F. Mandarano in the late 1980s.

In 1995, AM101.2524 returned to Europe, where it would form part of several German collections for the next decade and a half. From 2005, the Maserati was owned by Michael Wachsmann of Haan, Germany. While in Mr. Wachsmann's ownership, AM101.2524 was treated to a light restoration, during which the original Lucas fuel injection was removed and boxed up, while a trio of period-correct Weber carburetors was installed. It should be noted that the fuel injection system is still with the car, and will be included in the sale of this car, should its new owner wish to bring the Maserati back to its fuel injected specification.

The work performed during its German ownership period was carried out by Bergmann Motorentechnik and included cylinder head refurbishment, brake work and an overhaul of several electrical components.

Again in 2010 and 2011, Bergmann Motorentechnik attended to the Maserati; this work included replacement of the clutch, and a re-commissioning of the transmission.

AM101.2524 returned to the United States in 2012, when Mr. Wachsmann sold the car to Virginia Beach resident Mr. Olivier Perrault. During this time, AM101.2524 was researched by Maserati S.p.A.'s Classiche Department, and certified by them as the genuine article. Maserati Classiche supplied a copy of AM101.2524's original *Caratteristiche Dell' Autotelaio Tipo* (Technical and Aesthetic Characteristics or factory built sheet), the *Avviso Spedizione* (Delivery Note) and the Certificate of Origin, all of which can be found in AM101.2524's extensive history file.

Today, this splendid Maserati GT shows incredibly well inside and out. AM101.2524





is finished as it appeared when new in 1962, in the smart *Celeste Ardenza*, beautifully complimented by a red interior – a color combination that fits the elegant Touring coachwork tremendously well. Light tan ‘oatmeal’ carpets further set the interior apart, and the large black Maserati steering wheel finishes things off nicely. The dashboard layout is a piece of art in itself, painted the same *Celeste Ardenza* color as the exterior, and housing a full complement of gauges with chrome trim rings, and a period Becker radio. The car’s kilometers-per-hour speedometer is still present, and it is believed that the 65,000-odd recorded kilometers is in fact the actual distance traveled during its lifetime.

The engine compartment is beautifully detailed, and the massive 3.5-liter twin cam, twin sparkplug straight six makes you aware

that these cars were in fact some of the most capable cars of the era. The original chassis and body plates are still in situ, as is the German chassis plate mounted in the 1980s.

AM101.2524’s extensive history file includes an instruction/workshop manual, a parts manual, old *Road and Track* articles featuring Maserati 3500s, repair and maintenance records, the car’s German registration paperwork, and most importantly, the files and certification from Maserati Classiche. Furthermore, a tool kit and jack is included, as well as the factory fuel injection system.

A great Italian GT car for high-speed motoring on rallies and driving events, the Maserati 3500 is a sophisticated Italian thoroughbred that combines usability with Touring-clothed elegance. From the golden

era of GT car production, AM101.2524 is ready for the next connoisseur.

\$275,000 - 350,000



1960 AUSTIN-HEALEY 3000 MK I BT7

Chassis no. HBT7L 9299

2,912cc OHV Inline 6-Cylinder Engine
 2 SU Carburetors
 124bhp at 4,600rpm
 4-Speed Manual Transmission with Overdrive
 Front Independent Suspension – Live Rear Axle
 Front Disc – Rear Drum Brakes

- *Expertly restored example of the Big Healey*
- *Classic British Racing Green over Beige livery*
- *Delivered new to Canada with a long list of options*
- *Great classic for weekend drives or rallies*
- *Offered with comprehensive history file and Heritage Trust Certificate*

**THE AUSTIN-HEALEY 3000**

The “Big Healey” retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the



preceding 100/6. Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

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

THE MOTORCAR OFFERED

This beautiful example of the early ‘Big-Healey’ is a first series example of the 3000 model range. Completed at the Healey works in the early part of May 1960, the new BT7 was configured as a left hand drive example and specified for the Canadian market. The car was finished in black over a red interior, and fitted with a black convertible top. This Healey's long list of factory equipment included wire wheels, a heater, adjustable steering column, overdrive, Dunlop Roadspeed tires and a Ivory white hard top, no doubt useful in conjunction with the heater for chilly early morning Canadian country jaunts. The new 3000 was dispatched on May 21 for the Montreal, Canada Austin-Healey agency, where its lucky first owner soon took delivery.

The Healey's early history remains vague, but by the 2000s, the car was owned by Ontario resident Bill G. Rising. In need of both





cosmetic and mechanical refurbishment, Mr. Rising embarked on a comprehensive, six-year restoration of the Austin-Healey, which was completed in 2008.

Most of the work was performed by Ontario, Canada based Austin-Healey specialists, Autofarm. A very thorough job was evident in the finished product; Autofarm restored nearly all of the car's cosmetics, while refurbishing the mechanical aspects throughout as well. The car's exterior was finished in the timeless and appropriate color of British Racing Green, while the interior was neatly upholstered in appropriately complimentary beige. The wire wheels were upgraded to the stronger 72-spoke type in chrome. A detailed description of the work performed can be found in the car's history file, as well as a CD with photos and the Heritage Trust Certificate detaining original build

details. It should be noted, that a new engine number plate was recently stamped with the engine number per the Heritage Certificate. The engine is of the correct type, but it has not been possible to confirm if it is in fact the original unit installed from new.

Today this charming BT7 presents beautifully in and out. Capable of highway speeds – especially with overdrive engaged - these cars are very usable, even retaining a degree of relative practicality, and parts are readily available. A Healey is a wonderful classic for rallies or Concours events, or simply a weekend getaway in classic British style - with room for luggage!

\$70,000 - 90,000
Without reserve

Please note that this vehicle is titled as a 1961.



The ex-Rt Hon. Lord O'Neill – Prime Minister of Northern Ireland

1955 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198.040.5500545

Engine no. 198.980.5500542

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- UK delivery Gullwing owned when new by the Prime Minister of Northern Ireland
- Professionally restored by Scott Grundfor Company
- Matching numbers example
- Beautiful example of Mercedes-Benz's legendary 300SL Gullwing
- Offered with MB Classic Zertifikat, copies of build sheets, books, tools and belly pans



THE MERCEDES-BENZ 300SL GULLWING

Instantly recognizable not only by automobile buffs, but virtually anyone on the planet, the immortal 300SL (for *Sports Leicht*) Gullwing coupe arguably competes for the title of "Greatest Sports Car of the 1950s", and surely qualifies for anyone's Top 10 list of the greatest automobiles of all time. A period favorite of wealthy celebrities, it ranks today among the most valued and collectable sports cars ever produced.

The 300SL coupe was the direct descendant of Mercedes Benz' Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes Benz historian W. Robert Nitzke writes that company management wanted to jump back into Grand Prix racing, where it had been so successful before the war, but lacked the time necessary to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series.

Because the engine and drivetrain were relatively heavy, the chassis would have to be very light. Test Department manager

Rudolf Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: There was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to raise the entry so that the doors cut into the roof, but that meant hinging them from the top, thus giving birth to this car's timeless signature design feature.

The 300SL's first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco's open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third coupe had gone off the road early in the grueling contest. Next came





the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race.

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea in its pocket for future use. After the grueling 24 hour epic, a pair of 300SLs had finished in the top two positions...and were then *driven* back to the factory!

Mercedes Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car, but the SLs weren't done; they reappeared in 1955 as the airbrake-equipped 300SLR, utilizing that feature

and a great many more of the advancements successfully tested on the company's Formula One racing cars. The year would bring triumph and tragedy; 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia – where Stirling Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour - the Nurburgring, Spa, Zandvoort, Aintree, Kristianstad, Monza, Dundrod, and Sicily's Targa Florio. The only setback, and one that would have devastating consequences, occurred at Le Mans, where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes Benz to withdraw from racing for many years.

New York imported auto entrepreneur Max Hoffman is credited with urging Mercedes Benz to build a production sports car based on the 300SL racing car. The 300SL Gullwing

in final form was unveiled at the New York International Motor Sports Show in early February, 1954, and actual production began that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection. It was, claimed the factory, "the fastest German production sports car". Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers, and in 1957, the elegant and improved 300SL Roadster appeared, proving even more successful from a sales standpoint, with 1,858 units produced.





THE MOTORCAR OFFERED

Completed at the Mercedes-Benz works in July of 1955, this exceptional Gullwing was finished exactly as it appears today. Painted in the sporting color of DB 534 *Feuerwehrrot*, or Fire Brigade Red, the flashy 300SL's interior was completed in the fawn MB-Tex, with seats trimmed in fawn bolsters and fitted with smart L2 *Gabardine* checked-pattern red plaid cushions. Unlike most 300SLs, this car was not destined for the US market, but for Great Britain and the



UK Mercedes-Benz agency in London. The Gullwing was equipped as a special order car, with instruments in English, a 3.42:1 rear axle ratio and fitted with export license plates. All of these dates and records are neatly documented on the copies of the factory build sheets and the Mercedes-Benz Classic *Zertifikat* assembled in the car's history file.

Soon after arriving in the UK, the exceptional new Gullwing was delivered to its first owner, The Right Honourable Lord Terence O'Neill, Baron O'Neill of the Maine. Born in 1914, Lord O'Neill grew up in London, went to the finest schools, and went on to serve for the British Army in the Irish Guards during WWII. At the end of 1945, O'Neill and his family went to live in Northern Ireland, where he served in a series of political positions. Around the time he acquired the Gullwing, O'Neill was elevated to

cabinet level, until his appointment as Prime Minister of Northern Ireland in 1963. Lord O'Neill remained in office until 1969.

Lord O'Neill later sold the red Gullwing to a Mr. Lee, also residing in the UK, who eventually sold the car to a Mr. Handel. The Gullwing made its way to the US in sometime in the 1970s, where Los Angeles resident Mr. Max Spitznagel is believed to have been the next owner, before it was purchased by Downey, California, enthusiast Mr. Friedrich H. Wegener. At this point the Gullwing was still in remarkably original and unrestored condition, still painted red and with the old interior intact, but surely in need of re-commissioning. Mr. Wegener would keep the car in dry storage, surely intending to freshen the car and use it at a later date, however never got around to it.





In 2005, the aging yet original Gullwing became known to renowned 300SL restorer and historian Scott Grundfor. Mr. Grundfor was able to purchase the car from Mr. Wegener on behalf of the current owner, and soon after a full restoration was begun. Photos taken prior the restoration work are present in the car's history file, and clearly show just how original and complete the Gullwing was. Over the next two and a half years, Mr. Grundfor went through the Gullwing from stem to stern, addressing all mechanical and cosmetic aspects, and finishing it in the factory delivered livery. The finished car is nothing short of breathtaking, and is finished to a level of accuracy seen among only the best 300SL restorers.

The 300SL's original drivetrain, including the matching numbers engine, was naturally

all retained, and since the car was in such remarkably original condition to begin with, it was not necessary to remove the body from the chassis frame, thereby not disturbing the integrity of the coachwork. In addition to the correct L2 *Gabardine* checked-pattern red plaid seat cushions, a second set of seat cushions was made in fawn MB Tex, and can easily be swapped as desired. A set of period correct luggage was sourced from Taris Charysin, and is neatly strapped down on the rear luggage tray, and books, history file, tools and the original belly pans accompany the sale of the car.

Having resided for the past decade in the carefully curated collection of a single and devoted Malibu, California based connoisseur of the finest collector cars, this stunning Gullwing is one of the finest examples we have ever had

the pleasure to offer for public sale. Service and maintenance work has been performed by Rene Luteraan's Van Nuys Sports Cars, and thanks to his efforts, on a recent test drive a Bonhams specialist had the distinct pleasure of experiencing just how well a good 300SL drives. A wonderful example of the legendary Gullwing, this car has a prominent history boasting noble ownership, an exciting color combination, and will undoubtedly receive invitations to many of the world's most prestigious vintage motoring events.

\$1,300,000 - 1,600,000

Please that this vehicle is titled with chassis number 300SL5500542.



1967 PORSCHE 911S 2.0 COUPE

Chassis no. 308081S

Engine no. 961788

1,991cc SOHC Flat 6-Cylinder Engine

2 Weber Carburetors

160bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Only two owners during its first 4+ decades*
- *Desirable short wheelbase example*
- *Offered with Porsche Certificate of Authenticity*
- *First year of the highly regarded 911S*

**THE PORSCHE 911**

A modern classic if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower.

The first of countless up-grades came in 1966 with the announcement of the 911S. Easily distinguishable by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, an

increase of 30% over the regular 911, that helped lift the top speed to 140mph. Other improvements included Koni shock absorbers, a front anti-roll bar for a sportier chassis and more powerful ventilated disc brakes. Over the past 40 years few sports cars have proved as versatile as Porsche's perennial 911, a model that has proved equally capable as a Grand Tourer, circuit racer or rally car. Success in the latter role came only a few years after its introduction, when works driver Vic Elford became European Rally Champion in 1967. In the modern era the 911 has established itself as one of the most popular and successful cars in historic rallying worldwide.

THE MOTORCAR OFFERED

This first year 911S was completed on June 9th, 1967. A well-optioned example, the high-performance 'S' was fitted from new with a set of optional halogen fog lights, a Blaupunkt 'New York' radio, a loudspeaker, an antenna, and Dunlop 165/15 tires and was trimmed in Polo Red over black leatherette. Its first owner kept the car for nearly two decades before selling it to the second owner in 1986.

Upon acquiring the car, its second owner spent a few summers driving and enjoying the 911 with his wife, but the birth of twins in 1989 relegated the 911 to a heated garage. When opportunities to take the car out arose, the desire to have the Porsche serviced held things up, exacerbated by the fact that the closest Porsche specialist was 100 miles away – alas, the sporting 911S spent the next two-plus decades off the road.





Showing fewer than 73,600 original miles, most recently the 911S's matching numbers two-liter flat six has been brought back to life and cleaned. Changed from red to white during the first owner's tenure and fitted with A-Programme 5.5" steel wheels in place of the original, skinny 4.5" Fuchs five spoke alloys, this short wheelbase 911 is ready for a thorough refurbishment and then driven 'as-is', or could lend itself to a full restoration should its next owner desire to embark down that path.

These early 911's are highly sought after these days, especially the top of the line, high-performance S model. Here is a fantastic opportunity to acquire a genuine, matching numbers 911S from the first year of series production for this hallowed model.

\$160,000 - 190,000

Without reserve



1990 FERRARI TESTAROSSA

Design by Pininfarina

VIN. ZFFSG17A8L0083742

Engine no. A04018159

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

390bhp at 6,300 rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Just 171 miles and one owner from new*
- *Offered from long-term California single ownership*
- *One of the lowest-mileage Testarossas in existence*
- *Wonderful un-touched condition inside and out*
- *An utterly original example of Ferrari's 1980's flagship supercar*

**THE MODERN FERRARI TESTAROSSA**

The Type F110 Testarossa dazzled the automotive world on its 1984 introduction at the Paris Lido supper club, a venue as unexpected as the design of Ferrari's new top-of-the-line GT. The new Testarossa (for "Red Head", the color its camshaft covers were painted) – revived a model name long associated with Ferrari's most successful 12-cylinder competition cars. It was the first 12-cylinder Ferrari designed specifically for the American market, filling a void left by the outgoing 512 BBi, which had never been officially approved for US sale.

The design of its radically-shaped body, just 44.5 inches high, was markedly longer and wider than that of the already-bulky earlier 512, and was credited to Leonardo Fioravanti, Ian Cameron, Guido Campoli, Emmanuele Nicosia, and Diego Ottina at *Carrozzerie* Pininfarina. It was essentially a very long and wide wedge,

but what first attracted the viewer's eye were the long horizontal side strakes. Likened by some critics as akin to a "cheese-slicer", these strakes had a specific purpose: to guide air along this car's flanks and into its rear-quarter cooling intakes. To some onlookers, they were over the top, but others found them fascinating. Early Testarossas were fitted with the problematic Michelin TRX metric tires on dedicated Cromodora center-lock wheels, but cars built after 1988 received less fussy five-bolt "Star" alloys for which conventional tires were more readily available.

The Testarossa's greater dimensions provided its two lucky occupants more interior space and luggage-carrying capacity suitable for a true grand touring car. Dry weight increased to something above 3200 lbs, but that bulk was largely offset by its powerful, mid-mounted

five-liter 390 bhp "boxer" flat-12 that had first appeared in the 365 Berlinetta Boxer and continued through the succeeding 512 BB and BBi variants.

In spite of its critics, the new Testarossa soon became a best-seller for Ferrari, especially after it proved itself to be the world's fastest production car, with a 180-mph claimed top speed. The economic boom of the 1980s made the Testarossa a relatively affordable supercar; more than 7100 examples had been built and sold by 1991.





THE MOTORCAR OFFERED

This Testarossa has lived a remarkable life as it has been literally unused, kept as a time-warp in as-delivered condition. Discovered in a northern California garage, the Testarossa had formed part of a small collection of Italian high-performance, low-mileage exotics that had been gathered by an enthusiast who essentially never drove his cars after purchasing them. This amazing Testarossa had been driven only 171 miles when it was parked 24 years ago, and is indeed a "time-capsule", and without a doubt one of the lowest-mileage Testarossas in the world. After an initial inspection, one expert said the interior was "the most perfect and original" he'd ever seen.

Supplied with its original spare wheel, comprehensive tool kit and jack, and its original owner's manuals, this Testarossa presents a very rare opportunity to acquire a time-capsule

example of Ferrari's most extreme design of that period. As offered, it would be suitable for any collection of great Italian sports cars. If its next owner wishes to enjoy its superlative performance on the highway, a thorough recommissioning with replacement of all consumable parts would be advised.

\$125,000 - 200,000



1959 MERCEDES-BENZ 190SL

Chassis no. 121040.10.9500417

Engine no. 121921.10.9500441

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Wonderfully restored example of the classic 190SL*
- *Retains its original, matching numbers engine*
- *Delivered new to the USA and Max Hoffman's famous import agency*
- *A beautiful Mercedes-Benz for Sunday drives or local Concours*
- *Offered with copies of factory build sheets, books and tools*

**THE MERCEDES-BENZ 190SL**

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

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was

a 1,897cc overhead-camshaft four, the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, this M121 power unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h.

The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could outperform it while costing a good deal less, did nothing to deter sales. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz plant in Stuttgart in February of 1959, this beautifully restored example of the elegant 190SL was finished in black over a red leather interior, equipped with sealed beam headlights, luggage and Dunlop tires, and was soon shipped off to New York and Max Hoffman's now-legendary US distributorship.

The 190SL's early ownership history remains vague, however it is believed to have resided for some years in California where it later formed part of The Blackhawk Collection. An old set of black and yellow California license plates are with the car, suggesting this 190SL might have been in the Golden State since the 1960s. An extensive restoration has been performed in its past, and it is evident upon close inspection that the work was done to a very high standard. The brilliant red





paintwork, as well as the brightwork, shows extremely well, and a thoroughly detailed engine compartment awaits once you open the hood. All rubber gaskets and seals appear to have been replaced, and overall fit and finish throughout is highly impressive.

The neatly trimmed tan interior is inviting, with tight seat cushions and bolsters and a Becker Europa radio gracing the dashboard, neatly complimented by the classic VDO instruments, ivory colored steering wheel and gear shift knob. Complete with the original, matching numbers engine, tan soft top, tool roll, books and copies of the factory build sheets, this beautiful 190SL is a charming and attractive example, ready for its next caretaker.

\$150,000 - 180,000

Without reserve



1969 FERRARI DINO 246 GT SERIES L

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 00542

2,419cc DOHC V6 Engine
 3 Weber Carburetors
 195bhp at 7,600rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Desirable early-production, L-Series Dino 246 GT*
- *Multiple FCA Platinum Award winning example*
- *Thoroughly researched history and provenance*
- *The 65th example of just 355 L-Series Dinosaurs produced*
- *Offered with Marcel Massini's history file, restoration records, books and tools*

**THE FERRARI DINO 246**

Introduced at the Turin Motor Show in 1967, the all-new Dino 206GT was initiated due to the need of a Formula 2 power plant for Ferrari's racing program. A mid-engined layout with a compact, aluminum coupe body was chosen, with styling entrusted to the legendary Pininfarina. The two-liter, 180bhp motor was good enough to propel the Dino to 142mph, and while there were few complaints about the car's performance, the high cost mandated by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,500rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high..." The Dino, thus, was and remains truly a driver's car par excellence.

As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT coupes and 1,274 GTS spiders by the time the model was deleted in June of 1974.



Testing the ultimate V6-engined Dino – the 246GT – in 1972, the authoritative American motoring magazine *Road & Track* enthused, "it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for







THE MOTORCAR OFFERED

This fine example of Ferrari's legendary 246 Dino was built in the desirable first series of the 246 production-run, referred to as the L-Series. These 355 L-Series Dinosaurs featured the larger 2.4-liter engine, but retained many of the early 206 GT production features the most noticeable of which are the distinctive knock-off Cromodora wheels.

This car, chassis no. 00542, left the assembly line in October 1969, making it the 65th example produced in the series. It was first sold on January 13, 1970 in Verona, Italy to Girolamo Gabaldo of Padova. Gabaldo owned the car for the following year and a half, having it serviced that summer at the factory service center in Maranello, before selling it on to Gino Roncaio, also of Padova. The Dino remained in its home country of Italy for the next decade, until it was exported to the US in

the early 1980s. The Dino resided in Southern California for about a decade and a half, passing through the hands of noted collector Ed Niles and Ferrari enthusiast Bill Biggs, among others, until being purchased by its current owner, a Seattle, Washington based enthusiast, in 1996.

Over the next four years a complete and accurate restoration was carried out using a vast collection of NOS parts sourced by the owner. Sergio Belli of Toronto, Canada performed the mechanical and electrical aspects of the restoration, while the bodywork was restored by Pebble Beach award winning painter Jon Byers, of Byers Custom and Restoration, in Auburn, Washington. The interior was reupholstered by Bill O'Donnel of Seattle, Washington, and was at this time changed from beige vinyl

to the current black with red cloth inserts and red carpets, using materials supplied in part by Fratelli Luppi in Modena, Italy. This restoration was completed to Concours standards, and details including numerous photos can be found in the Dino's comprehensive history file.

After the restoration was complete, 00542 went on to win FCA Platinum awards at the 2000 Concorso Italiano, the 2001 Cavallino Classic and the 2002 Ferrari National Meet where it also won the "Best V6" award. Being an early production, European delivery L-Series Dino, it boasts numerous features not seen on later, American delivery cars. 00542 features has the desirable knock-off hub wheels, interim Daytona-style steering wheel and slimmer bumpers that curve into the front grill as opposed to the larger,





straight bumpers of the later cars. These early L-Series cars were generally more spartan and lighter than their later 246 brethren, benefiting from aluminum skins on the doors, hood, trunk and engine cover and numerous magnesium engine parts, giving them more in common with the preceding-model 206 than with the later model 246 variants. It should be noted that although a period correct 246 GT L-Series motor and gearbox is installed in 00542 today, they are not original to the car but were quite possibly installed on May 18th, 1970 during recorded service by Ferrari Factory *Assistenza Clienti* at Viale Trento Trieste in Modena.

This car comes complete with a rare and correct tool kit, jack bag and associated contents, document pouch complete with the manuals, wiping cloth, dealer directory,

warranty card and key fob. Complete with a comprehensive history file including Marcel Massini's history report, this smart, early-production 246 GT should be just at home back to the Concours circuit or while being exercised on twisty roads - certainly its most natural environment, where its enjoyable and well-balanced driving characteristics can be savored and appreciated.

\$450,000 - 500,000

Without reserve



1973 PORSCHE 911E 2.4 TARGA

Chassis no. 9113210566

Engine no. 6231106

2,341cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

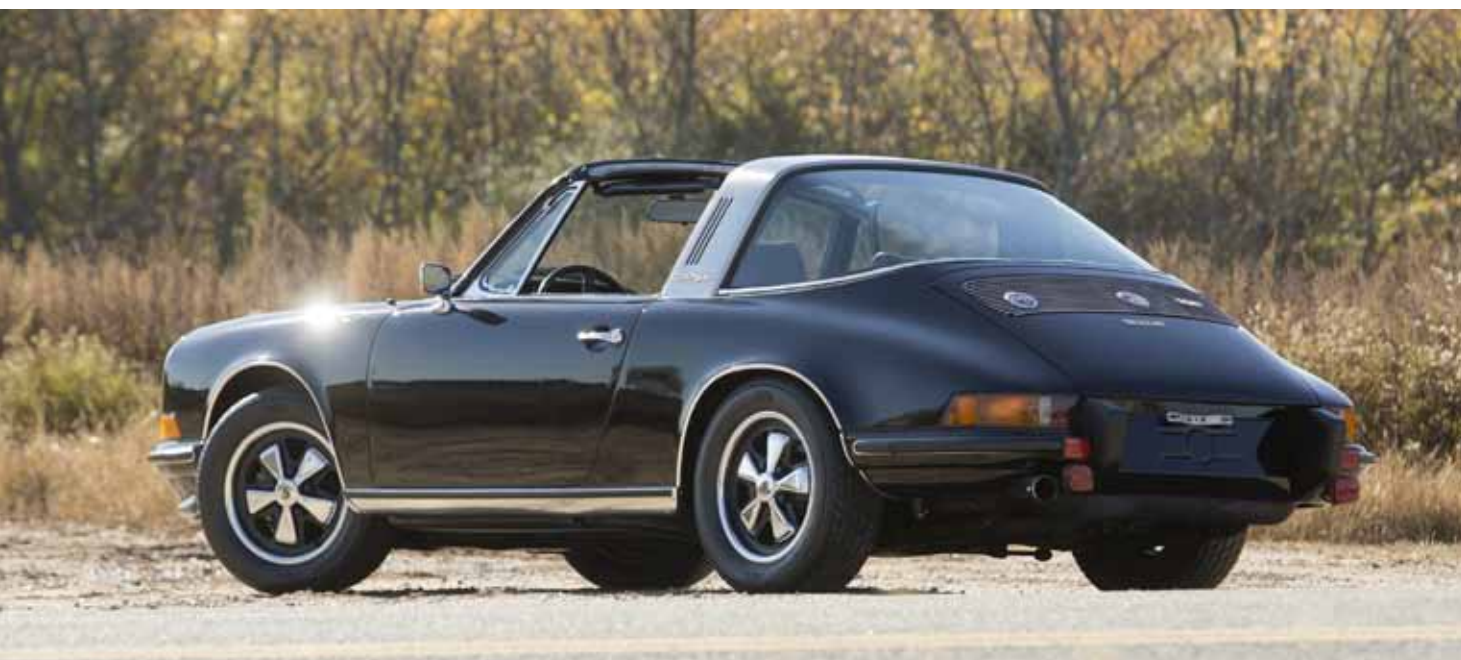
165bhp at 6,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly optioned, matching numbers 911E Targa*
- *Professionally restored to factory delivered specifications*
- *Desirable end-of-the-run 2.4-liter 911*
- *Shown at many PCA Concours events*
- *Offered with Porsche Certificate of Authenticity, books, tools and history file*

**THE PORSCHE 911**

"Is the 911 the Best Design Ever?"

- Allen St. John, *Forbes* magazine, April 2012.

This rhetorical question is just one of many tributes provoked by the passing of Ferdinand Porsche, all of which reference the 911. It serves as a poignant reminder that among Porsche's many achievements, he created one of the world's most revered production sports cars, a series that continues to endure over half a century after its introduction. Now on the far side of its 50th anniversary, the iconic shape of the 911 remains as coveted as it ever was. For drivers seeking state of the art technology, the seventh generation of the 911 will satisfy their needs, while each of its previous iterations provides a clear picture of the evolution of its design and formidable performance. Without question the most historically significant Porsche model of all time, the 911 lives on.

Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement.

In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911 in 1973.





THE MOTORCAR OFFERED

The sporting 911E offered here is one of the final examples offered in the last production year for the desirable long-hood, small bumper 911. These cars are by many considered the last of the pure, original iteration of 911 design, and they benefit accordingly from all of the upgrades carried out over the nearly decade long model run.

Completed at the Zuffenhausen Porsche factory in the spring of 1973, this 911E Targa was finished, much as it appears today, with the exterior finished in sinister black, the interior trimmed in brown leatherette, and equipped for the US market. The new 911E was treated to a long list of optional equipment, including Fuchs alloy wheels, sway bars mounted both front and rear, wheel well moldings, tinted glass, an engine compartment light, fog lights, antenna, and the highly desirable sports seats.

The 911E's early history remains unclear, but the car is believed to have returned to Germany at some point in the 1990s, where it was owned by an airline pilot, possibly an American based in Germany at the time. During the late 1990s, while in Germany, the car was restored to the beautiful, factory-delivered appearance it displays today. The work performed is neatly documented in a photo album accompanying the car today. The 911 returned to the United States later, and the many subsequent PCA trophies and awards assembled in the car's history file attest to an avid PCA Porsche collector's ownership.

Today, this matching numbers 911E Targa, from the end of the final production year if the 'classic' 911, shows beautifully inside and out. Complete with a photo album of the car's restoration, as well as owners manuals

and the cars Porsche-issued Certificate of Authenticity, this smart Porsche is ready for its next caretaker. With an enticing power band, excellent roadholding, and the pure, unmistakably look of the classic 911, the 2.4-liter cars are among the best ever to come out of Porsche's workshops.

\$110,000 - 140,000
Without reserve



1972 FERRARI 365 GTS/4 DAYTONA SPIDER

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 16473

Engine no. B2332

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Superb restoration by Junior Conway and Junior's House of Color*
- *Matching numbers example with Ferrari Classiche red book certification*
- *Believed to have been in California from new, with just two owners from 1982-2014*
- *One of the 123 haloed factory Spider models of the iconic Daytona*
- *Ferrari Club of America Platinum Award winning example*

**THE FERRARI 365 GTS/4 DAYTONA SPIDER**

"The Daytona has been called the last great front-engined supercar. For one who has thought about it, it is not difficult to see why; for one who has driven it, it is very easy to see why... A supercar must prove its superiority on ordinary roads; the Daytona did."

- L J K Setright, *Supercar Classics*, autumn 1983.

The ultimate expression of Ferrari's fabulous line of V12 front-engined sports cars, the 365GTB/4 debuted at the Paris Salon in 1968, soon gaining the unofficial name 'Daytona' in honor of the sweeping 1, 2, 3 finish by the Ferrari 330P4 sports prototype at that circuit in 1967. Pininfarina's Leonardo Fioravanti, later the famed *carrozzeria's* director of research and development, was responsible for the influential shark-nosed styling, creating a package that restated the traditional "long bonnet, small cabin, short

tail" look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. An unusual feature was a full-width transparent panel covering the headlamps, though this was replaced by electrically operated pop-up lights to meet US requirements soon after the start of production in the second half of 1969. Fioravanti later revealed that the Daytona was his favorite among the many Ferraris he designed.

In response to Lamborghini's 350GT, Ferrari's road-car V12 had gained four overhead camshafts during production of the 275GTB (cars thus equipped acquiring a '/4' suffix) and in the Daytona displaced 4,390cc. Power output was 352bhp at 7,500rpm, with maximum torque of 318lb/ft available at 5,500rpm. Dry-sump lubrication

permitted a low engine installation, while a five-speed transaxle enabled 50/50 front/rear weight distribution to be achieved. The chassis embodied long-standing Ferrari practice - being comprised of oval-section tubing - the all-independent wishbone and coil-spring suspension was a more recent development though, having originated in the preceding 275GTB.

Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' sports car. There was, however, servo assistance for the four-wheel, ventilated disc brakes. Air conditioning - vital for the US market - was optional, but elsewhere the Daytona remained uncompromisingly focused on delivering nothing less than superlative high performance.







THE MOTORCAR OFFERED

Although there had been no official open-top versions of its predecessor, the favorable reception of Luigi Chinetti's 275 GTB-based NART Spider no doubt influenced Ferrari's decision to produce a convertible Daytona. Again the work of Pininfarina, the latter was first seen at the Paris Salon in 1969, deliveries commencing in 1971. Although the rear end had been extensively reworked, so successful was Pininfarina's surgery that it was hard to credit that the Daytona had not initially been conceived as a Spider.

The most powerful two-seater, road-going GT and the world's fastest production car at the time of its launch, the Daytona was capable of over 170mph (274km/h) and is surely destined to remain a top-ranking supercar for eternity. Some 1,400 Berlinetta coupe models and just 123 Spider convertibles had been constructed when production ceased in 1973.

The history of this phenomenal Daytona Spider, chassis no. 16473, starts in the fall of 1972. The new Spider was the 72nd example built in the assembly sequence of the 123 car total production. Configured as a left-hand-drive Spider destined for the US, the Daytona was optioned with air conditioning and US-market instruments. 16473 was painted in the same color it wears today, the classic 20-R190 *Rosso Chiaro* red, and trimmed in VM 8500 *Pelle Nera* black.

As was the case with many of the world's expensive super cars of the era, the new Daytona Spider took months to complete and it wasn't until June of 1973 that 16473 was shipped off to the Western US Ferrari importer, Modern Classic Motors, owned by Nevada gambling pioneer and renowned collector William F. Harrah. However, 16473

was not to be sold through Modern Classic Motors, but instead found its first owner at one of California's most prominent and influential dealerships at the time, Chuck Vandagriff's Hollywood Sports Cars, at the time the oldest Ferrari dealer in the US. This was the place to buy and service the finest in European sports cars and exotica during the 1950's, 1960's and 1970's, and where racing legends such as Pedro Rodriguez, Phil Hill, Richie Ginther and Dan Gurney were often seen checking out the latest arrivals.

In February the following year, the Daytona Spider was offered for sale in the Los Angeles area with 6,600 miles on the odometer. 16473 is believed to have remained in the Los Angeles basin for the next eight years, when it was purchased in 1982 by Encino, California resident Steven









Nanny through S & A Italia Sports Cars of Los Angeles. The mileage recorded at the time was 25,000 miles. Mr. Nanny would keep 16473 in his collection until the mid-1990s, although the car was stolen (to be recovered two years later) while at Michael Sheehan's European Auto Sales, Inc in Costa Mesa, California in 1992.

The next and most recent caretaker of this splendid Daytona Spider became Mr. Gerald Barnes of Anaheim Hills, California. Soon after acquiring the rare Ferrari, Mr. Barnes embarked on a complete restoration, to make the nearly thirty-year-old car a show winner at Concours events. Seeking the most talented restorer for the job, Mr. Barnes entrusted 16473 to automotive paint legend Junior Conway and his Bell Gardens, California based facility, Junior's House of Color. Here

the rare Ferrari was completely dismantled, and all cosmetics and the bodywork and undercarriage stripped and re-finished to an exceptional quality in the car's original red hue. The Daytona's mechanicals were also thoroughly restored, with its original, matching numbers engine and transaxle refurbished by Norbert Hofer's Gran Touring Classics.

Once completed, 16473 was shown by Mr. Barnes at the 1999 Concorso Italiano, and again at the 2002 Ferrari Club of America National meet in Los Angeles, where the exceptional Spider was bestowed with the coveted Platinum Award. In 2007, 16473 was enrolled into Ferrari Classiche's certification program, and boasts its red book certification, acknowledging that it still retains its original, factory delivered chassis, engine, transaxle and body.

Today, 16473 remains in exceptionally well restored condition throughout. Close inspection reveals the superb job performed by Junior Conway, and meticulous maintenance and careful custodianship since. Fitted with Michelin XWX tires and a period Becker radio, 16473 is accompanied by a set of manuals and books, tools, and a matching Borrani spare wheel and tire. The car's history file includes Ferrari Classiche's red certification book, Marcel Massini's history report, and an abundance of restoration receipts. A legendary Ferrari model in its rarest form, this exquisitely presented Daytona Spider is truly an investment-grade example of the breed.

\$3,000,000 - 3,300,000

Please note that this vehicle is titled as a 1973.



1961 PORSCHE 356B 1600 SUPER HARDTOP

Coachwork by Karmann

Chassis no. 200880

Engine no. 085643

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

75bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Matching numbers example of the rare Karmann-built 'Notchback' 356*
- *Factory delivered with the high-output Super engine*
- *Presented in original livery of Black over Light Brown*
- *Beautiful condition inside and out*
- *Offered with Porsche Certificate of Authenticity*

**THE PORSCHE 356B**

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's greatest sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and

more spartan Speedsters and Roadsters, more than 76,000 examples in all by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet metal, while retaining the curved front trunk lid and rounded fenders of the 356A series. The B also added some features demanded by American customers; such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with

redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

Available from 1960-62, the Karmann built Hardtop Coupe models, or 'notchback' as they were nicknamed, represented a small quantity of 356B production. These cars are very rare today, and with distinctive looks and high build quality, they are highly sought after among Porsche collectors.





THE MOTORCAR OFFERED

This highly desirable, Karmann-built 356B Super Hardtop is a rare find these days. According to its Porsche Certificate of Authenticity, this stunning Porsche was completed on September 1, 1960, and built as a factory 1600 S (S for Super), denoting that it received the higher performance 75bhp engine as opposed to the standard 60bhp unit. Finished in a striking black over light brown leatherette upholstery, this elegant 356 must have been quite special to its original owner.

The car is believed to have been delivered new to the United States, where a Professor at New York's Queens College reportedly owned it until the early 1980s. The car's second known owner, a resident of Bedminster, New Jersey, would keep the car until 2010. During the early 2000s, the 356 was treated to a repaint in the original black color, and received a new

interior from the renowned Porsche upholstery specialists at Autos International. Further work included replacement of suspension bushings and shocks, a refurbishment of the original engine, and a brake service.

From New Jersey, the 356 moved to Florida for about 3 years, before being purchased by the consignor, an enthusiast on the East Coast with a taste for fine European sports cars. During his ownership, the rare Karmann Hardtop 356 was treated to a comprehensive mechanical and cosmetic overhaul, resulting in a beautiful presentation inside and out.

Retaining its highly desirable matching numbers 'Super' engine, this smart Karmann bodied 356B Hardtop is offered with tools, a spare wheel, and its Porsche-issued Certificate of Authenticity. A very rare model

of the legendary classic 356, this highly collectible Porsche should make a good companion for spirited drives or any number of vintage rallies, and should also be a welcome participant at Concours showings.

\$90,000 - 120,000
Without reserve



2005 MERCEDES-BENZ SLR McLaren

VIN. WDDAJ76F45M000305

5,439cc DOHC Supercharged V8 Engine
Multi-Point Fuel Injection
617bhp at 6,500rpm
5-Speed AMG Speedshift R Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Just two owners and less than 2,700 miles from new*
- *Presented in nearly showroom fresh condition*
- *Exceptionally powerful and luxurious supercar*
- *A perfect blend of Mercedes-Benz quality and McLaren/AMG performance*
- *Offered with CARFAX report, books and service paperwork*



THE MERCEDES-BENZ SLR McLaren

Introduced in 2003, the Mercedes-Benz SLR McLaren supercar was created through the collaboration of two legendary automotive powerhouses, Mercedes-Benz and McLaren Automotive. The result was a 617-horsepower, 206 mile-per-hour grand touring coupe that combined Mercedes luxury, AMG performance, and McLaren technology.

SLR, which stands for *Sport Leicht Rennsport* (Sport Light Racing), recalls the venerable



300SLR racing cars from the 1950s that were driven to victories in the Targa Florio and Mille Miglia by Sir Stirling Moss, along with the iconic 300SL road car. The SLR McLaren pays homage to these cars with its long hood, sweeping roofline, and side exit exhausts, reminiscent of the 300SLR 'Uhlenhaut Coupe'.

From a design standpoint, the SLR McLaren is unmistakably a modern Mercedes-Benz, with its rounded headlights and prominent three-pointed star, however the side vents and dramatic sweeping lines differentiate it from any other Mercedes. Moreover, the dihedral doors are a part of McLaren's DNA, as they were used on the mighty McLaren F1. These doors not only add drama to the car, they open in less space, which is important for a car as wide as the SLR, and recall racing cars from McLaren's past. The nose section is inspired by

the nosecone of a Formula 1 car, referencing the relationship between McLaren and Mercedes as race team and engine supplier. The sense of occasion demonstrated by the doors and the long, sweeping lines carries through to the interior. Inside, there is a pulsing red start button on top of the gearshift lever that initiates the riotous fanfare from the side-exit exhaust.

The SLR McLaren was manufactured at the McLaren Technology Centre in Woking, Surrey, England. It features a carbon fiber and carbon fiber reinforced plastic (CFRP) body shell and chassis and an all-aluminum supercharged 5,439cc V8 engine hand-built by AMG. The twin-screw Lysholm-type supercharger provides 16 psi of boost to the M115 powerplant. Mercedes opted for an AMG Speedshift R 5-speed-transmission to drive the rear wheels. It also features brake-by-wire





THE MOTORCAR OFFERED

“Sensotronic” carbon ceramic disc brakes, which offer improved fade resistance over steel discs and are assisted by an innovative active aerodynamics airbrake system.

Despite its high-tech construction and Formula 1 inspired technology, the SLR McLaren weighs nearly 4,000 pounds and retains the luxuries of a modern Mercedes-Benz, including climate control, 7-speaker BOSE sound system, multifunction steering wheel, and leather interior. The weight, however, doesn’t hinder its ability to perform, being able to achieve 60 miles-per-hour in 3.2 seconds and 100 miles-per-hour in 7.5 seconds.

This exceptionally well-kept example of the powerful SLR McLaren is being offered by its second owner and displays fewer than 2,700 miles since new. It is presented in excellent condition in the stunning combination of black exterior over black leather interior. The car arrived in the US after its construction in the UK and arrived here in January 2005. It was delivered new to Illinois where it lived for its first seven years, before its acquisition by an owner in Texas. This is the 305th SLR McLaren built, and is offered with books and service paperwork along with its CARFAX report, which shows no evidence of any accidents or repair work during its lifetime, though there is a mis-recorded odometer reading during a Texas safety inspection in 2013 that is most obviously a clerical error.

In close to showroom condition, this striking supercar begs to be taken out on the open

road and enjoyed. Now out of production, these historically important supercars will remain one of the most iconic, powerful and luxurious cars made in the early 21st century. Here is an excellent opportunity to own an exclusive, usable, extremely low mileage and iconic supercar that will undoubtedly be a future classic.

\$175,000 - 225,000



The Ex-Louis Rassey, Brooks Stevens and David Uihlein

1948 AUTOMOBILE SHIPPERS SPECIAL INDY ROADSTER

Engine no. 56

270ci DOHC Inline 4-Cylinder Offenhauser Engine
2 Riley Carburetors
325bhp at 5,200 rpm
2-Speed Manual Transmission
Front Torsion Bar – Rear Leaf Spring Suspension
4-Wheel Drum Brakes

- Multiple-time Indy 500 participant
- Driven by the immensely talented Bill Schindler
- Truly evocative 'upright' design
- Displayed at the Pebble Beach Concours d'Elegance
- A superb survivor from a magical period in open wheel racing



THE MOTORCAR OFFERED

In 1950 at the Indianapolis 500, Louis Rassey put a one-legged East Coast midget car racer, Bill Schindler, in his rail-frame 270 Offenhauser-powered upright racing car. It was a marriage made in heaven.

Bill Schindler had built a nearly unparalleled record of success racing midgets. He was a legend who drove all sorts of midget race cars – imaginative creations powered by outboard motors, JAP and Harley-Davidson vee-twins, Indian and Henderson fours, Ford V8-60's and the ultimate Offenhauser twin cam fours – to stirring, crowd pleasing wins in some of the most exciting races of the 1930s and 1940s. Schindler won on every surface, from dirt and pavement to the final surviving high-banked board tracks.

No one was faster or more consistent than Schindler, the "Freeport Flash", despite losing

his left leg following a crash at Mineola, New York in 1936. A multiple championship winner in midget series, and with nothing left to conquer behind the wheel of midgets, Schindler tried his hand in AAA Sprint Cars in 1950, filling in for Joie Chitwood filming racing sequences for the movie "To Please a Lady" starring Clark Gable in April.

Chitwood convinced car owner Ervin Wolfe to let Schindler substitute for him in a race on April 24, and Schindler showed what he could do, finishing second to Duane Carter in a stirring drive. The next race on the AAA circuit was the Indianapolis 500 and Schindler made the trek to the Brickyard in search of a ride. There no one seemed to be interested in a one-legged driver, especially one who had angered the AAA's owners years prior when he had set up the competing, and eventually supremely successful, American Racing Drivers Club, to

sanction midget racing. Lou Rassey's Auto Shippers Special also seemed a bit long in the tooth; it was aged. In a genius marriage, Rassey put the under-rated midget driver in his Big Car.

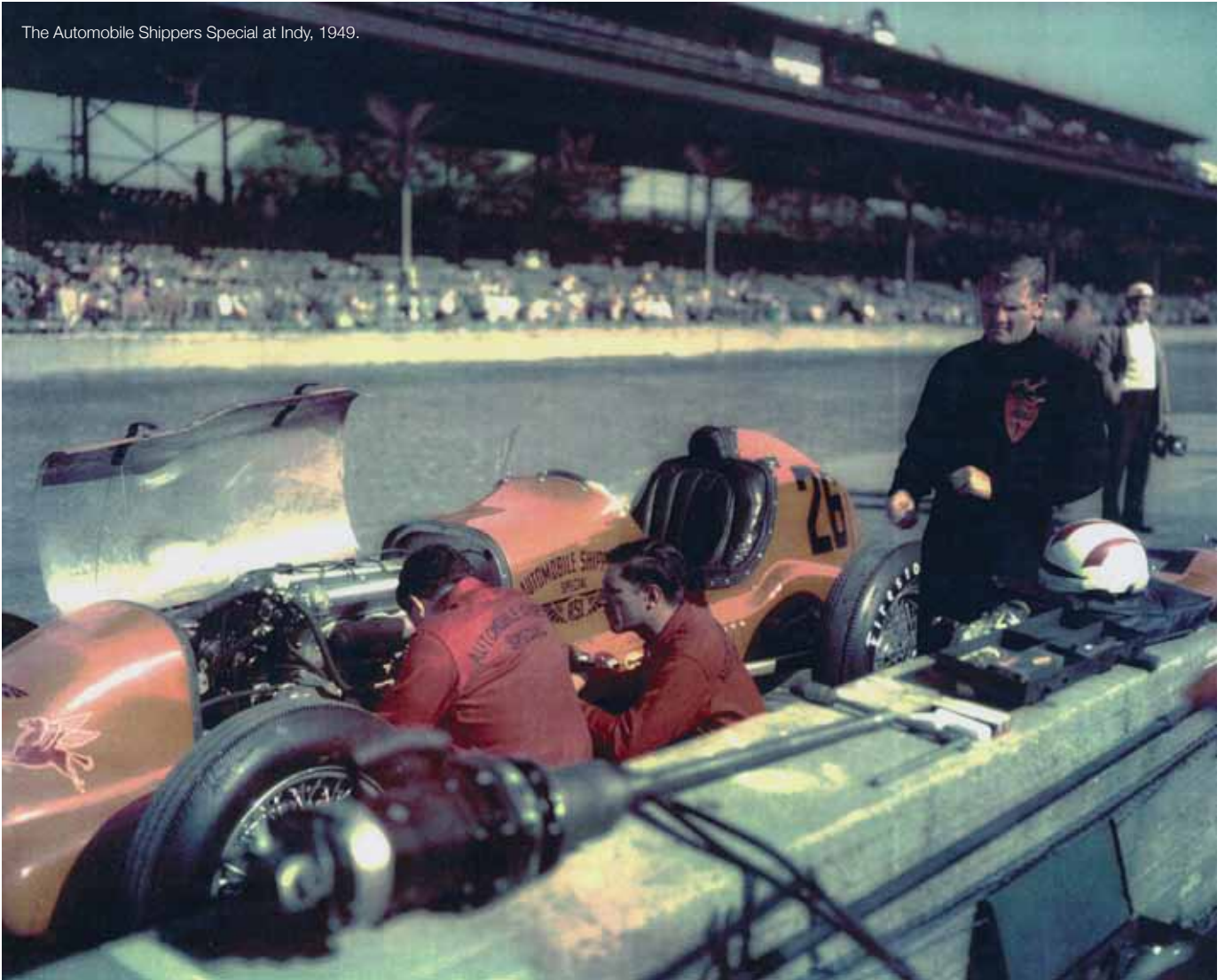
Rassey and mechanic Ed Zalucki had built the Auto Shippers Special for the 1948 500. Initially powered by a V-16 engine Rassey had built from components acquired from Harry Miller, and driven by the experienced Louis Durant, the car developed engine trouble during practice and the V-16 was swapped for a Meyer & Drake Offenhauser four. Their qualifying attempt was rained out.

The team came back in 1949 with George Lynch behind the wheel, qualifying eighth. But Lynch crashed on the second lap, prematurely ending what might have been a successful run at the Brickyard.





The Automobile Shippers Special at Indy, 1949.



Schindler showed both his own and the Auto Shippers Special's potential by passing his rookie test with flying colors, then qualifying it with the fifth fastest time at 132.690 mph after the first day of qualifying; the time would ultimately put him in the 22nd starting spot for the 500. A spin put him at the back of the field early, but by 111 laps he was nearly in the top ten when a universal joint failed. Just 12 laps later rain started to fall and the race was flagged in a procession at 138 laps. Rassey knew he had a good thing in Schindler, but good subsequent qualifying performances couldn't offset unreliability, with 12th at Springfield and 7th at Darlington to show for their partnership. In 1951, Schindler and Tommy Hinnershitz waged a tremendous season-long battle with Schindler winning 10 races to Hinnershitz's six. Schindler died a year later in Allentown, Pennsylvania in a fence-

clearing accident, the end of a brilliant career marked by his unexpected success in his debut appearance at Indianapolis in 1950.

In 1951, Rassey sold the Auto Shippers Special to Charlie Helin. Peter Hahn DNQ'd it at Indy in 1952, as did Jud Larson in 1953, now well into the dawn of the more advanced lay-down roadsters. But the Auto Shippers Special didn't pass away to molder in a field, finding a caring home with designer Brooks Stevens in the museum he built in Milwaukee that showcased not only great historical cars like the Rassey/Schindler Auto Shippers Special, but also the daring Brooks Stevens designs of the 1950s and 1960s.

In 1982, the Auto Shippers Special Indy Roadster was acquired by David Uihlein for his fabled collection; it represented a pristine





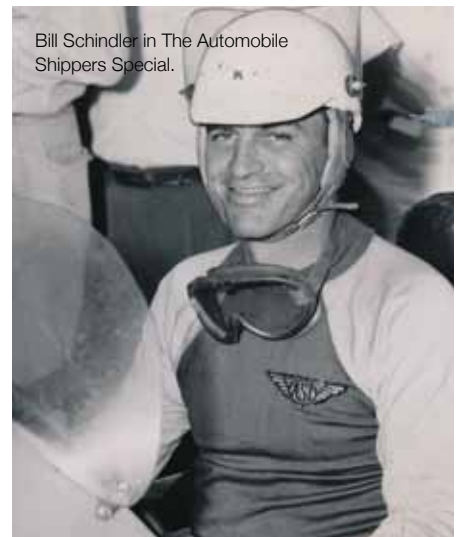
example of the evolution of American open wheel racing cars in the late 1940s and early 1950s. Uihlein had it restored to its 1950 Indianapolis configuration as driven by Bill Schindler with a Jud Phillips-built Offenhauser 270 four, dual Riley carburetors, and brilliant Auto Shippers' orange livery. It has been carefully preserved ever since after passing into the present owner's exceptional collection in 1998, and has been displayed at the Pebble Beach Concours d'Elegance.

The 1948 Auto Shippers Special represents a milestone in the evolution of American open wheel race cars, the pinnacle of the upright sprint cars that raced...everywhere, on dirt, pavement and bricks, from Indy's 2 1/2 mile expanse to tight bullrings in the hands of drivers with legendary skills, courage, sensitivity and reactions. It embodies Bill Schindler's talents, a

driver who could make a frog look like a prince, seizing the best from machinery, tracks and opportunities with modesty and good humor.

It is a driver's car, driven at Indianapolis by one of the best drivers of the era, Bill Schindler.
\$300,000 - 350,000

Offered on a Bill of Sale.



Bill Schindler in The Automobile Shippers Special.



In single ownership for nearly eight decades

1934 LINCOLN KB CONVERTIBLE VICTORIA

Coachwork by Brunn

Chassis no. KB 3375

Engine no. KB 3375

414ci L-Head V12 Engine

Single Dual-Throat Stromberg Carburetor

150bhp at 3,800rpm

3-Speed Manual Transmission

4-Wheel Drum Brakes

- *Beautiful custom coachwork by Brunn*
- *Extremely long term single ownership*
- *Extremely authentic example with original features throughout*
- *One of just three examples known to survive*
- *Smooth and powerful V12 engine*



THE LINCOLN KB

The acquisition of Henry Leyland's Lincoln Motor Company gave Ford the Luxury division they lacked. Ford was a one-model brand at the time and this opened the door into the potentially higher profit sales of luxury models. The Leyland Lincoln was a finely engineered if a bit conservative motorcar. The styling of the Lincoln would be changed to give it a stylistic connection to the Ford brand. This would become most apparent in 1928 with the introduction of the Model A and its strong resemblance to the Lincoln.

With the major revamp of the Ford brand for 1932, Lincoln would receive a similar redesign. The two brands would continue to share a stylistic connection and both would receive new power plants. Ford would adopt the legendary flathead V-8 and Lincoln would get a powerful V-12. Initially employing the "fork and blade"

design of the Leyland designed V-8 the new engine was smooth, robust and significantly more powerful than the eight. The new model was offered in long and short wheelbases, the short was dubbed the KA and the long the KB. The KA would be equipped with its predecessors' V-8 for 1932 but would not be offered after this point.

The new Lincolns for 1932 showed a refined styling that significantly updated the aging L model. The fresh look incorporated a Ford style radiator shell, and the car rode on more modern 18" wire spoke wheels, and was offered in, as was customary for Lincoln, an extensive catalog of body styles including many expensive custom styles. Lincoln's custom offering was very impressive; they had cataloged styles from most top custom body makers including LeBaron, Dietrich, Willoughby, Waterhouse and Brunn.

The KB chassis would earn legendary status in period and today is a highly desirable senior CCCA classic. Praised for its excellent driving qualities, with exceptionally light and predictable steering and fine power-boosted brakes, the KB has become quite popular with seasoned classic era enthusiasts with an appetite for touring.

For 1933 Lincoln would be an all V-12 brand, adding a slightly smaller twelve that would replace the aging eight-cylinder unit. A new-for-1933 front end styling updated the look of the car considerably, while stylistically Lincoln did take a step backwards, reverting to a louvered hood. This mistake would be corrected when the hood doors returned in 1934.

Things got back on track for 1934. The styling was refined and the new models had a polished





THE MOTORCAR OFFERED

modern look. A new larger version of the 1933 KA engine was now adopted for the KB model; this more modern engine, though slightly smaller than the original KB V-12, was rated at identical horsepower.

This exceptionally correct and proper 1934 Lincoln KB Convertible Victoria survived in the same ownership for over seven decades. Having been acquired by its long-term custodian in 1942, it remained in the same loving care until just recently. Purchased in 1942 in the Worcester area of Massachusetts, its young new owner used it to deliver newspapers to distribution terminals. He then enjoyed it for several years as his daily driver; eventually the Lincoln would be laid up, and then later returned to the road after it had matured from daily driver to cherished classic.

Always taking exceptional care of his car, the owner tended to the maintenance and service needs of his cherished custom-bodied KB. Along the way the engine was rebuilt and the car was repainted to the highest standard of the day. The car was never torn down and fully

restored, and today one is thankful of this when driving it. The Lincoln exhibits the driving quality few restored classics have; it is smooth and precise - the way Henry Ford had intended.

Despite the Lincoln's level of originality, it is clean and tidy underneath. During a recent inspection by a marque expert, it was noted how proper the car was throughout, and that it possessed original features rarely seen on cars today. The KB wears the rare and attractive Convertible Victoria coachwork by Brunn, of which experts believe only about a half dozen of this type were built, with just three surviving examples known to exist. The body is curvaceous and features a sculptural integrated trunk at the rear. The door shut and panel fit are as quite good, as you would expect on a car with such inherent integrity as this one. The stylish coachwork is further enhanced by







the black paint; a more complimentary paint scheme is hard to imagine.

Displaying older, but very presentable exterior paint job and chrome brightwork, the Lincoln was recently treated to a new interior and convertible top. Mechanically the car has been recently serviced, and has been used with regularity in the last year.

This exceptional Lincoln KB has a wonderful combination of things in its favor; good history, great styling, rarity and a level of authenticity and originality rarely seen in such cars. An especially attractive model of the marque, this wonderful Lincoln Convertible Victoria brilliantly captures the elegance of the Classic era, and should provide much more enjoyment to its next owner.

\$285,000 - 325,000



123

1978 MASERATI BORA 4.9

Coachwork by Giorgetto Giugiaro

Chassis no. AM 117/49-US 960

4,930cc DOHC V8 Engine
4 Weber Carburetors
320bhp at 5,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- One of only 564 Boras produced between 1971 and 1980
- Late production 4.9-liter example
- Offered from long-term California ownership
- Very original car throughout
- A rare and underappreciated Italian thoroughbred



THE MASERATI BORA

The brilliantly-styled and powerful Ghibli of the late 1960s proved that *Officine Alfieri Maserati S.p.A.* still knew how to build a fast and elegant sports car. A few years later, the Modenese firm again prevailed upon Giorgetto Giugiaro and his new Italdesign studio to create a new mid-engined two-seat coupe, which would become known as the Bora. Giugiaro produced a steel chassis and body monocoque on a 102-inch wheelbase. The first several hundred examples were powered by Maserati's proven 4.7-liter

90-degree V8, later transitioning to a more powerful 4.9-liter version, which offered more torque. All of these powerplants could trace their basic design back to the famous 450S competition coupes.

The block and cylinder heads were of were aluminum alloy, with the engine mounted longitudinally behind the cockpit. The suspension, laid out by the talented Giulio Alfieri, comprised upper and lower wishbones with coil springs at both ends. A separate steel rear subframe cradled the engine, a five-speed ZF transaxle, and the rear suspension, which effectively reduced the transfer of noise and vibration to the passenger compartment. Engine output of the 4.9 was a healthy 320bhp, enough power to propel the Bora to a top speed of 162 mph (260 kph), placing it squarely in what was then supercar territory.

Named for the maritime winds that blow off Italy's Adriatic coastline, the Tipo 117 Bora featured handsome Campagnolo alloy wheels, and a brushed stainless steel roof and windscreen pillars. The interior was quite luxurious, with its deep bucket seats, dash, door trim, center console and rear bulkhead trimmed in leather. Electric windows were standard equipment, and most cars also were fitted with air conditioning. Well-received ever since its introduction at the 1971 Geneva Auto Show, the Bora has proven to be a fast and durable GT, exuding the edgy styling that made Italdesign world-famous.





THE MOTORCAR OFFERED

This end-of the run, 4.9-liter Bora was part of a small collection of high-performance Italian sports cars assembled by their late owner in northern California, but for some reason, rarely driven. This rare Bora is currently finished in Maserati Red, but it appears to have been originally painted yellow. During its long storage, this handsome automobile became a home to mice, reflected by some obvious damage to the interior, which will need to be repadded and reupholstered. The car's engine was found to still be in running condition.

Because of its lengthy period of inactivity, though, this Bora will require a thorough recommissioning of its hydraulic systems, and replacement of consumable items such as tires, belts, hoses and other rubber components – a comprehensive mechanical going over will be required before use.

At the end of the day, however, its next owner can look forward to enjoying one of the most iconic Italian supercars of the 1970s, which are only now coming into their own on the collectors' market. With a list of original Bora owners including the Aga Khan, and Carlo Ponti, Sophia Loren's husband, the next owner of this Bora joins an exclusive owner's club, indeed.

\$50,000 - 100,000
Without reserve

Please note that this vehicle is titled as a 1979.



*Ex-Stanford Block***1926 KISSEL 6-55 GOLD BUG SPEEDSTER**

Chassis no. 5513231

Engine no. 55-13294

265ci L-Head Inline 6-Cylinder Engine

Single Updraft Carburetor

61bhp at 2,800rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- *One of the most celebrated designs of the 1920s*
- *Recent cosmetic refurbishment*
- *The epitome of "Roaring Twenties" motoring style*
- *Rare and desirable late specification example*
- *Restored to a very high standard*

**THE KISSEL MOTORCAR COMPANY**

Few cars from the 1920s are more memorable and enduring than the Kissel "Gold Bug". They embodied the spirit of the carefree "Roaring Twenties" better than just about any car. Their dynamic sporty looks and novel features, such as dual golf bag mounts, made them an icon of the day. They were the favored transport of many celebrities of the day, including Amelia Earhart, Indy 500 winner Ralph DePalma and Roscoe "Fatty" Arbuckle.

The Kissel Motorcar Company was started by the German immigrant brothers George and Will Kissel in 1906. Based in Hartford, Wisconsin, the company initially called its motorcars "Kissel Kar". The anti-German sentiment around World War 1 saw the 'Kar' dropped from the name. The firm produced good quality, mid-priced cars exhibiting sound engineering, and they soon garnered a reputation for reliability and good

performance. Their initial effort was quite an undertaking - a four-cylinder 30hp car in 1907; shortly thereafter, in 1909, a 6-cylinder model was introduced, and the ambitious company even produced a V12 powered car in 1917. But it would be their L-head long-stroke six, introduced in 1915, that would prove to be their most venerable product, staying in production till 1928.

Kissel's most famous and enduring product, the "Gold Bug" Speedster was actually the mastermind of one of the company's dealers. New York distributor Conover T. Silver commissioned the Speedster to his own design. The sporty Silver-designed Kissels even carried his name for a time. The "Gold Bug" designation came from a naming contest for the sports car organized by Kissel and was chosen from over 500 submissions.

The Kissel Speedster's sleek two-seat body with its sporty cycle fenders wrapped the proven Kissel drivetrain and chassis. The stout Kissel-built long-stroke six powered the machine. This reliable engine made over 60hp and offered strong torque, the result being snappy performance thanks to its lightweight two-place body. The engine runs through a three speed transmission and is mated to a rear axle with sufficiently tall gearing for the daring high-speed motorist.









THE MOTORCAR OFFERED

This desirable late example of Kissel's famous Gold Bug Speedster was previously part of a prominent New York collection for nearly 15 years. Prior to that, the Kissel resided in the notable collection of Stanford Block, who was well-known for collecting cars of this era and for having excellent examples. The Kissel has been expertly restored to a level of authenticity rarely seen on these cars. These later cars are particularly sought after for their improved features over earlier models, most importantly four-wheel hydraulic brakes. Perhaps the most striking features of this example, however, are its extremely rare Wood-Lite headlamps, something not available on the earlier models, as well as the rarely seen rear-mounted spare that gives the Kissel an even racier appearance than normal.

Even the smallest details have not been overlooked during restoration, and an examination of the

engine compartment shows exceptional attention to detail and accuracy. In 2014, the Kissel was treated to a professional paintjob in the sporting yellow it wears today, with the fenders repainted black. Further work included a comprehensive tune-up and rebuild of the distributor.

These later Gold Bugs have a clean, refined look more akin to the Classic era, and certainly, in 1926 few other cars as sporty as this were on America's roads. Not until 1928, with the introduction of the Stutz Blackhawk and the Auburn Speedster, did America have such sports-oriented models. Few early American cars attract more attention and turn more heads than a Kissel Gold Bug Speedster. With stunning looks, good road manners and the potential for many winner's laurels on the show circuit, they represent great value as one of America's first true sports cars.

\$250,000 - 350,000



125

1964 ALFA ROMEO GIULIA 1600 SPIDER

Coachwork by Pininfarina

Chassis no. AR 379823

Engine no. AR00112.15351

1,570cc DOHC Inline 4-Cylinder Engine

Single Weber Carburetor

92bhp at 5,800rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- Beautifully restored example of Pininfarina's classic Giulia Spider
- Delivered new to the United States
- Presented in the factory-delivered livery
- Fun, sporting Italian drop-top motoring in style
- Documented by Alfa Romeo's *Automobilismo Storico Centro Documentazione*



THE ALFA ROMEO GIULIA

Sporting elegant coachwork designed and built by Pininfarina, the Alfa Romeo Giulietta Spider was a huge success and continued virtually unchanged in 1.6-liter Giulia guise when the latter joined the line-up in 1962. Launched at the Monza Autodrome in June that year, the Giulia range was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr. Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos.



The engine displacement increase from 1,300 to 1,600cc boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until 1966. Described by *Cars Illustrated* as "probably one of the most delightful small sports cars which will ever be produced," the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

THE MOTORCAR OFFERED

This wonderful example of Alfa Romeo's classic Spider finished assembly at the Alfa Romeo factory on June 8, 1964. The Giulia 1600 Spider was destined for the sports car hungry US market, and was sold on August 3, 1964 to Alfa Romeo Inc. of Newark, New Jersey for distribution to one of their American dealerships. Factory records sourced from Alfa Romeo's *Automobilismo Storico Centro Documentazione* confirm that this Spider was originally finished in red with a black interior, just as it appears today. Furthermore, these records note that the car's engine is of the correct series, and is most likely the original unit installed from new.

The Alfa Romeo's early history remains vague, but the car is believed to have lived in California for decades. It was purchased there by its most recent owner in 2004 as a





very complete and largely original car in need of restoration. Soon after, a comprehensive restoration was undertaken by noted specialist Francisco Miguez. The Alfa's mechanical systems were disassembled, inspected and refurbished or replaced as needed, with the engine and transmission being refurbished by Dynamic Control. The *Rosso Farina* paint was supplied by Standox and applied by a very skilled painter, and the Giulia's bright work was re-plated, reusing most of the original pieces. The interior features refurbished gauges, which present beautifully, while the trunk is complete with the original jack in its pouch, and correct trunk mat. Pictures taken during the restoration can be found in the car's history file, neatly documenting the work in detail.

Since the restoration was completed, this charming Alfa Romeo Spider has been driven

less than 1,000 miles, and presents extremely well throughout. Here is a wonderful, stylish, Pininfarina-bodied twin cam Giulia Spider, an ideal choice for tours or rallies or local Concours showings. From a legendary era of Italian motoring, these later 1600cc cars offer the classic lines of the original Giulietta with brisk performance, great sounds, and the precise steering and handling these cars are so revered for.

\$80,000 - 100,000
Without reserve

Please note that this vehicle is titled as a 1965 and with chassis number 379823.



1963 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 879718
 Engine no. RA2679-9

3,781cc DOHC Inline 6-Cylinder Engine
 3 SU Carburetors
 265bhp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Matching numbers example of the desirable Series 1 E-Type*
- *Beautifully presented in Primrose Yellow*
- *Comprehensive refurbishment performed in the early 2000s*
- *Great classic for weekend getaways or rallies*
- *Offered with Jaguar Daimler Heritage Trust Certificate and history file*

**THE JAGUAR E-TYPE**

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

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

The engine and transmission aside, the production E-Type was all new. It combined a multi-tube front chassis with a monocoque

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

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing, and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961

Geneva Motor Show, to universal applause and plaudits from the pundits.

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





THE MOTORCAR OFFERED

According to the Jaguar Daimler Heritage Trust Certificate issued for this stunning Series 1 E-Type, the car was delivered new to the U.S. market, being supplied through Jaguar Cars New York, to first owner J.P. Small, also of New York. The new Jaguar was dispatched on Independence Day, 1963, configured as a left hand drive example, and was finished in Opalescent Golden Sand over a tan upholstery, and fitted with a black top.

It is unclear for how long the car remained with its first owner, but while in the care of one of its most recent owners, the attractive E-Type Roadster was treated to a comprehensive refurbishment. The work included a thorough strip of the paintwork before it was professionally repainted in the current Primrose Yellow, a period Jaguar color. A new interior was installed, as well as a new soft top. During

the restoration process new wheels and tires were installed and the bright work was re-plated. Further work included installation of a new stainless steel exhaust system, a new wiring loom, new shocks front and rear, rebuilt hydraulics, while the cooling system was refurbished and an electric fan was installed.

Still intact with its matching numbers original engine, this fine E-Type should prove to be an enjoyable entry to such rallies such as the Copperstate 1000. These elegant early first series examples of the legendary Jaguar E-Type are the purest of the model range, and will always retain the extra cache of being the most collectible of this timeless model.

**\$140,000 - 170,000
Without reserve**

Please note that this vehicle is titled as a 1964.



1967 FIAT-ABARTH 1000 OTR

Chassis no. 100GC.112404

982cc OHV Inline 4-Cylinder Engine
 2 Twin-Throat Weber Carburetors
 Approximately 100bhp at 5,800rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 Front Disc – Rear Drum Brakes

- *Rare Abarth homologation special from the golden era*
- *Exceptional restoration*
- *Delivered new to the US*
- *Period hill climb history in the Northeast*
- *Incredible horsepower for sub-one-liter displacement*



THE FIAT-ABARTH 1000 OTR

An innovative concern with a sporting pedigree second to none, Abarth branched out from producing induction and exhaust systems into selling performance kits for - mainly FIAT - production cars, later building a succession of aerodynamically stylish sports prototypes and limited-series production cars.

One such model is the very rare Fiat-Abarth 1000 OTR (for *Omologato Turismo Radiale*), a very much modified and Abarth-tuned version



of Fiat's more humble 850 Coupe, designed for FIA Group 3 competition.

The 1000 OTR was actually considered to be so much better than its contemporary production car racing competitors that some racing organizations, notably the SCCA, banned it from competition – accounting for part of the reason so few of these roadgoing cars were ever constructed. The 1000 OTR offered nearly 100 horsepower from its sub-one-liter “*Radiale*” engine, a formidable achievement, alas it is thought that only some three-dozen or so were ever produced.

THE MOTORCAR OFFERED

This rarely seen FIAT-Abarth homologation special has a well-known ownership history since new. The car was exported to the US from new, where the Alfa Romeo and FIAT agent in Lancaster, Pennsylvania, Henry Mearig, Inc. took delivery. The new uniquely-shaped sports car was surely a rare sight on American soil, and actually didn't even get out the dealership, as it was purchased by John Mitchell, an employee of Henry Mearig, Inc. Soon after acquiring his new 1000 OTR, Mr. Mitchell started to campaign it during night and weekend outings at local race tracks and hill climb events. Well known to the Pennsylvania Hillclimb Association, Mr. Mitchell and the famous FIAT-Abarth 1000 OTR would rack up many points and victories over the next three years.

By 1970, Mr. Mitchell retired the car after an accident on the way home from a race





meeting one evening, and it would be set aside in storage. In 1977 it was purchased by a Mr. Brian Herschok of Holtwood, Pennsylvania, who in 1980 sold the car back to Mr. Henry Mearig of the Lancaster, Pennsylvania-based Alfa Romeo and FIAT agency who had received the new 1000 OTR some thirteen years earlier. The car remained with Mr. Mearig for about a decade, before being purchased by Charles and Janice Callis of Manheim, Pennsylvania. Mr. Callis, also an employee at Henry Mearig, Inc, soon embarked on a comprehensive restoration of the old sports car, but sold the unfinished car in November 1992 to Jim Saunders of Sydney, Australia.

The 1000 OTR remained in Mr. Saunders ownership until 2005, when fellow Australian enthusiast Graeme Towers purchased the car. Soon after, Mr. Towers sat out to complete the

restoration of the car, so it could go back on the road. The extensive restoration was finished in September of 2006, and the result is the breathtaking car offered here today.

Now back in the US, this sporting FIAT-Abarth 1000 OTR still presents extremely well. The car has been used sparingly since the comprehensive restoration, and is almost undoubtedly one of the best-restored examples of the model available anywhere. This fine piece of rare and significant *etceterini* makes a striking statement in *Rosso Corsa* over blue racing-style seats and carpets, much like the big-brother Ferraris of the era. This delightful little car is not only cute, it is one that was a real performer in period, so much so that it gained a reputation of having an unfair advantage over the competition on the race track.

A very rare and significant model stemming from the legendary partnership of FIAT and Abarth, this 1000 OTR is sure to be the highlight of any Italian car gathering.

\$70,000 - 90,000
Without reserve

Please note that this vehicle is titled with chassis number 112404.



128

Ex-Scuderia Filipinetti – Ferrari Classiche Certified

1966 FERRARI 275 GTB COMPETIZIONE

Chassis no. 09079

Engine no. 09079

3,286cc SOHC V12 Engine
3 Weber 40DFI/7 Carburetors
Approximately 320bhp at 7,500rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Le Mans 24 Hours, 1000 Kms de Spa-Francorchamps and 500 Kms de Imola Class Winner*
- *One of the most successful examples of the twelve 275 GTB/Cs*
- *Ferrari Classiche Red Book Certified*
- *Pebble Beach Concours d'Elegance and Cavallino Classic entrant*
- *Offered with extensive history file including copies factory build sheets*



09079 was one of the most successful examples of the legendary second series 275 GTB/C, and was run by one of the most characteristic teams from the golden era of GT racing; it will always be among the most important Ferraris ever produced.

-Marcel Massini
Renowned Ferrari historian

A three-time participant in the GT Class at the world's greatest endurance race, and boasting the 1967 GT Class win at the 24 Hours of Le Mans, as well as Imola and Spa, chassis 09079 offers impressive race provenance, rarity, and specialty of construction. It is the second-to-last GT car ever built by Ferrari's factory competition department, the culmination of a long line of important models dating to the 340 Mexico and 166 MM.

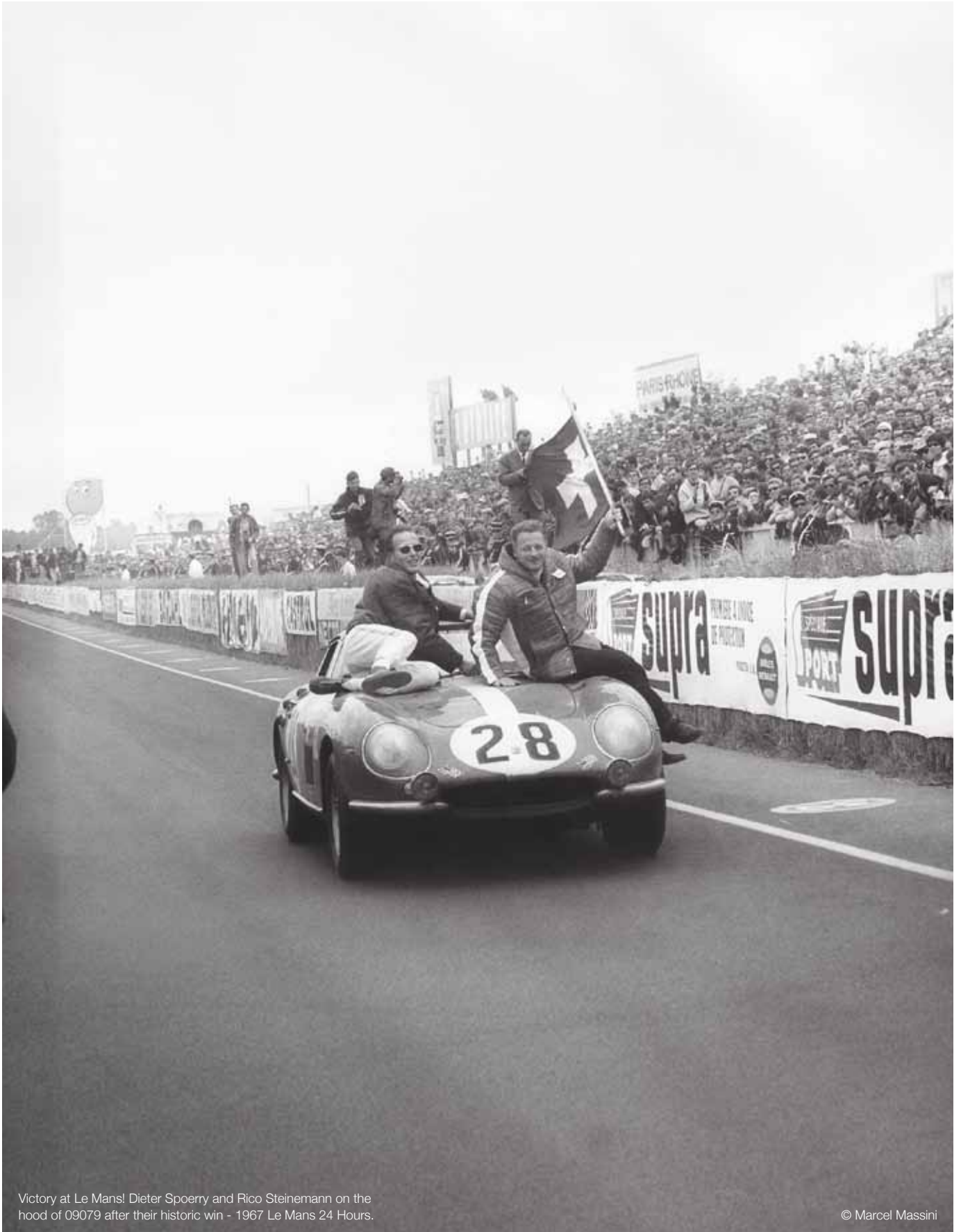
An indelible component of the famous Scuderia Filipinetti, one of Ferrari's four factory-preferred privateer teams, this *Competizione* GTB is certified by Ferrari Classiche and accompanied by an original factory build card, promising to draw major consideration at world-class Concours d'Elegance and prestigious Ferrari events. It has been celebrated by Ferrari North

America as one of the most important cars in Ferrari's storied history, and now offers an unparalleled opportunity to acquire a verifiable motoring legend.

Refer department

Please refer to the separate catalog for a full description of this car.





Victory at Le Mans! Dieter Spoerry and Rico Steinemann on the hood of 09079 after their historic win - 1967 Le Mans 24 Hours.

© Marcel Massini



1959 FIAT 500 JOLLY

Coachwork by Ghia

Chassis no. 031343

Engine no. 110.000.034283

499cc OHV Inline 2-Cylinder Engine

Single Carburetor

22bhp at 4,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Beautifully presented example of the charming FIAT Jolly
- Few California owners and believed to be just over 4,000 miles from new
- Matching numbers example
- Ready for the beach or the ranch
- Perfect Monterey paddock vehicle

**THE FIAT JOLLY**

As redolent of *La Dolce Vita* Italy as the immortal Vespa scooter, the 'beach car' is most famously embodied by Ghia's Jolly, unquestionably the best known of the many alternatives to the standard FIAT 500 and 600 models ranges offered by some of Italy's finest *carrozzeria*.

Born of FIAT boss Gianni Agnelli's wish for open motorized transport from his massive yacht, the Agneta, during port stops along the Mediterranean coast, the finished car



was dubbed '*Jolly de Plage*', or Joker of the Beach. Based on the 500 and 600 models' unitary construction, these agile compacts featured independent suspension, a four speed synchronized transmission, with the engine at the rear. The 0.5-Liter air-cooled twin was hardly a performer, but light construction (and mostly low-speed intended uses) made the package work well.

The Jolly found favor as courtesy transport for patrons of luxury hotels and golf courses, such as Catalina Island off the coast of California, where a fleet of 32 Jollys provided taxi service or, as initially intended, for use ashore after one had docked one's yacht on the Italian or French Riviera.

Lacking doors and equipped with waterproof wickerwork seats, the Jolly was only practical

as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun' (indeed, the Jolly was roughly twice the price of the base model it was derived from).

Among the list of Jolly owners in the day are jet setters such as Aristotle Onassis, Yul Brynner, John Wayne, Grace Kelly, Henry Ford II, and even President Lyndon Johnson.





THE MOTORCAR OFFERED

Built during the early part of 1959, this gorgeous FIAT 500 Jolly is believed to have resided in California since new, and is a US market 500 model, featuring the desirable 'Bug Eye' lights and the absence of side marker lights. The Jolly's long-term original owner, a Newport Beach, California resident, purchased the new FIAT from the FIAT agency in nearby Garden Grove. It is believed that this owner kept the Jolly from 1959 through 1984, when a Mr. James Hayton of neighboring town Corona Del Mar purchased the car. It would remain in Mr. Hayton's ownership until being purchased by the consignor in 2013.

The Jolly was in original condition when purchased by Mr. Hayton, and in 1992 he decided to treat his beloved beach car to a repaint in its original red color. Brightwork

was also refinished to bring up the car's presentation, while more recently, the interior was restored with new carpet, and the wicker seats redone by furniture upholsterer Rattan Mann. The Jolly is well known to a number of FIAT 500 clubs, and retains a wonderful historic California license plate.

A very honest and well-kept Jolly, this fine example was recently fitted with new BF Goodrich Silvertown white-wall tires, and displays just over 4,000 miles on its odometer, a figure that is believed to be the car's actual mileage. Complete with a matching spare tire, as well as an original jack and tool kit, this charming Jolly was recently awarded the Gianni Agnelli trophy at the Desert Concorso in Palm Desert, a testament to this car's place among the FIAT *cognoscenti*.

Beautifully presented inside and out, this charming Jolly would be a great choice for the ranch, beach, yacht club, or racing paddock, and will surely initiate smiles and conversations wherever it goes.

\$70,000 - 85,000
Without reserve

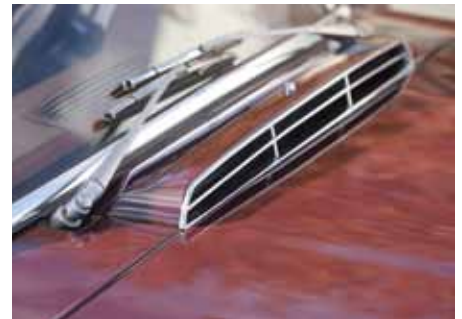


1968 MERCEDES-BENZ 280SL

Chassis no. 113.044.12.006542

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

- *Beautifully presented 280SL complete with hard top*
- *One family ownership for many years*
- *Recent cosmetic restoration in factory-delivered livery*
- *High-quality classic Mercedes-Benz with great usability*
- *Offered with copies of the Mercedes-Benz Wagenkarte*

**THE MERCEDES-BENZ W113 SERIES**

Launched at the Geneva Motor Show in March 1963, the 230SL – or W113 as the model range was internally labeled at Mercedes-Benz – was a completely new car through and through, designed to replace the outgoing 190SL. A truly modern car for its time and constructed to the high level of craftsmanship expected from Mercedes-Benz, the model quickly became a very popular two-seater among the elite thanks to its combination of luxury and high style.

Mercedes-Benz would call the W113 “a Grand Tourer in the traditional sense” and “a unique combination of sports car performance and saloon car comfort.” Many of the design and technical features were industry firsts, including the hard-top designed to withstand the car’s weight for safety reasons, and its distinct lines, featuring a large greenhouse that eventually led to the model’s popular nickname, the ‘Pagoda’.

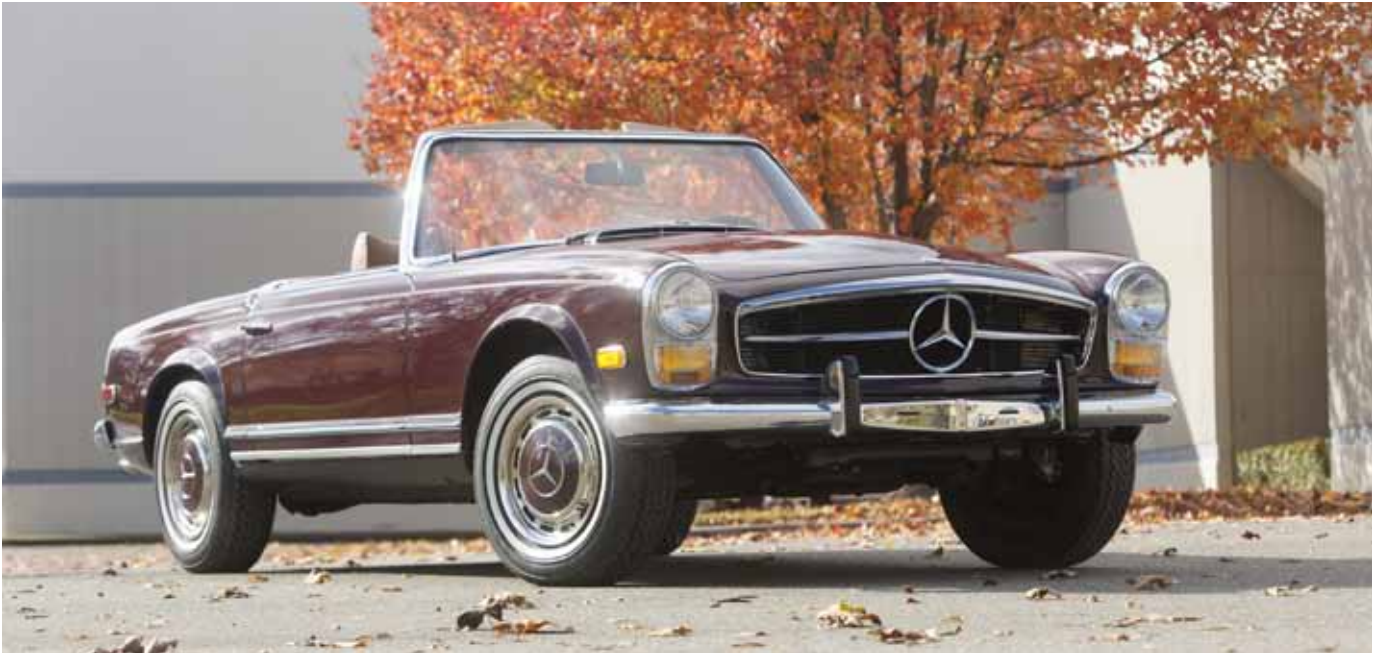
After the 230SL came the 250SL, which boosted engine capacity by about 200cc over its predecessor; later, both were replaced by the ultimate evolution of the W113, the 280SL, introduced in 1967. The enlarged 2.8-liter 6-cylinder SOHC engine now produced 170 horsepower, and disc brakes were now standard on all four corners. These last classic Pagoda models have become increasingly collectible, featuring exceptional build quality and reliability, easy access to spare parts, not to mention being highly usable thanks to their modern specifications.

THE MOTORCAR OFFERED

According to copies of the Mercedes-Benz factory build sheets, this excellent 280SL was completed at the Mercedes-Benz works in Stuttgart on November 29, 1968. The Pagoda was finished as it appears today, with the exterior and factory hard top finished in DB542 Dark Red and interior in Cognac MB Tex. Destined for the US market, the 280SL arrived on US shores, where it is believed to have been purchased when new by a Mr. B. Schurecht of Barrington, Illinois. Mr. Schurecht is believed to have kept the Mercedes-Benz until 2013, bringing the car with him to California when he and his family relocated to the West Coast in 1974.

When purchased by the consignor in 2013, the Dark Red Mercedes ‘Pagoda’ had recorded fewer than 89,600 miles on its odometer, and appeared to have been very





well kept, remaining in largely original condition throughout. The Pagoda has since been treated to a high quality repaint in the original DB542 Dark Red color, and had rubber and seals replaced throughout, while chrome and bright work was refurbished. The interior has been re-trimmed in new Cognac MB Tex and the carpets redone. Mechanicals were recently serviced, and a new exhaust system was installed. It should be noted that no engine number was found on the engine block, indicating that it is likely a dealer-installed, un-stamped unit.

Beautifully presented in the factory-delivered colors, this classic 280SL should prove to be enjoyable on Sunday drives and will be equally at home on display at a Concours d'Elegance. Offering timeless styling, a very high build quality indicative of the marque, and excellent usability,

the W113 280SL is quickly becoming one of Mercedes-Benz's most iconic and sought-after models of all time. Here is a fine and fitting way to experience the legend.

\$80,000 - 120,000
Without reserve

Please note that this vehicle is titled as a 1969.



Ex-Harrah's Auto Collection and Matt Browning

1914 AMERICAN UNDERSLUNG MODEL 644 FOUR-PASSENGER TOURING

Chassis no. L.600

Engine no. S.1106

451ci T-Head Inline 6-Cylinder Engine

Twin-Plug Ignition System

60bhp

4-Speed Manual Transmission

Rear Wheel Hydraulic Drum Brakes

- One of only three examples known to exist
- Extremely desirable early American sports car
- Powerful 60hp six-cylinder motor
- Four speed overdrive transmission, very advanced for its era
- Excellent brass era car for vintage touring



THE AMERICAN UNDERSLUNG

The American Automobile Company of Indianapolis, Indiana is best remembered for its famous and revolutionary Underslung models. These innovative designs placed the frame rails below the axles, giving the cars a significantly reduced center of gravity as well as a signature and unmistakable look. The problems of ground clearance were remedied by the use of significantly oversized wheels. This design resulted in a chassis with remarkably sure handling while still retaining the necessary clearances to handle the poor road conditions of the day.

The visual effect of the Underslung chassis riding on wildly oversized wheels was dramatic and memorable and helped make it an icon of the pre-war era. These charismatic machines have been prized since the day they were built and their owners were many of

the automotive luminaries viewed as legends in the hobby today. Captain Larz Anderson bought one new, and an Underslung was also one of Briggs Cunningham's first and most prized antique automobiles.

Today, the American Underslung is regarded by historian/collector Dr. Fred Simeone as the first American sports car. In his book *The Spirit of Competition* he states "...the American Car Company only made an automobile specifically for sport, at least in 1907 when the famed underslung chassis was introduced. Thus, arguably they are America's first exclusive sports car maker."

THE MOTORCAR OFFERED

This beautifully restored Underslung is a fine example of the company's last product. The car formed part of the famed Harrah Auto Collection for decades, and was not sold until after William Harrah's death during the famous liquidation auctions held in the mid 1980s. The Underslung would later become part of the noted collection of pioneering collectors Matt and Barbara Browning, and was acquired by the present owner at the 1999 Browning Collection Auction.

While in its current ownership, the Underslung has been carefully prepared with horseless carriage touring in mind. A distributor ignition system has been installed, the braking system was discreetly upgraded with hydraulic components, and a more modern carburetor was installed. All of these thoughtful modifications make for a









more usable touring car, but could easily be reversed by the purist.

Built towards the end of the American Underslung's production run, the big 1914 models were equipped with the Teetor-Hartley six-cylinder power plant mated to a tall four-speed gearbox. The "T-head" engine was rated at 60hp and equipped with twin-plug ignition and an electric self-starter system. The Underslung chassis is 132" long, and the car rides on 38 x 4/12" tires, mounted on 29" rims. The svelte four-passenger body perfectly compliments the sporting and purposeful look of the car, while the attractive nickel-plated lighting equipment is electrified, making it possible to extend your tours into the evening hours.

One of the ultimate driving machines of its day, and one of the most sought after early

American cars some 100+ years later, the American Underslung is unquestionably a motoring icon. With nearly all survivors locked away in museums or long-term private collections, the chance to purchase such a great Underslung as presented here is a very rare opportunity indeed.

\$500,000 - 700,000

Please note that this vehicle is titled under its engine number.



1962 JAGUAR E-TYPE SERIES 1 3.8 COUPE

Chassis no. 886871

Engine no. R7550-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Low mileage, exquisitely restored Series 1 E-Type with exciting history*
- *Toured over the continent by the first owner after factory delivery*
- *Matching numbers example in factory correct appearance*
- *Participant in the 50th Anniversary run from Coventry to Geneva*
- *Accompanied by extensive history file and Heritage Trust Certificate*

**THE JAGUAR E-TYPE**

When introduced at the 1961 Geneva Salon, Jaguar's E-Type stirred passions with its extremely sleek and timeless design backed by staggering performance. The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models: firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used

experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight.

Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

THE MOTORCAR OFFERED

Completed in September of 1962, this sensational left-hand-drive Series 1 E-Type Coupe was finished then just like it appears today, with the exterior painted in Opalescent Silver Blue, neatly complemented by a dark blue interior trimmed with light blue piping. The new E-Type had been ordered by Jaguar Cars of New York, but as noted on the car's Heritage Trust Certificate, it was slated for Personal Export Delivery at the factory. Fitted with UK registration number '3246 WK', it was dispatched from the works to the first owner, Mr. Stanley Coolidge, on September 28, 1962.

Mr. Coolidge, a resident of North Hollywood, California, USA, would set out for quite a journey in his new Jaguar on that September day in 1962. Starting out from the Cumberland Hotel in London, he embarked on a continental tour of northern and southern Europe, ending





up in Portugal where the car received its first service. From there Mr. Coolidge would ship the Jaguar back to his home in California.

It remains unclear for exactly how long Mr. Coolidge kept the car, but it is believed to have remained in California for many years. In 2005, the E-Type was discovered in a San Joaquin County, California barn by well-known enthusiast Dick McClure, who subsequently purchased it. Although in need of a restoration, the old Jaguar showed less than 17,000 miles on the odometer, and was largely original and complete, still with the old factory installed UK plates present. In fact, it's believed that the car had never been registered for road use in the US up to this point in time. McClure was initially intending to restore the car for himself, but instead sold it to his old Mille Miglia companion Charles Cross.

Mr. Cross soon embarked on a restoration to bring the car back to its factory delivered appearance. A group of Berkeley-area specialists were appointed for the job. Alan George did the paintwork, Jim Groom the mechanicals, and retired Jaguar factory technician, Richard Mason, came over to help with final assembly. Upon completion, the stunning Jaguar was shown at the 2007 edition of The Quail, A Motorsports Gathering, and was the following year displayed under Jaguar North America's banner at the Los Angeles Auto Show. In 2010, *Jaguar World* featured the E-Type in an extensive article, describing the car's exciting history.

As noted on the Jaguar Heritage Trust Certificate, the E-Type took part in the 50th Anniversary run from Coventry to Geneva in March 2011. Before the rally, it was

prepared in Jaguar's factory workshops there at Browns Lane where it was built half a century earlier.

Today, this exceptional early E-Type Coupe presents beautifully in and out, shows less than 24,000 miles on the odometer, and has recently been serviced at Symbolic Motorcars. The car's extensive history file includes its Heritage Trust Certificate, a booklet and binder documenting the car with pre-restoration photos, restoration photos and the magazine article. An early iteration of the most pure and attractive E-Type Series 1 Coupe such as this will always receive attention, deservedly, and this car's exciting history and early UK registration set it apart from the rest.

\$150,000 - 200,000
Without reserve



1904 HUMBER 8.5HP TWIN-CYLINDER TWO SEATER

Chassis no. 2411

Engine no. B5413

1.3 Liter Inline 2-Cylinder Engine

8.5bhp at 1,000rpm

3-Speed Transmission

Front and Rear Leaf Spring Suspension

2-Wheel Contracting Band Brakes

- *Veteran Car Club of Great Britain dated, London to Brighton eligible*
- *Powerful 8.5 horsepower Twin-Cylinder engine*
- *Only two owners since 1950*
- *Former cover car of Motor Sport magazine*
- *Thoroughly restored in present ownership*



HUMBER LTD.

Like so many of his contemporaries in the British motor industry, Thomas Humber set up in business as a cycle maker in 1868, before graduating into motorcycle, tricycle, forecar and motor car manufacture. Even airplanes were on the agenda at the time of Thomas Humber's death in 1910. The latter part of the 19th Century saw Humber sucked into the mighty H.J. Lawson empire, manufacturing motorcycles and De Dion Bouton-type tricycles, however by 1900 relations with Lawson were wisely severed and Humber Ltd. commenced motor car manufacture independently.

Famed engineering designer Louis Herve Coatalen, who would later be instrumental in Sunbeam's racing successes, was already by 1901 a key and influential member of the Humber design staff and by 1903 single, twin and four cylinder cars appeared in Humber's

sales catalogues. Another major contributor was John Budge, who arrived on the team in 1904, and it was shortly after this that Humber began offering the model which we present here, a 'beefed up' version of their smaller cars, powered by a two cylinder, 1.3 liter engine, which was rated locally at 8.5hp. Driving through a three-speed gearbox and normally equipped with a four seat touring body, Humber marketed these cars at roughly £260, or the equivalent of \$1,260. It is not known how extensive their production actually was, but very few have survived to this day.

THE MOTORCAR OFFERED

This may well be the best known example of the model extant, and has a recorded history back to its earliest days. By the merit of the British license plate system, and knowing that the car wore the distinctive British license plate 'DL 39', this correlates to it being the 39th car ever to have been registered in the "DL" prefixed region of the UK, which is the Isle of Wight, a small island off the South Coast of England.

The Humber passed into its previous owner's hands some 65 years ago, in 1950, and would become a regular sight on the famed (now Bonhams-sponsored) London-to-Brighton Run in the UK. It completed no less than 40 consecutive editions of this event, on one occasion being photographed on London's Westminster Bridge and subsequently pictured on the cover of *Motor Sport* magazine in 1961. A copy of this issue will accompany the sale





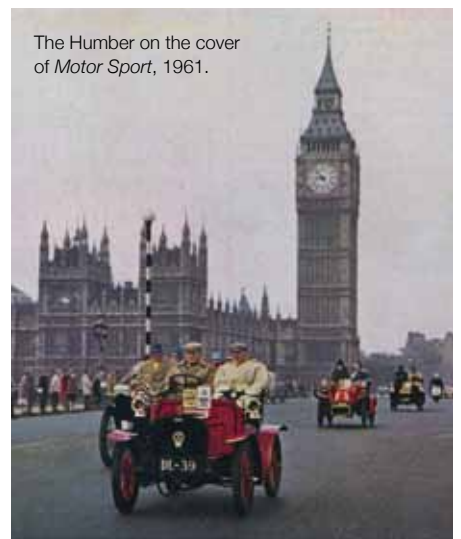
of the car today. The Humber was retired from use in 1991, and in 2000 the Brooks/Bonhams team were entrusted with its sale, at which point it left the UK and came into the present hands of a prominent US vintage car collector.

By 2000, the aging Humber was in need of restorative attention, which the current owner wisely undertook. Work included attention to the mechanicals, with parts replaced or refurbished as necessary, these aspects of the restoration being carried out by the late Jay Steele of Taylor Engine in Whittier, California. The aesthetics were handled in house, with paint refurbished to the extremely attractive dark blue and white scheme it wears today, and the upholstery handled by Costa Mesa Upholstery. To finish things off appropriately, the Humber received a new top in contrasting fawn cloth.

Today this important London-to-Brighton veteran Humber is extremely handsome and well presented, with all of its brass brightwork highly polished. Remaining in the two-seater form that it has been presented in for at least the last six decades, given its technical specification it would no doubt comfortably have the performance to carry additional seating, should its next owner wish.

In 2015, the London-to-Brighton event will celebrate America, encouraging American owners of Veteran cars and owners of American cars to participate, as such in the former category the Humber would be a welcome entry to return to this event.

\$150,000 - 200,000



The Humber on the cover of *Motor Sport*, 1961.



1964 SHELBY COBRA 289

Chassis no. CSX2570

Engine no. 00034

289ci OHV V8 Engine
 Single Four-Barrel Carburetor
 306bhp at 6,000rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Very well-kept Cobra retaining original body, chassis and drivetrain*
- *Desirable late-production, rack-and-pinion, 289 powered example*
- *Single-family ownership from new until 2011*
- *Presented in the originally delivered Princess Blue over Red livery*
- *Offered with impressive history file*

**THE SHELBY COBRA**

The Shelby Cobra story is quite well known, although depending who you ask, people tell it differently. A.C. Cars, Ltd., was a boutique British automaker whose heritage descended from 1908. Originally makers of small delivery vehicles (the initials came from Auto Carrier), the company got into sports cars in the 1920s. After World War II, there was a sports car hiatus while the company built some invalid cars, but in 1954 the Ace debuted, a new tube-frame car with all-independent suspension by John

Tojeiro. From 1956, A.C.'s own engines were supplemented with outsourced units from Bristol and Ford of England.

Meanwhile, Carroll Shelby, a chicken farmer turned racing driver, approached A.C. about putting American V8s into the Ace chassis. Shelby had initially been interested in Chevrolet's small block engine, but General Motors turned him down, no doubt because of concerns over competition for the Corvette. A.C.'s Charles Hurlock expressed interest in the proposition, and shortly thereafter, in October 1961, Shelby learned of Ford's new small block V8, slated for introduction in the 1962 intermediate Fairlane model. Ford was more than eager to do business for the exact reasons that Chevrolet declined.

An example of the new engine was sent to England, where A.C. found it an easy fit, in

part because of their experience with the British Ford six. This prototype chassis, number CSX2000, was then shipped to the United States, sans engine. The first 75 Cobras, a name that reportedly came to Shelby in a dream, were built with 260 cubic inch high-performance Ford engines. The later cars used the 289 cubic inch unit with similar high performance upgrades. The Ace's differential had been uprated to a stronger Salisbury unit, as used in E-Type Jaguars, and the steering box, a worm-and-sector design, was moved outward to clear the engine. Disc brakes were used all around.

Production ramped up slowly during 1962, and in October the first competition Cobra contested the Los Angeles Times Grand Prix. It retired with a broken hub, but not until showing the Corvettes that it would be







THE MOTORCAR OFFERED

a force to be reckoned with. Toward the end of the year, A.C.'s chief engineer, Alan Turner, redesigned the front end to take a more precise rack-and-pinion steering arrangement. The new chassis became effective early in 1963 with car CSX2126.

Rightfully regarded as one of the all-time great classic sports cars, the Shelby Cobra remains one of the most iconic and collectible cars ever made.

Offered here is a very special Shelby Cobra. Not only is its excellent and fitting appearance in striking Princess Blue over Red worth noting, but this late-production 289 also boasts a rich history and great provenance, making it one of the finest examples left in existence.

Billed to Shelby American on September 15, 1964, CSX2570 left the AC works and sailed the Atlantic aboard the SS Diemerkyk. It then crossed the US by truck, to arrive at Shelby American for the final assembly process at their Venice Beach, California headquarters. CSX2570 was finished as it appears today, in beautiful Princess Blue over a sharp-looking Red interior, and was equipped with Class A accessories. Being a late production 289 car, CSX2570 was fitted with the Autolite electricals, Stewart-Warner gauges and the desirable rack-and-pinion steering arrangement.

Surely admired for its striking appearance, CSX2570 was elected to be one of the official Shelby American display cars at the 1965 New York Auto Show in March that year. During its time in the spotlight, the blue Cobra must have impressed tens of thousands who had come to the New York Coliseum to see the automotive world's latest offerings – the Shelby, among them, being one of the undisputed highlights. According to Shelby records and the Shelby Registry, CSX2570 remained in the Northeast and was shipped on April 14, 1965 to Berry Motors of Paramus, New Jersey. After some light detailing and service work was performed, CSX2570 was dispatched to nearby Caldwell, New Jersey based Ford agency, Verner-Cadby Inc.

By late 1965, local New Jersey resident Richard Larsen had seen the new 289 Cobra on the showroom floor, and he was smitten.





Intrigued by the muscular yet svelte-looking sports car, Mr. Larsen consulted with his family for their opinions on his potential purchase of the Cobra. Although Larsen's brother thought it was a decidedly bad idea to purchase the quite impractical car, his son Philip was wholeheartedly into the idea of his father buying such a cool, fast and good-looking car. Larsen's son Philip even had a foresight in the to-be collector car market, and pointed out to the Larsen family that they would "never lose money on it."

Finally, on December 22, 1965, Richard Larsen took the sound advice of his son, and purchased CSX2570 for \$6,450, plus the trade of his 1959 Oldsmobile Convertible. Even though Mr. Larsen stretched himself financially, the Cobra would later prove to be a very sound investment. Over the next two decades, father

and son Larsen's would use CSX2570 on joyrides throughout the Northeast, making trips to local racetracks such as Lime Rock, Watkins Glen, Bryar and Marlboro, to watch the best racing drivers of the day race similar cars to the Cobra in sports car races.

On these memorable rides, the Larsen's experienced the significant performance of the 289 Cobra and reportedly on one occasion "buried the car's speedometer at an indicated 140 miles per hour in a deserted area of the New York State". Trips such as these ensured that encounters with the local law enforcement would be inevitable, yet the appeal of the classic blue Cobra was so strong that most officers just wanted a closer look.

In 1980, some 25 years after acquiring CSX2570, Richard Larsen passed the car

down to Philip, a gesture of appreciation for his son's youthful foresight in the Cobra market. Philip Larsen would continue to use CSX2570, while keeping it up to date on the service and maintenance front, and therefore the car never required any significant restoration work. In 2011, Philip Larsen sold his family's prized Cobra to the consignee. At this point, CSX2570 was treated to delicate cosmetic refurbishments and mechanical maintenance, while great care was taken not to disturb CSX2570's originality and delightful patina.

Still retaining its original aluminum bodywork, chassis, engine and drive train, CSX2570 remains one of the best kept examples of the hallowed 289 Cobra model. The Princess Blue exterior has been refinished at some point in time, and the interior was refinished in the correct red color. Traces of the original factory-







applied paint can still be found on the underside of the hood and trunk lid, and the car's chassis number can be found on the latches. Fitted with a new set of wire wheels (the original ones accompany the car), Stewart-Warner gauges, and most other factory-installed parts, CSX2570 differs very little from the day it left Shelby American for the New York Auto Show.

Offered with an exceptionally exciting history file, which includes the original purchase agreement from Verner-Cadby Ford, an invoice from AC Cars Ltd. to Shelby American, internal Shelby American shipping documents, the instruction book and various photos taken during the Larsen family's long-term ownership, CSX2570 boasts a pedigree rarely matched by any car of this age. Even the original cashed check that Mr. Larsen used to pay for the car nearly half a century ago remains with the car. Having

benefited from decades of loving care by father and son, this late production, rack-and-pinion, New York Auto Show 289 Cobra is one of the finest examples of the iconic Shelby Cobra that we have had the privilege to offer.

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

Please note that this vehicle is titled as a 1965.



1954 AUSTIN-HEALEY 100 BN1

Chassis no. BN1L 222344

Engine no. 1B222344 M

Body No. 5179 7085

2,660 cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 4,000rpm

3-Speed Manual Transmission With Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *A true survivor, only 25,000 documented miles from new*
- *Matching numbers example*
- *Single family ownership for 55 years*
- *British Motor Industry Heritage Trust certificate included*
- *Comprehensive and detailed records from 1958*

**THE AUSTIN-HEALEY 100 BN1**

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

at 2000rpm. Griffith Borgeson would write "Such high torque at low engine speed is one of the competition assets of the Austin-Healey. Another is its durability...". The gear box was a three-speed manual unit with floor shift, enhanced by a Laycock de Normanville overdrive on second and third gears. In High Overdrive, top speed is about 110 mph. An endearing feature of the Austin-Healey is its lay-down windscreen, which adds greatly to its dashing, streamlined look, and not coincidentally, to its top speed.

The BN1 proved to be an able competitor; in fact, prior to the advent of the lightweight 'S' spec cars the standard was carried by the early BN1 variant - albeit in sometimes modified form. Early outings included Lyon-Charbonnieres Rally, Mille Miglia, and the Le Mans 24 Hours – where *Autocourse*

commented: "the performance of the two Austin-Healeys in the hands of Becquart/Wilkins and Gastonides/Lockett, probably the cheapest cars in the race, was remarkable". Outings at the Goodwood Nine Hour race and with American Bob Cottam in the Trifels Rally and Trifels hill climb cemented the legend.





THE MOTORCAR OFFERED

The lovely left-hand drive BN1 Roadster was completed December 20, 1954 at the Longbridge works. It was fitted with red trim, a red top and tonneau, a heater, and a laminated glass windshield, and painted in Olde English White, just as it presents today. The following February, it was delivered to a Mr. J.D. Carter of Mission, Kansas. Apparently he drove the car only sparingly; in 1958, when it had recorded but 6,772 miles, Mr. Carter was transferred to a new job location, and rather than bringing the Healey with him, he sold it to a Mr. Robert Flarsheim of Kansas City, Missouri.

The car remained with Mr. Flarsheim's family until 2013, passing to his son-in-law Mr. Kirk Polson of Clayton, California in 1985. Mr. Flarsheim proved to be the consummate enthusiast; beginning in late 1958, he kept careful note of gas fill-ups, oil changes,

and service work lavished upon this Austin-Healey over his many years of custody, along with every annual registration and insurance renewal. Mr. Polson continued that practice, and the car is thus supplied with a comprehensive 3-ring binder full of paperwork. Those documents validate that this amazing automobile has been driven just 25,000 miles from new, certainly making this one of the lowest-mileage BN1s on the planet.

Retaining its original 2,660 cc in-line four-cylinder engine, three-speed transmission with overdrive, and wire wheels, this wonderful sports car has never been fully restored, but thankfully, it has also never been modified with louvers or hood straps to pose as a "Le Mans" replica. Rather, it has been carefully maintained over the years, repairs made as necessary, one good-quality respray in its original color of Olde

English White performed, one interior renewal in 1987 in red leather, wool carpeting, and a new top and tonneau cover.

It is supplied with its original spare wire wheel, a set of Dunlop Racing tires, a tool roll and jack, original owner's manual (including the maintenance pamphlet for the overdrive unit), and a factory service manual. This fine BN1 roadster would be a worthy addition to any collection of fine post-war British sports cars and would be eligible for such world-class motoring events as the annual California Mille. **\$80,000 - 100,000**

Please note that this vehicle is titled as a 1955 and with chassis number BN11222344.



1969 FERRARI 365 GTB/4 DAYTONA BERLINETTA

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 12923

Engine no. B 180

4,390cc DOHC V12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

- *Desirable, early-production Plexi-nose Daytona Berlinetta*
- *Displayed at the Montreal Auto Salon when new*
- *Striking black over black livery*
- *Ferrari's front-engine V12 road car legend*
- *In same ownership for decades*

**THE FERRARI 365 GTB/4 DAYTONA**

The concept of manufacturing a 4-cam V12-engined *Berlinetta* with considerably greater power output than the successful 275 GTB/4 model emerged in 1967, as soon as the 3.3-liter variant was being launched upon a receptive market. The new model would have to meet newly developed US federal regulations, which meant a tremendous amount of time-consuming development work before the new design could be introduced.

Ferrari's first known prototype for such a car emerged during the winter of 1967 with bodywork presaging the final design that would be adopted, although its front-end treatment looked back towards that of the 275 GTB. It used a three-valve per cylinder 4-liter V12 engine that was not taken further. Instead a Tipo 251 power unit would be adopted, which was a more conventional 4.4-liter with

hemispherical combustion chambers in its twin-cam heads, and single-plug ignition. The block had been lengthened to accommodate a bore and stroke of 81mm x 71mm, identical to the Tipo 245 engine's, which already powered the 365 GT 2-plus-2, GTC and GTS models.

The new 4.4-liter unit was lubricated by a dry-sump system with a 14-liter separate tank. Compression ratio was 8.8:1 and with six Weber 40DCN carburetors the engine delivered a muscular 352bhp at 7,500rpm, with 318lbs/ft torque at 5,500rpm – enough – indeed, as one English technical writer of the time described as being "...more than enough to pull your house down".

The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed transaxle was attached to the tube chassis

at four points – two on the engine and two on the transaxle – and the familiar 2.4-meter wheelbase was retained, which dated back in unbroken line to the 250 GT SWB.

To clothe the new 365 GTB/4, Pininfarina created a classical and now legendary design, which combined Maranello tradition with modernity. Only the prototype body was actually built by Pininfarina and as with the preceding *Berlinettas* it was Scaglietti who actually made the bodies in steel (with opening panels in aluminum) for the production examples.

Venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honor of the Ferrari factory team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967 Daytona 24-Hour race. Shortly after





THE MOTORCAR OFFERED

debuting the gorgeous GTS/4 Spider, a number of important revisions were introduced on both the *Berlinetta* and Spider versions. These changes came about as a result of the newly imposed federal safety legislation in the USA that deemed covered headlights illegal. Ferrari and Pininfarina were subsequently being forced into carrying out a mild front-end makeover. Their answer was to fit the Daytona with retractable headlights in early 1971.

Capable of achieving 278km/h (172mph) in standard form, the new Ferrari was the fastest production car in the world at that time. It also displayed the quickest acceleration when pitted against the Lamborghini Miura, Mercedes-Benz 350SL, Jaguar V12 E-Type and the De Tomaso Pantera.

Offered here is quite a special 365 GTB/4 Daytona, sporting the pure original design as Pininfarina intended, with its early Plexi-nose styling. This fantastic Ferrari, chassis no. 12923, was completed at the Ferrari factory in the fall of 1969, and was only the 88th car built in the model run. The new Daytona Berlinetta was fitted with air conditioning and destined for the Canadian market, where it would soon be displayed at the Montreal Auto Salon.

It remains unclear for how long the Plexi-nose Daytona Berlinetta remained with the first owner, but by 1986 the car was still in the Montreal area, where a Mr. Ronald Selig offered it for sale. At this point, the Ferrari had covered 45,000 kilometers, and presented in the black over black livery. The car is believed to have been exported to Sweden around this time, where it would remain until 1993. Noted

Ferrari expert Lyle Tanner purchased 12923 around this time, and from him it reportedly passed to a Japanese client.

By the mid-1990's, the Daytona was back in North America, where it was offered for sale by the specialists at Emeryville, California based Fantasy Junction, with around 55,000 kilometers recorded on its odometer. The car is believed to have been in very original and unrestored condition at this point. From here, 12923 moved to the East Coast, where a Mr. Bruce Haley of Roslyn, New York owned the car in 1997, before it sold again in Monterey, California in 1998 to a collector from Oregon. The consignor, a noted Ferrari collector from Minnesota, purchased the black Daytona shortly hereafter, and it has since been part of his impressive collection, sharing garage space with a 275 GTB/4 and a 250 GT Lusso to name a few.







Today this ex-Montreal Auto Salon Daytona, one of the first 100 cars produced, presents beautifully throughout. Equipped with Borrani wire wheels and era-appropriate Michelin XWX tires, the car looks just right. Inside, one finds the early style seats unique to these early series production cars, as well as the classic wooden-rimmed steering wheel featuring the *cavallino rampante* on the horn button. Pure, elegant and powerful, this stunning Daytona is equally well-suited for high-speed touring or the show field. **\$650,000 - 800,000**

Please note that this vehicle is titled as a 1971.



From the Martin Swig Collection

1924 CHRYSLER MODEL B-70 ROADSTER

Chassis no. 19074

Engine no. 43162

201ci L-Head Inline 6-Cylinder Engine

Single Carburetor

68bhp at 3,000rpm

3-Speed Manual Transmission

Front Tubular Axle – Live Rear Axle

4-Wheel Hydraulic Brakes

- First year of Chrysler production
- Well-maintained, low mileage Roadster
- Substantially original example from long-term ownership
- The first American car model to compete at Le Mans
- A central part of Martin Swig's 'Chrysler Historic Racing' program



THE CHRYSLER MODEL 70

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

Production of the Model 70 – named for its comfortably achievable top speed -- began in 1924, utilizing many never before seen engineering feats that would distinguish the new model as one of the most advanced in its period. Dubbed the 'Chrysler Six' for its revolutionary high-compression six-cylinder

engine, the Model 70 featured a seven bearing crankshaft, carburetor air cleaner, full pressure lubrication system and the first replaceable oil filter.

Chrysler focused its Model 70 advertising on two main technological breakthroughs -- a 4.7:1 compression ratio and four-wheel hydraulic brakes. At the time, most other manufacturers offered an inferior and less efficient 4:1 compression ratio and two-wheel mechanical brakes. Nine body styles were offered in 1924, the most sporting being the rumble-seat Roadster.

Thanks to Chrysler's innovations, the new Model 70 was a performer, and many speed records and hillclimb victories were achieved with some of the era's best drivers at the wheel of a Chrysler product. These included several

drives by Ralph de Palma, including overall victory at the 1924 Mt. Wilson Hill Climb, and several 1000-mile outright speed records. The Chryslers raced overseas, too, with Land Speed Record holder Malcolm Campbell winning the '100 Short' at Brooklands in 1925 in an aerodynamic-bodied '70'. The Chrysler Model 70 also notably became the first-ever American car to compete at the Le Mans 24 Hours.





THE MOTORCAR OFFERED

This 1924 Chrysler Model 70 Roadster was purchased in northern Washington state in the late 1990s by Chrysler historic racing enthusiast Martin Swig. Swig is best known as the founder of the California Mille historic sports car tour, however he was also the co-author of the not-so-widely acclaimed book *Chryslers in Competition: European Road Racing 1925-1931* (a copy of which will be included with this car). Swig had searched far and wide for a Model 70 Roadster for many years, unable to locate one of the very scarce first-year Chryslers. He finally lucked out when he discovered this car during a 1998 vintage race weekend trip to Seattle, where he was racing one of his other automotive loves, an Alfa Romeo Giulietta.

The Chrysler's earliest history is unknown, however it is quite possible that it was delivered new to Washington; the car proudly bears a

1924 Washington license plate that was on the car at the time of Swig's purchase. Bought out of an estate collection, the Chrysler is believed to have been in its previous ownership for decades, possibly since the 1960s. At some point, probably a half-century ago, the Chrysler was repainted in a period color scheme, likely the same colors it wore the day it left the factory. An exceptionally complete and original car, Swig knew it was a good one and purchased it on the spot.

The body was in excellent condition when acquired in 1998, and has been left untouched. The correct wood-spoke wheels provide a nice contrast to the nickel radiator and ornamental winged radiator cap. Swig reupholstered the original bench seat, as the original material was badly cracked and aged, however he left the original upholstery on the door panels, while the

original wooden steering wheel and floor shifter complete the tidy cockpit. Clear instruments are housed within a defined gauge cluster, a somewhat revolutionary dash configuration at the time. Rarely exercised, it is believed that the odometer reading of fewer than 36,000 miles reflects the original mileage.

Having seen very little use over the course of the last couple of decades, a careful servicing of the Chrysler would be advisable before touring.

\$40,000 - 50,000
Without reserve

Please note that this vehicle is titled with chassis number 43102.



1958 EDESEL CITATION CONVERTIBLE

Chassis no. X8WY700406

410ci OHV V8 Engine
 Single Four-Barrel Carburetor
 345bhp at 4,600rpm
 3-Speed Push-Button Automatic Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- *Top-of-the-line Citation Convertible*
- *One of just 930 produced*
- *The most expensive model in the Edsel range*
- *Many innovative features including push-button transmission*
- *One of the most recognizable American classics of the 1950s*



THE EDESEL

Ford Motor Company debuted the Edsel on “E-Day”- September 4, 1957. Named after Henry Ford’s son, Edsel was intended to be a rival to Buick and Oldsmobile and was touted as an entirely new car. Featuring innovative features including the Push-button Teletouch transmission, rolling dome speedometer, and warning lights for things like oil level, parking brake engagement, and engine temperature, the Edsel did offer new technology, however much of the car was shared with existing

Ford products. In fact, all Edsels produced during the company’s short lifespan (the brand ceased to exist in 1960) were produced in existing Ford factories.

As part of Ford’s plan for a new, enticing car, they wanted an unmistakable design language to differentiate the Edsel from its Mercury and Ford cousins. For this, they called upon designer Roy Brown for a car that would appeal to buyers “with upscale tastes and mid-range budgets”. Brown designed a car that defied convention, eschewing the large fins that were so popular in Detroit in favor of boomerang-shaped taillights and featuring a unique “horse collar” vertical grille. Brown undoubtedly created a distinctive look. However, this look, particularly the grille, was polarizing and not well received. As a result, just 63,107 units were sold in 1958, a far cry

from the 200,000 projected. For 1959, Ford dropped the larger Citation and Corsair lines and implemented more conservative styling, however only 44,891 examples were sold. In 1960 Edsel abandoned the controversial horse collar grille, yet this change was not enough to save the young, troubled brand. On November 19th, 1959, the last of just 110,847 Edsels rolled off the production line. Edsel’s failure to establish itself as a popular mid-priced car cost Ford Motor Company an estimated \$350 million.

When launched for the 1958 model year, Edsel included four models, the Citation, Corsair, Pacer, and Ranger. The Citation and Corsair models were based on the larger Mercury platform, whereas the Pacer and Ranger were based on the smaller Ford platform. The top of the line Citation came





THE MOTORCAR OFFERED

in both two-door and four-door hardtops as well as a two-door convertible, all of which featured Edsel's E-475 V8 engine. The E-475 is a 410 cubic inch, 345 Horsepower V8 named for its 475 foot-pounds of torque and was most often mated to the innovative push-button Teletouch transmission.

This top-of-the-line 1958 Citation Convertible is one of just 930 examples produced and was the most expensive model offered. On August 27, 1957, this Citation Convertible rolled off the production line, featuring Powder Blue paint and a white and gold vinyl interior, along with the Teletouch automatic transmission. The car was later changed to its current color combination before being acquired by the consignor in 1996.

For the last 18 years it has been well maintained and used sparingly for parades. Featuring bright chrome and beautiful red paint over a matching red interior, this is a stunning example of a truly distinctive 1950s automobile and offers a great opportunity to own both an innovative, iconic convertible as well as an interesting piece of American automotive history.

\$60,000 - 70,000



1958 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.8500094

Engine no. 198.980.7500682

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Matching numbers example documented via factory data card*
- *One of only 1,858 300SL Roadsters produced*
- *Offered with factory original Hard Top in original crate*
- *Original, striking color combination*
- *Low mileage, one owner car for much of its life*



THE MERCEDES-BENZ 300SL ROADSTER

It's impossible to talk about the Mercedes-Benz 300SL Roadster without first referring to the car that spawned it – the legendary 300SL 'Gullwing' coupe. Originally conceived as a racing car, the 300SL racked up victories throughout 1952, in the process capturing the imagination of America's official Mercedes-Benz importer Maximilian 'Maxi' Hoffman.

Desperate for a car to sate the desires of his upmarket clients, he eventually persuaded the

Daimler-Benz board to take the 300SL from racetrack to road. The designers and engineers refused to compromise on the purity of the original, so the bodywork was still primarily crafted to reduce drag as much as possible (although rumor has it that the elegant strips over the wheel arches were no more than fashionable cosmetic touches to make the car appeal to its American audience), and the steel panels cloaked a tubular chassis frame designed by Rudolf Uhlenhaut which weighed only 82kg.

The iconic doors of the coupe were a byproduct of this chassis, which had much higher sides than usual, leaving limited vertical space for a conventional door. Production began at the Sindelfingen plant in August 1954 and over the next two and half years it proved a phenomenal success. 1,402 were sold, despite the colossal \$11,000 asking price.

By 1957, however, SL (the initials stood for *Sport Leicht*; Sport Light) sales were on the slide, and with the roadster body style proving popular in America – and feedback from customers suggesting they'd like more comfort and a larger trunk – Maxi Hoffman helped convince Mercedes-Benz that a convertible version could take over where the coupe left off.

Introduced at the Geneva Motor Show in May that year, the 300SL Roadster wasn't the result of a quick fix to meet owner demands. Mercedes re-engineered the whole car, taking the opportunity to fix some niggles that afflicted the 300SL—first and foremost the suspension. Although the double wishbone front layout was famed for its precision, the rear swing arm axle, jointed at the differential, had developed a reputation for tricky





handling and sensitivity to cambers. Lowering the pivot point helped calm the 300SL's predilection for oversteer.

At the same time the fabulous 3.0-liter straight six, which featured fuel injection years ahead of its time, was boosted from 215bhp to 225bhp (torque output remained at 202lb-ft at 4,600rpm) and the chassis was redesigned with lower sills to accommodate normal swing-opening doors – although additional strengthening was required in the lower half of the chassis which saw the SL's weight grow from 1,310kg to 1,420kg.

Partially to increase load space and partially to create room for the folding fabric roof, the fuel tank capacity was reduced from 130 liters to 100 liters, but arguably the biggest benefit the Roadster gained over the Gullwing was

superior ventilation. Due at least in part to the coupe's small in/out side windows, the hard top 300SL was regarded by many as tough work on long trips due to heat buildup in the cabin. Even with its roof up the Roadster's wind-up windows allowed much better airflow through the cockpit.

By no means the poor relation to the Gullwing, the later refinements added to the Roadster made it a compelling proposition for collectors and enthusiasts despite a list price of \$10,950, a ten percent increase over the Gullwing. And while the coupe had a model-run of under three years, the Roadster stayed in production until early 1963, by which time 1,858 had been built.

THE MOTORCAR OFFERED

This delightful 300SL Roadster is documented by its original Mercedes-Benz data card, a copy of which is included. While slightly difficult to read, the 300SL's factory data card indicates that it was delivered to the South Bend, Indiana Studebaker Packard facility, which served as Max Hoffman's distribution center for the 300SL Roadsters. The car is recorded as having been delivered in Silver Grey Metallic (180), with Red leather (1079), the same color combination it wears to this day. Further, the 300SL was equipped with sealed-beam headlamps and a Becker Mexico radio.

This lovely 300SL is understood to have been in the long-term care of Mr. Clair Kemp, who is believed to have purchased this Roadster new in 1958. In his Utah garage, the 300SL enjoyed pride of place next to a Lamborghini Miura; clearly Mr. Kemp's enthusiasm for fine







automobiles ran deep! Following Mr. Kemp's passing several years ago, the 300SL passed to his heirs, who then sold the car to Jack Plumb, a well-known Utah-based car enthusiast and restorer. Plumb stripped the very original Mercedes to bare metal, at which time it was determined to have a very solid body; once stripped, the 300SL was refinished in its original color of Silver Grey Metallic. While the paintwork was attended to, the fuel injection pump was rebuilt for smooth operation. Furthermore, the consignor states that the indicated mileage of under 57,000 is original.

The low-mileage Roadster is described by the vendor as retaining its original interior upholstery, the sporting red leather providing the perfect contrast to the classic Mercedes silver paintwork. To set things off visually, the Roadster has been fitted with a set of

reproduction Rudge knockoff wheels which truly give it that much more presence. Perhaps most remarkably, the 300SL also comes with an original Hard Top still in its original German wood shipping crate, a fine accoutrement, not to mention one that makes the Roadster a true all-weather driver's car.

Complete with books and tools, and together with the factory hard top in its original factory wooden shipping create, this very attractive 300SL Roadster appears today in its original color combination, boasting many of its original features. It is rare to see a 300SL today that has not been over-restored and done so in a way to suit personalized owner's tastes – this car is one that has been lovingly preserved and maintained through the generations, never over-restored, and presented in its most fitting original color combination of Silver Gray

Metallic over Red. It is a fine example of the highly prized 300SL Roadster, and should be a highly enjoyable entry to all manner of historic motoring events upon purchase.

\$1,200,000 - 1,400,000

Please note that this vehicle is titled with chassis number 8500094.



140

1930 INTERNATIONAL SINGLE-TON PICK UP

Chassis no. X43817G

Engine no. 246399

Approximately 150ci Flathead Inline 4-Cylinder Engine

Single Carburetor

Approximately 35bhp

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Drum Brakes

- *Charming & rustic 1930s pick up*
- *Excellent marketing potential*
- *Beautifully restored inside and out*
- *A piece of American agricultural history*
- *Rare slice of history of commercial American life in the 1930s*



INTERNATIONAL HARVESTER COMPANY

The International Harvester Company can trace its roots back to the 1830s, when Cyrus Hall McCormick, an inventor from Virginia, finalized his version of a horse-drawn reaper, for which he received a patent in 1834. McCormick and his brother moved to Chicago in 1847 and founded the McCormick Harvesting Machine Company. The McCormick reaper sold well, and their products came onto the market just as the development of railroads offered wide distribution to distant market areas. The

McCormick brothers developed marketing and sales techniques, developing a vast network of trained salesmen able to demonstrate operation of the machines in the field.

Cyrus Hall McCormick died in 1885, with his company passing to his son, Cyrus McCormick, Jr. In 1902 the McCormick Harvesting Machine Company merged with a number of smaller companies, to create the International Harvester Company. IH opened many new plants during the early part of the century, and entered into a long list of different types of commercial vehicle production. The International produced Pick Up truck line became one of these new ventures in the late teens, and resulted in a very successful offering for the company for decades.

THE MOTORCAR OFFERED

Purchased by its most recent owner over a decade ago, this rugged International Pick Up was treated to a comprehensive restoration in the early 2000s, and still shows extraordinarily well today. The smart truck is finished in utilitarian black, topped by a vinyl-padded roof with a red chassis and wheels. The wooden bed is finished beautifully in fine veneers.

A great truck for a fun marketing campaign, or to use around the farm when time is on your side, this classic International is an interesting slice of American commercial and agricultural history, one that is not often seen in such resplendent restored condition.

\$25,000 - 35,000

Without reserve



141

1969 MGC GT COUPE

Chassis no. GCD1U/8209G
Engine no. 29GA/RU/H3643

2,912cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
145bhp at 5,200rpm
4-Speed Manual Transmission with Overdrive
Front Independent Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Exceedingly original example throughout*
- *Lovely patina in and out*
- *Presented in factory-delivered appearance*
- *Smart-looking Coupe version of MG's high-speed 'C'*
- *Documented by Heritage Trust Certificate*



THE MGC

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

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

THE MOTORCAR OFFERED

According to the Heritage Trust Certificate issued for this MGC GT Coupe, it was built in June of 1969, just two months before MG discontinued the model run. The C GT was prepared as it appears today, in *Pale Primrose Yellow* over a black interior, equipped with wire wheels, overdrive, cigarette lighter and heater, a left hand drive car for the US market.

The destination dealer was based in Portland, Oregon, where the car is believed to have resided with its original owner for several decades. With just two subsequent owners since, this MGC has been lovingly maintained both cosmetically and mechanically. A close inspection reveals a highly original car in and out that never appears to have been taken apart or neglected. Bright work and trim is in beautiful original shape, as is much of the interior. The *Pale Primrose Yellow* exterior paint

wears a lovely patina, and suits this late-sixties British GT brilliantly.

Not particularly well known, the six-cylinder MGC presents an intriguing alternative to many more expensive 1960s GT cars, and a better example of this rarely seen sport coupe will be difficult to source. Presented with its Heritage Trust Certificate, this MGC is a delightful example of this limited production model, and should surprise many who were previously unaware of MG's 'six'.

\$25,000 - 35,000

Without reserve



1934 PACKARD EIGHT 1101 COUPE ROADSTER

Chassis no. 71919

Engine no. 374108

320ci L-Head Inline 8-Cylinder Engine
 Single Dual-Throat Carburetor
 120bhp at 3,200rpm
 3-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 4-Wheel Drum Brakes

- *Multiple CCCA and AACA Award winning example*
- *Previously awarded 100 points in CCCA Concours competition*
- *Exquisite restoration by LaVine Restorations*
- *Believed to have been owned new by Hollywood actress Arline Judge*
- *Desirable Coupe Roadster from one of the best Packard production years*

**THE 1934 PACKARD**

Charles Dickens may have written “It was the best of times, it was the worst of times” about the beginning of French Revolution but it applied just as well to Packard in 1934. The cars were wonderful, offered in a profusion of models, body styles and optional accessories, but the Great Depression was at its deepest and even Packard’s elite clientele was not buying. It was cold comfort when Packard finished the year with 42.7% of the luxury car



market. Cadillac and Lincoln were even worse off. Marmon and Peerless had called it quits in 1933. Pierce-Arrow was well on its way to going out of business.

In the 1934 luxury market Packard’s accomplishment was truly remarkable, but it amounted to only 8,000 cars, and these were spread out over three different engines and five different chassis.

In addition to the inherent quality, luxury, performance and silence for which Packard was justly famous, the marque’s design and styling combined conservative elegance with a hint of sporting flair. Raymond Dietrich had laid down the basic lines of Packard’s cataloged and custom bodies while working for Murray Corporation subsidiary Dietrich, Inc. in the late 1920s. Ray Dietrich’s concepts

were embraced by Ed Macauley, who was appointed Packard’s styling director in 1932 by his father – and Packard’s President -- Alvan Macauley. Alexis de Sakhnofsky joined Packard as a part-time consultant through the early 1930s, contributing his own sense of form, flow and streamlining to the development of Packard coachwork, work which was implemented with talent and skill by Werner Gubitz.

While the few remaining independent coachbuilders continued to body Packard chassis, the economy and Packard’s extensive catalog of finely-styled designs kept most Packard coachwork production in their own in-house facilities. That was, as it turns out, a serendipitous consequence as the Packard coachwork of the early 1930s, and particularly 1934, is among the best of the period.





THE MOTORCAR OFFERED

Relying on Packard's traditional buttressed grille shell, since 1932 vee-shaped with vertical blinds, complemented by vee'd headlight lenses and the "down-tick" dart-shaped shoulder molding created by Hibbard & Darrin, Packard cataloged no less than thirteen standard bodies on the prestigious 1104 Super Eight alone. Deliveries of closed sedans predominated but it is the few, very special, open 1934 Packards that are most appreciated today. The essence of classic design and quality, their appeal is timeless.

This exquisite example of Packard's 11th series production model was completed at the Detroit, Michigan Packard factory in August of 1934. The new Packard was built as it appears today, an 1101 Eight chassis with the type 719 Coupe Roadster body. The car was delivered new through Fonda Motor Car Company, presumably based in Connecticut.

The Packard is believed to have been owned by Hollywood actress Arline Judge during the mid 1930s while she lived in Connecticut. Mrs. Judge had an impressive acting career from the early 1930s through the 1960s, during which time she was married seven times, and generally led a glamorous life. One can imagine the luxurious Packard fitting her lifestyle very well. The Packard is believed to have been in Florida later on in its life, where it is recorded as having been owned by Orlando resident

Mr. Ray Galliford. The Packard was later owned by enthusiast John Yanick of Branford, Connecticut, before being purchased in 1983 by Packard collector Robert Woolfitt of Norfolk, Virginia.

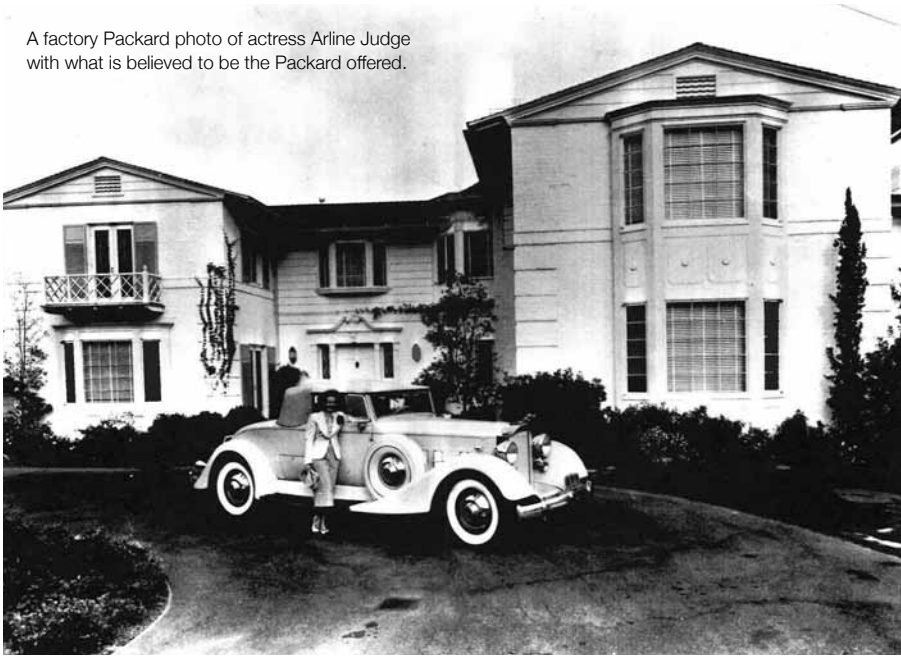
Mr. Woolfitt would soon start showing the Coupe Roadster at AACA and CCCA events throughout the northeast. By the 1990s the Packard was starting to show its age, and Mr. Woolfitt entrusted the specialists at renowned classic car restoration firm LaVine Restorations of Nappanee, Indiana to treat the car to a full restoration. Carried out between 1998 and 1999, the 1101 was fully disassembled, with both mechanical and cosmetic aspects restored and refurbished.

Soon after the restoration was completed, Mr. Woolfitt would start showing the





A factory Packard photo of actress Arline Judge with what is believed to be the Packard offered.



Packard again. Testimony to the excellent job performed by LaVine Restorations, the car would rack up a most impressive list of awards at CCCA and AACA meets over the next decade. During the Packard's outing at the July 1999 Packard National Meet held that year in Warren, Ohio, the restored car scored a class win amongst a very strong field, and at the CCCA Grand Classic in Dearborn, Michigan later that month, it scored a perfect 100 points. A complete list of all the awards achieved can be found in the car's accompanying history file, tallying more than 15 First in Class Awards and other prizes.

Offered from a prominent New York based collection of exceptional classics and sports cars, this superb Packard continues to show extremely well inside and out. Finished in an elegant shade of maroon with neatly

contrasting tan interior and convertible top, the car looks quite sporting with the black wall tires and color matched spoked wheels. The Packard is fitted with the optional dual mount spares, and proudly wears its CCCA Senior badge. A better restored Packard will be very difficult to find.

\$250,000 - 300,000

Please note that this vehicle is titled under its engine number.



1957 PORSCHE 356A 1600 COUPE

Coachwork by Reutter

Chassis no. 101972

Engine no. 87072

Approximately 1,700cc OHV Flat 4-Cylinder Engine

2 Zenith Carburetors

Approximately 85bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Desirable 356A Coupe accompanied by original matching numbers engine*
- *Professionally restored throughout and fitted with a 1600 Super engine*
- *Factory delivered in Aquamarine Blue over a red leatherette interior*
- *Excellent entry for vintage rallies and driving events*
- *Simple, elegant and pure version of the legendary Porsche 356*

**THE PORSCHE 356**

Although Ferdinand Porsche had established his independent automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. The work of Ferry Porsche, the Type 356 was based on the Volkswagen designed by his father, Ferdinand, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension.

Having commenced manufacture with a short run of aluminum-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. In 1951 a works car finished first in the 1,100cc class at the Le Mans

24 Hours, thus beginning the marque's long and illustrious association with *Le Sarthe*.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its rounded windscreen and 15" - down from 16" - wheels. At the same time, a 1,600cc engine replaced the old 1.5-liter unit and would be standardized on the successor 356B model. In production until 1965, the 356 is where the Porsche legend began and good examples have long been prized by collectors.

THE MOTORCAR OFFERED

Constructed during the summer of 1957 at the Stuttgart-based Reutter coachbuilding facility, this elegant 356A Coupe was finished at the nearby Zuffenhausen Porsche factory in October that same year. The new sports car was equipped for the US market, fitted with sealed beam headlights and miles per hour speedometer, and finished in the striking livery of Aquamarine Blue over a red leatherette interior.

The new Porsche 356 is thought to have found its first owner in California, where it is believed to have remained until 2013. A city of Burlingame night parking permit from 1977 is affixed to one of the windows, suggesting the Porsche resided in the Bay Area for many years, and most likely remained in this region as it was sold locally in 2013. In the mid-2000s the Porsche was treated to a comprehensive





restoration, during which the exterior was finished in the current *Poyantha* red, and the interior was re-trimmed with tan leather and correct square weave carpeting. Chrome and bright work was refurbished, and the mechanicals were rebuilt.

This sporting 356 Coupe is fitted with a 1959 1600 Super engine, equipped with a big bore kit for extra punch, but the car's original engine, engine no. 67304, will come with the car. Fitted with sunroof, clock, period Blaupunkt short wave radio, bumper nudge bars and Speedster type side trim, this Porsche presents beautifully inside and out. A complete service was performed by Long Island, New York based Autosport Designs in 2013, including a tune up, tidying of minor engine and transmission leaks, and replacement of the engine oil cooler. A great car for any number of vintage rallies,

this stylish 356A Coupe offers the pure form and driving characteristics unique to these early Porsches, but with a bit more power on tap than the standard 60bhp output. Offered with its Porsche Certificate of Authenticity and the original, matching numbers engine, this exceptional and attractive Porsche is ready for its next owner.

\$125,000 - 150,000
Without reserve

Please note that this vehicle is titled as a 1958.



1963 FERRARI 250 GT LUSSO BERLINETTA

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 4481

Engine no. 4481

2,953cc SOHC V12 Engine

3 Weber Dual-Throat Carburetors

250bhp at 7,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Matching numbers example, retaining original body and chassis*
- *Believed to have had just four owners from new, and one single owner for 41 years*
- *Low mileage example presented in its factory delivered livery*
- *A top example of one of the most beautiful Ferrari models ever built*
- *Offered with tool roll, owner's manual and copies of build sheets*

**THE FERRARI 250 GT LUSSO**

“The Ferrari 250 Gran Turismo Lusso was one of the finest Ferrari sport saloon body designs ever created by Carozzeria Pininfarina. Into that car went all the experience gathered by the atelier when creating Fifties grand tourers in terms of style. It was further enhanced by the new features introduced on the SWB and GTO, giving birth to a car of extraordinary elegance and equilibrium” –Leonardo Acerbi in his book *FERRARI, ALL THE CARS*.



Certainly one of the most beautiful machines ever to carry the Maranello marque's prancing horse emblem, the 250 GT Lusso Berlinetta debuted at the Paris Salon in October 1962. Styled by Pininfarina and built by Scaglietti, the Lusso (Luxury) combined racetrack looks with new high standards of passenger comfort. Beautifully proportioned, the new 250 GT blended a low-slung nose, reminiscent of that of the 400 Superamerica, with sculpted Kamm tail by means of some of the most exquisite lines yet seen on an automobile. Slim pillars and wide expanses of glass not only enhanced the car's outward appearance, but made for excellent visibility and a pleasantly light and airy interior.

By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-

produced model, can be seen as critically important, though production of the first of the line -- the 250 Europa and Europa GT, built from 1953 to 1956 -- amounted to fewer than sixty. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in smaller numbers, usually to special order using a sports-racing chassis as the basis. Ghia, Vignale and Touring were responsible for clothing many of these early road cars, but there was no attempt at standardization for series production and no two cars were alike.

The 250 Europa's introduction heralded a significant change in Ferrari's preferred coachbuilder, whereas previously Vignale had been the most popular *carrozzeria* among Maranello's customers, from now on Pinin Farina (later 'Pininfarina') would be Ferrari's number one choice.





The Lusso's immediate antecedent had been the 250 GT Berlinetta SWB. The SWB (Short Wheel Base) designation arose from a chassis that, at 2,400mm, was 200mm shorter than the standard 250GT's. Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminum-alloy bodies, the road version enjoying a fully trimmed interior and softer springing. However, Ferrari's policy of building a single, dual-purpose race/road model did not survive long into the 1960s, the diverging requirements of the two markets necessitating greater specialization in the form of the competition-only 250 GTO and Gran Turismo 250 GT Lusso.

Built on a short-wheelbase chassis similar to that of the 250 GT SWB and 250 GTO,

the Lusso was powered by Colombo's light and compact 3-liter V12. Breathing through three twin-choke Weber carburetors, the all-aluminum, two-cam unit produced 250bhp at 7,500rpm, giving the Lusso a top speed of 150mph (240km/h) and a useful 0-100mph (0-160km/h) acceleration time of 19.5 seconds.

Testing the 250GT Lusso five years after its introduction, *Road & Track* magazine acknowledged that the design had already achieved classic status. "Although there were many variations on the basic Ferrari 250 GT since 1956 when this 3-litre series was first offered, the 1963-64 250 GT Berlinetta Lusso has come to be identifiable by that single word, Lusso. The design of the body was at once elegant and exciting and no other road Ferrari before or since has earned the same degree of enduring admiration for its aesthetics."

Steve McQueen had one, and the master designer himself, Battista Pininfarina, selected this model as his personal car. The 250 GT Lusso remains one of the greatest achievements of automotive design and engineering. With breathtaking looks and exhilarating performance, these cars remain some of the most collectible Ferraris ever produced.





THE MOTORCAR OFFERED

This matching numbers example of Ferrari's legendary 250 GT Lusso, chassis no. 4481, was the 52nd car built in the production run. Finished at the Maranello works during the summer of 1963, 4481 was equipped for the Italian home market, where Milano's flagship Ferrari dealership, Crepaldi S.p.a took delivery soon after completion. 4481 was finished much as it appears today, with the beautiful Pininfarina-styled exterior finished in the noble dark blue fine metallic color of *Blu Notte Metallizzato*, and the interior upholstered in *Crema*, with nicely contrasting appointments in black. The passenger seat was equipped with the optional headrest.

4481 found its first owner in July of 1963, when purchased by Milano resident Mr. Giansaverio Bianchi. The Ferrari returned to Maranello in October of 1963 and in May of 1964, where it

was serviced at the factory's *Assistenza Clienti* customer service center. The Lusso remained with Mr. Bianchi until 1967, when the second owner, a Mr. Armando Pollini of Vigevano, Italy purchased it. 4481 remained with Mr. Pollini until 1969, when it was purchased by its most recent former owner, Mr. Riley Kuehn of Seattle, Washington. Mr. Kuehn, naturally very fond of his wonderful Lusso, kept the car for the next 41 years. Certainly a testament to how difficult it can be to part with an important 1960s V12 GT Ferrari, Mr. Kuehn's long tenure of careful ownership underlines the reason why 4481 remains in such well kept and low mileage condition today.

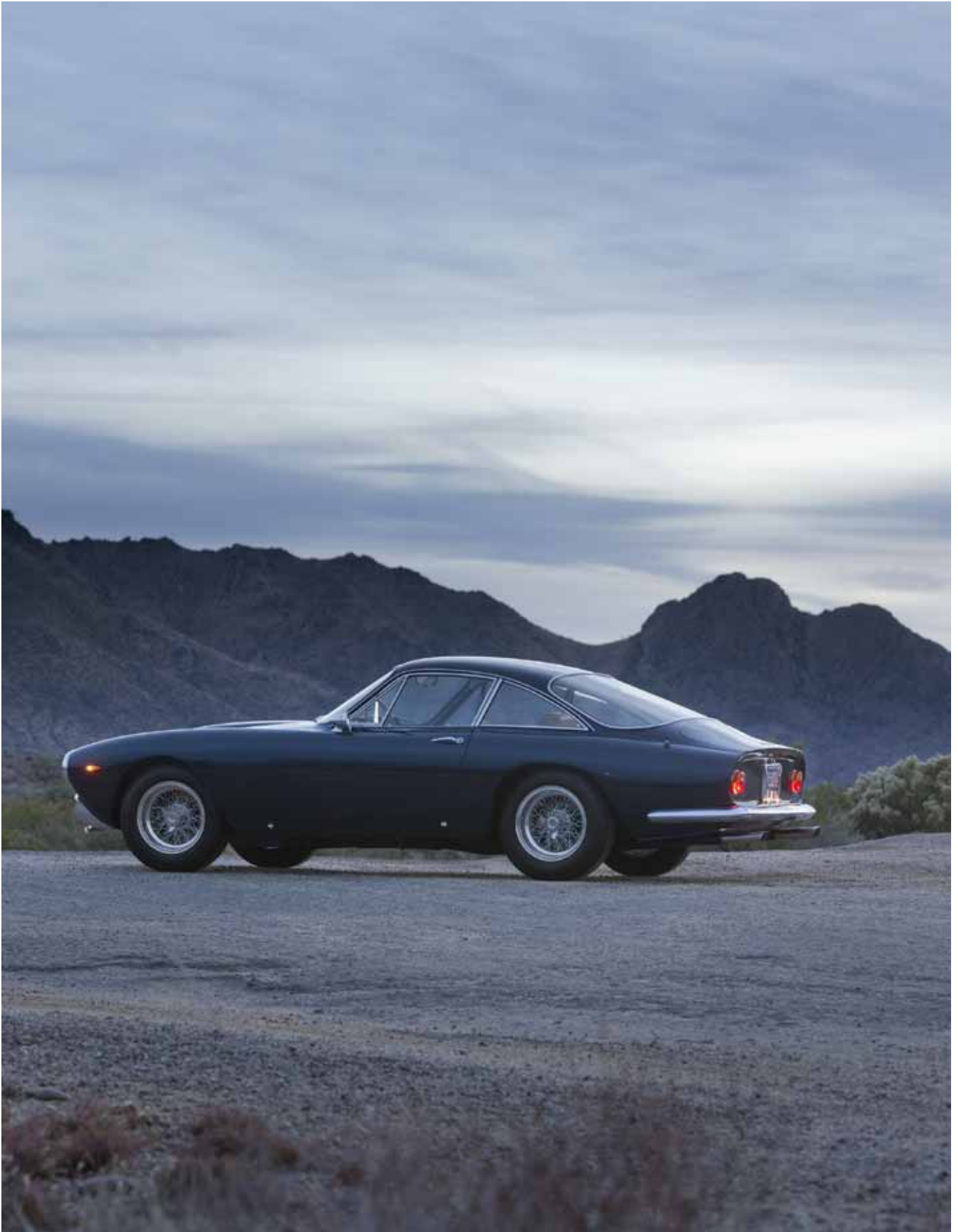
In 2007, Mr. Kuehn entrusted the William Creits Company of Auburn, Washington to repaint 4481 in its original dark blue color, while Electrofinishing of Kent, Washington refurbished

the car's original chrome and brightwork. During this time, mechanical systems in need of refurbishing were attended to by renowned Tacoma, Washington based Ferrari shop Alta. Later, in 2009, Alta rebuilt the Ferrari's braking and suspension systems.

Mr. Kuehn finally parted with his prized Ferrari after four-plus decades of ownership in 2010. The lucky purchaser, who owns the car still today, acquired one of the best-kept Lussos in existence. It was a perfect fit for his extraordinary collection of sports cars spanning from the dawn of motoring through to modern supercars. Soon after taking delivery, 4481 was sent to Rod Drew's renowned Ferrari restoration shop FAI in Southern California, where the transmission was rebuilt with new synchromesh rings, and a new water pump was installed. Again in 2014, the Lusso received service and









maintenance, this time at Wayne Oby's Motion Products, at which time the ignition and fuel systems were attended to.

Today, this exceptional 250 GT Lusso presents with a great degree of integrity throughout; it is what one would describe as an un-molested, honest car in classic car parlance. Much of the Lusso's interior appears to be original, as installed when new in 1963, although some areas may have been dyed at some point in the past. A period Blaupunkt radio is installed on the center console, with matching Blaupunkt speakers mounted in the rear window tray. 4481 shows just over 85,700 Kilometers (53,200 miles) on the odometer, a figure that is believed to be the car's mileage from new. The Ferrari retains its original keys, and the one for the door even fits the trunk too -- quite unusual for a classic car of this vintage.

4481 is accompanied by what is believed to be the factory original tool roll, copies of the factory build sheets, an owner's manual and Marcel Massini's history report. With just four owners from new, and with its original, matching numbers engine, chassis and body intact, this extraordinary Ferrari is a rare specimen indeed. Dating to arguably the finest period in Ferrari's remarkable history, the offering of this Lusso represents an opportunity to acquire a superb example of one of the finest and most widely respected GT cars ever produced by any manufacturer.

Refer to department

Please note that this vehicle is titled as a 1964.



1989 PORSCHE 911 CARRERA SPEEDSTER

VIN. WPOEB0914KS173071

Engine no. 64K05439

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

217bhp at 5,900rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original example with just over 6,000 miles from new*
- *Rare, one-year-only 911 Speedster with desirable G50 Transaxle*
- *One of only 2,065 Speedsters produced in 1989*
- *An iconic Porsche lending much of its lineage to the 356 Speedster*
- *Complete with Porsche Certificate of Authenticity, CARFAX and books*

**THE PORSCHE 911 SPEEDSTER**

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

50% higher than that achieved by the less expensive Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989, the name previously having been applied to that most stylish of the many Type 356 variants. The 3.2-liter Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell, and thus was the last 911 model to feature the old style body based on the original design of 1963. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual top, a simplified affair described by the factory as for 'temporary' use only.

From 1984 Porsche had offered the 'Turbo Look' body style - flared wheelarches, large rear wing and deeper front spoiler - on its normally aspirated models and this option was extended to the Speedster, the vast majority of which were ordered with it. One of the rarest of the 911 family, the Speedster was built during 1989 only, and a mere 2,065 cars were completed.





THE MOTORCAR OFFERED

The highly original, low-mileage Speedster on offer here was completed at Zuffenhausen in May of 1989. Finished as it appears today, the Speedster left the factory in the striking Guards Red color over a Cashmere and Black partial leather interior. This very special 911 was equipped with the US market emissions system, a Blaupunkt Charleston radio, short gear shift lever, air conditioning, electrically adjustable front seats, and the rear seating area deleted in favor of luggage space.

As is commonly known, these limited edition 911 Speedsters were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN as the one the car is identified under. This car was given worldwide chassis number WP0ZZZ91ZKS173071, as stamped on its chassis-tub, but was then

assigned the US-market specific VIN of WP0EB0914KS173071 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity is also based on its ultimate US-market VIN number.

The Speedster is believed to have spent most of the 1990s and 2000s between Washington and Colorado in the hands of caring Porsche connoisseurs. With just over 6,000 miles from new and retaining its original matching numbers engine, this exceptional Speedster boasts a highly original appearance throughout, having been saved from any neglect or abuse during its lifetime.

Complete with its factory installed US emission system, Blaupunkt radio, books and manuals, the Speedster is accompanied by a clean CARFAX report confirming its low original

mileage, as well as its factory Certificate of Authenticity detailing its original specification. From the very end of what is considered the original 911 design, and benefiting from all the significant production upgrades such as the G50 5-speed transaxle, this top-of-the-line Speedster is rapidly becoming as collectible as its namesake 1950s progenitor.

\$225,000 - 275,000
Without reserve



1938 BUGATTI TYPE 57 ROADSTER

Coachwork by Auto Classique Touraine

Chassis no. 57661

Engine no. 25C

3,257cc DOHC Supercharged Inline 8-Cylinder Engine

Single Dual Throat Updraft Carburetor

160bhp at 5,500rpm

4-Speed Cotal Pre-Selector Manual Transmission

Leaf Springs with Rigid Front Axle – Live Rear Axle

4-Wheel Drum Brakes

- *Exquisite presentation in the style of Jean Bugatti's Roadster design*
- *Excellent restoration by renowned Bugatti expert Jim Stranberg and High Mountain Classics*
- *Well-known in the Bugatti Club and among marque historians*
- *Driven on numerous International Bugatti Rallies*
- *Quail and Amelia Island Concours Award winner*

**THE BUGATTI TYPE 57**

"The car sped along at 80mph with the comfort and quietness one associates with the Type 57... We were quite willing to believe that Jean Bugatti has achieved the 435 kilometres to Paris in just under 1½ hours in the Type 57 - an average of 77mph..." - *Motor Sport*, May 1939.

The Type 57 Bugatti, introduced in 1934, marked Jean Bugatti's emergence as Bugatti's leader and creative driving force. It was the first new model built under his direction and it

incorporated many features new to Bugatti. Its dual overhead camshaft eight-cylinder engine had dimensions of 72x100mm, offering 3,257cc displacement. The crankshaft ran in five main bearings. The camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them. Finger cam followers minimized side thrust on the valve stems.

The Type 57 also marked Bugatti's first use of a transmission fixed to the engine crankcase and a single plate clutch. The top three gears in the four-speed gearbox were constant mesh. Jean created a novel independent front suspension system using transverse leaf springs for the first two examples of the Type 57 before *Le Patron* spied it and insisted it be replaced by a proper Bugatti hollow tubular live axle. Thenceforth suspension was traditional Bugatti semi-

elliptical front and reversed quarter-elliptical rear leaf springs with cable-operated mechanical drum brakes.

Much of the Type 57's commercial success may be attributed to Jean Bugatti's sensitive, flowing coachwork which graced the most famous of the chassis' examples. Atalante two-seat coupé, Ventoux four-seat coupé, Stelvio cabriolet and the Galibier sedan vied with the best of France's and Europe's formidable coachbuilders' creations and comprised the bulk of Type 57 production. Bugatti's clients could have the best, but overwhelmingly they chose Jean Bugatti's designs on the Type 57.

Despite financial travail, development of the Type 57 continued with introduction of a stiffened frame and rubber-mounted engine along with the supercharged 160hp Type 57C in







THE MOTORCAR OFFERED



1936. In 1938 the nearly unthinkable happened in Molsheim when Bugatti finally adopted Lockheed hydraulically actuated brakes and replaced the beautiful and lightweight but expensive aluminum-spoked wheels and brake drums with Rudge-Whitworth center-lock wire wheels and separate brake drums.

The Type 57 in all its forms attracted discerning owners who were only satisfied with the best, among them speed king Sir Malcolm Campbell, himself the owner of a Type 57, who wrote: "If I was asked to give my opinion as to the best all-round super-sports car which is available on the market today, I should, without any hesitation whatever, say it was the 3.3 Bugatti... it cannot fail to attract the connoisseur or those who know how to handle the thoroughbred. It is a car in a class by itself."

According to renowned Dutch Bugatti historian Kees Jansen, chassis no. 57661 started its life at the Molsheim Bugatti works in March of 1938. The Type 57 was completed over the summer that year as a Gangloff Stelvio Cabriolet, priced at 86,000 French Francs, and delivered to a client named Lecroix via Bugatti agent Crequy. From here on, the car's history becomes hazy for decades.

At some stage, the Bugatti was involved in an accident, and subsequently burnt beyond repair. Its remains, understood to have consisted of the front of the chassis and the engine, were purchased in Paris in the 1980s by Helmut Feierabend, a collector from Wurzburg, Germany. Mr. Feierabend's intention was to restore chassis 57661 with the Voll & Ruhrbeck coachwork of 57819, but due to time constraints, this work was never completed.





Mr. Feierabend later sold the project to Mr. Uwe Hucke, who in turn sold it to renowned collector Jim Patterson of Louisville, Kentucky. Mr. Patterson did not complete the project either, but sold it to the consignor, an Australian based Bugatti collector and enthusiast, along with spare engine 25C (ex-chassis 57646).

This gentleman had a clear vision of how he wanted to bring the project to life. In 2006, as he visited the Retromobile show in Paris, he had noticed the incredible coachbuilding skills of Tours, France based Auto Classique Touraine; they had on display a newly built body in the style of the famous Jean Bugatti/Gangloff design no. 3449, the sporting Type 57 Roadster that was never completed due to the outbreak of the war. So the message was clear once the project really got under way in 2007; it was going to be a Roadster in the style of Jean

Bugatti/Gangloff design no. 3449, built by Auto Classique Touraine.

Renowned Bugatti specialist Jim Stranberg and his shop, High Mountain Classics, was selected to carry out the extensive work of restoring the chassis and drive line, to later mate to the new coachwork. Photos and receipts of the comprehensive build are available, all told adding up to several hundred thousands of dollars.

Upon completion in 2010, the supercharged Bugatti debuted at the The Quail, A Motorsports Gathering, where 57661 was awarded Best Prewar Sports Car. The following spring, the stunning Roadster was on the field at the Amelia Island Concours, where it was awarded the Best New Coachwork award.

This beautiful automobile has since been used on numerous International Bugatti Rallies in the US and abroad, and was displayed at the Prescott Bugatti Trust meet in the UK. With its light bodywork and powerful, supercharged eight-cylinder engine, this stunning Type 57 is a delight to drive. A known car to the American Bugatti Club Registry, the Roadster is offered with the original engine block no. 483 (although in damaged condition), a history file and restoration receipts. This expertly built, extremely beautiful Type 57 is ready for the next caretaker.

\$550,000 - 700,000



147

1966 LOTUS CORTINA MK1

Chassis no. BA74FM59709

Engine no. S29773

1,558cc DOHC Inline 4-Cylinder Engine

Fuel Injection

Approximately 120bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Rear Leaf Springs

Front Disc Brakes – Rear Drum Brakes

- Lotus' saloon car racing legend
- Icon of the Swinging Sixties
- Striking Alan Mann Racing colors
- Comprehensively restored over the past few years
- One of fewer than 3000 MK1 Cortinas produced



THE LOTUS TYPE 28

The immortal Lotus Cortina by Ford of Dagenham, in England, is one of the most charismatic, best loved and universally successful high-performance cars ever to represent the great globalized American company's famous blue-oval badge.

The two-door Ford Cortina GT had already been proven in rallies and circuit racing when Ford executive Walter Hayes approached Colin Chapman to produce a world-beating racing saloon, following up a series of successful Ford-powered Lotus Formula Junior single-seaters. The plan called for Lotus to assemble 1000 cars to homologate the model for FIA Group 2 racing.

Engineer Harry Mundy – who had previously helped design the Formula 1 World Championship-winning Coventry Climax engines – had been commissioned by

Chapman to design a twin-overhead camshaft cylinder head to top the Ford 1500 Kent engine's "unburstable bottom end".

Cosworth Engineering helped develop and fine-tune these engines, while the Ford 4-speed gearbox as specified for the Lotus Elan was adopted for the Cortina program. Colin Chapman significantly revised the Ford Cortina's suspension, changing the spring and damper rates, reducing the ride height, and utilizing coil springs at the rear. The body shell was lightened with aluminium skins in the doors, hood and trunk lid. Aluminium was also adopted for the clutch housing, remote gearshift extension and differential case. The standard full-width front bumper was replaced by quarter bumpers. Lotus badges were added externally while the interior featured bucket front seats, pistol-grip handbrake and a wood-rim alloy-spoked steering wheel.

Production began in February 1963, with homologation being achieved in September 1963 despite production not yet having reached the FIA's 1,000-off minimum. Jim Clark, Graham Hill, Jackie Stewart, Vic Elford, Jack Sears, Sir John Whitmore, and Jacky Ickx all raced Cortinas. Jim Clark – multiple F1 World Champion and Indy 500 winner, also won the 1964 British Saloon Car Championship in his works version.





THE MOTORCAR OFFERED

This left-hand-drive Cortina was always a street car, and while its early history is not documented, it may have been delivered to the West Coast when new, as it was discovered in Northern California by its present owner in 2006.

Upon discovery, the decision was made to restore the aging Cortina in the legendary red and gold livery of Alan Mann racing, one of Ford's most successful factory backed teams of the 1960s. The familiar Alan Mann livery became inextricably linked with the Lotus Cortina when the team won the 1965 European Touring Car Championship, in no small part due to their hero Cortina driver Sir John Whitmore.

When stripped for paint, the body was determined to be very solid, with no obvious evidence of accident damage. The original

bumpers were rechromed, while other brightwork was left original. The car was finished in the Alan Mann red & gold duo-tone paintwork it sports today, all weatherstripping was replaced, and rally stop-watches and Carello driving lights were installed for a sporting period appearance. Inside, the seats and headliner were restored to original specification, as were all instruments, carpeting, and the heater. The door panels and center console remain original 'as found', while the Cortina features a period AM/FM radio.

Over the past three years, many mechanical aspects of the car have been carefully restored or renewed. The engine, a proper Lotus L-type block, was rebuilt; it is of standard bore and fitted with forged pistons, and additionally features fuel injection in place of the original carburetors. The head

has big valves with Sprint cams, and we are informed by the consignor that this engine has done c. 4000 miles since rebuilding. The transmission, the correct semi-close-ratio four-speed, was also rebuilt with all new bearings and seals. Suspension bushings were replaced for a tight driving experience, while the rear axle, braking and steering systems were refurbished.

Unquestionably one of Britain's icons of the Swinging Sixties, the Lotus Cortina remains a saloon car racing legend and a memorable 'giant killer' capable of far more than its modest looks would suggest. The chance to acquire a genuine Lotus Cortina is a rare one, and should not be overlooked today.

\$55,000 - 75,000
Without reserve



1964 ASTON MARTIN DB5 CONVERTIBLE

Coachwork by Touring

Chassis no. DB5C/1295/R

Engine no. 400/1560

3,995cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

282bhp at 5,500rpm

5-Speed ZF Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Matching numbers example*
- *One of only 123 DB5 Convertibles produced*
- *Original right-hand-drive example*
- *Factory build sheet confirms original details*
- *An exceedingly rare British GT convertible with sporting pedigree*

**THE ASTON MARTIN DB5**

"More and more cars today reach the magical "ton" but those which can do it with the same ease and rapidity of the Aston can be counted on the fingers of one hand. High-speed stability and safety is not cheap to engineer, and with few people to pay the price, production costs are never reduced by the quantity of the work. The DB5 therefore fills a unique corner of the market, a corner at the top end both in the way it performs and the price one pays for the privilege." *Autocar*, 18th September 1964.

Introduced in 1963, the DB5 was a development of the preceding DB4 that had represented such a giant step forward in Aston Martin's post-war evolution on its arrival in 1958. Classically proportioned, the DB4's Touring-designed body established an instantly recognizable look that would stand the marque in good stead until 1970.

Its engine was still an all-alloy twin-overhead-camshaft 'six' but the old W. O. Bentley-designed 3.0-liter unit had been superseded by a new design by Tadek Marek.

Proven in racing before it entered production in the DB4, the new 3,670cc engine featured 'square' bore and stroke dimensions of 92x92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit. Touring's *Superleggera* body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely-strong platform-type chassis.

Independent front suspension was retained, the DB2/4's trailing links giving way to unequal-length wishbones, while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Five series were built as the model gradually metamorphosed into the DB5. The latter's distinctive cowl headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4.

The DB5's 3,995cc engine, first seen in the Lagonda Rapide, produced 282bhp and was mated to a four-speed, overdrive-equipped gearbox, a 'proper' ZF five-speed unit being standardised later. Other improvements included alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard





THE MOTORCAR OFFERED

equipment. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion.

1,021 DB5s were manufactured between July 1963 and September 1965, a total that included a mere 123 convertibles and 12 shooting brakes.

This DB5 Convertible is a desirable matching numbers, manual transmission equipped car, specified as new for its home market as a right hand drive model. DB5C/1295/R was delivered on April 24, 1964 through agent C. Williams to its first owner, J.A.L. Mould, Esq., of Warwickshire, UK, as recorded on its factory build sheet. Fitted with an optional 3.77:1 final drive Power Lok rear axle, the DB5 Convertible would be registered on plate number '236 GDA' and remained in the UK with this registration until 2013, when it would be sold to its present US ownership. It retains its UK registration plates still today, an indicator of its long tenure on British soil.

As it left the Aston Martin Works in 1964, this particular DB5 made a striking sight in red over black Connolly trim, with a black top and cover, the same color combination it wears

a half century later. Its build sheet notes that it was fitted with 'non-standard equipment' including two Marchal fog lamps, a Motorola radio with power-operated aerial, chrome wheels, twin Britax safety belts, and a full tonneau cover in black 5442 DH Everflex. Many of these features, including the desirable Motorola radio, are still present.

Subsequent notes in the build sheet indicate service work on four occasions through March 1965. At just under 6,000 miles, in October 1964, Selectaride shock absorbers were fitted by the works, while the passenger seat received a headrest. An engine overhaul early in 1965 is also recorded, at which time the DB5 displayed a mere 8,407 miles on its odometer.

Subsequently, the flashy red DB5 Convertible is known to have been owned by Mr. Michael







Beresford-West. In his ownership, the car participated in the 1995 Louis Vuitton Concours d'Élegance at the Hurlingham Club, West London. '236 GDA' was then acquired from him in 2008 by its next owner via Nicholas Mee & Co., the London-based specialist Aston Martin Heritage dealer. In this ownership, the DB5 formed part of a large collection of motorcars, with a principal leaning towards the Aston Martin marque. It shared a garage with a DB4GT as well as pre-war, Feltham, and Newport Pagnell DB and V8 models, with ongoing maintenance undertaken by the resident engineer.

The body is generally very straight with good panel fit, while a re-spray undertaken in 1995 is holding up very well. The gently patinated interior is in good order and the under-hood area all present and tidy. Having formed part of

an extensive collection, mileage has naturally been limited. At the time of cataloguing, the odometer reading stood at just over 90,265 miles, which is believed to be original. An old UK MoT certificate from 1982 indicated mileage at that date of 59,506, supporting the gradual accumulation of mileage this DB5 has enjoyed over the decades.

Having been brought to the US in 2013, this delightful DB5 Convertible is best described today as one that has been extensively restored to a high standard but has since mellowed with the charming patina of light aging – just right for a car that retains many of its original special features and UK registration plates.

The DB5 Convertible represents one of the most rare and sought after models of the

marque; with a production run of only 123 cars, it exists in a rarefied air of the finest pedigreed sporting drop-tops of the 1960s.
\$1,400,000 - 1,700,000



1940 FORD DELUXE WOODIE STATION WAGON

Chassis no. 5266500

221ci Flathead V8 Engine
 Single Twin-Throat Carburetor
 85bhp at 5,000rpm
 3-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- *Beautifully restored inside and out*
- *Excellent woodwork*
- *Elegant maroon over tan livery*
- *Top-of-the-line Deluxe model*
- *Wonderful example of Ford's iconic Woodie Station Wagon*



THE FORD WOODIE WAGON



The V-8 engine was no novelty when Henry Ford introduced the Ford V-8 in 1932, but never before had such an engine been produced successfully in large numbers and at so low a price. Styling followed the lines of the superseded Model A, but with an extra 25bhp the newcomer's performance was in an entirely different league. Engine development proceeded at a brisk pace and by 1936 the V-8's initial problems had been overcome and maximum power raised to 85bhp. The original 221ci (3,622cc) V-8 was joined by a smaller 136ci (2,227cc) 60bhp version from 1936.

While the number of body styles available on the long-running Model T chassis had been relatively limited, the arrival of its Model A successor for 1928 had ushered in an era of much greater variety and choice. New body styles for '29 included a Convertible Cabriolet,

a Town Sedan and a wood-bodied Station Wagon, the first of the latter being built on April 25th 1929. Nicknamed 'Woodie,' the station wagon was not offered during the Ford V-8's - and Ford Model B four's - first year of production in 1932, but this ever-popular rural workhorse was back in the line-up for '33.

There had been Standard and Deluxe V-8s right from the start, the latter, as usual, being distinguished by a higher level of equipment, but from 1938 Ford gave the costlier Deluxe a different, more elaborate frontal styling. The work of Eugene Gregorie, the Deluxe's more modern look had been adopted across the range by 1940. The 'Woodie' Station Wagon was one of only six body styles available in the Deluxe series that year, when 8,730 of these delightful and charismatic vehicles were made, the smallest production run in the Deluxe line-up.





THE MOTORCAR OFFERED

Although the early history of this beautiful Deluxe Woodie remains unclear at the time of cataloging, it is known to have been in Tennessee for decades before being purchased by the consignor, an enthusiast in Southern California, some years back. The Station Wagon has recently been the recipient of a comprehensive three year long restoration, and the result is spectacular - a delightful slice of unmistakable Americana from the Art Deco design era.

Presented in the iconic dark maroon color, with neatly contrasting tan upholstery, this Woodie shows extremely well inside and out. The wood has been expertly restored, and upon close examination one can see the beautiful seams through the varnish. Featuring the larger, 85bhp V-8 engine, this Woodie is plenty powerful for drives down to the beach with surfboards

stacked high. There is enough room for a family of five going on a picnic, or perhaps a visit to the annual Wave Crest Woodie Concours d'Elegance in Encinitas, California.

Exuding charming Americana like few other models, a Woodie Wagon surely ought to be a staple in any collection of fine classic automobiles. Here is one of the best-restored examples we have had the pleasure of offering in some time.

\$130,000 - 170,000
Without reserve



150

1972 FERRARI DINO 246 GTS

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 04870

2,419cc DOHC V6 Engine
3 Twin-Throat Weber Carburetors
195bhp at 7,600rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Well cared for example of the desirable Ferrari Dino 246 Spider*
- *Prominent ownership history*
- *North American-delivery E-Series Dino with air conditioning and power windows*
- *Designed for twisty back roads and mountain passes*
- *Timeless Pininfarina design in open-top format*



THE FERRARI DINO 246

It was the need for a production-based engine for the new Formula 2 car that led to the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206 S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminum-bodied coupe of striking appearance, the

Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo 'Dino' Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-liter, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost mandated by its aluminum construction hindered sales.

246 GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino – the 246 GT – in 1972, the authoritative American motoring magazine *Road & Track* enthused, "it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment



A 2.4-liter version on a longer wheelbase - the 246 GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the





THE MOTORCAR OFFERED

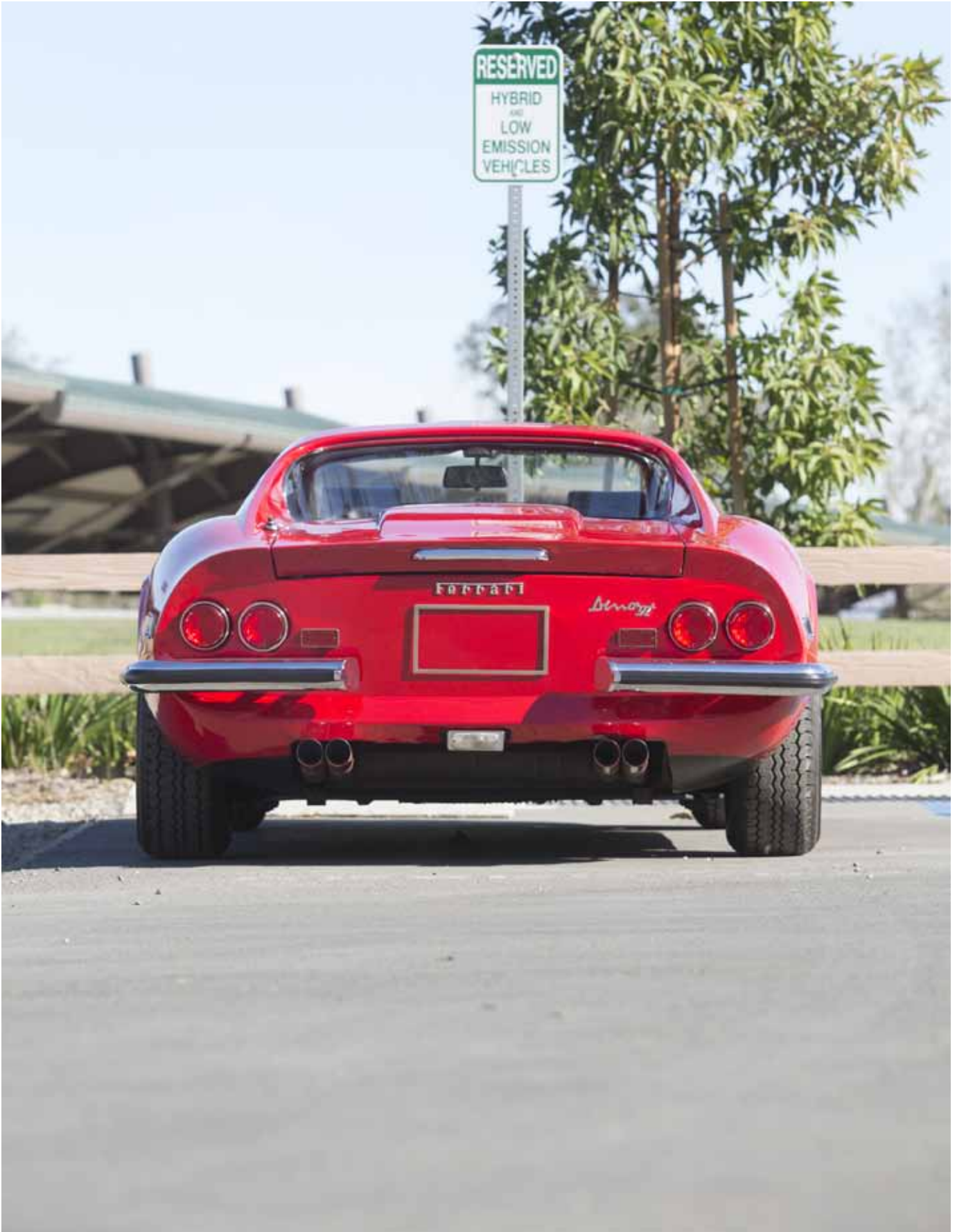
of inertia the car responds instantly to it. The Dino's cornering limits are very high... " Truly a driver's car *par excellence*.

As the first series-produced, mid-engined Ferraris, the early Dinosaurs are landmark cars, and the line they founded would prove to be an immense commercial success for Maranello.

This very attractive Dino 246 GTS was completed at the Maranello Ferrari factory in October of 1972, in the final E-series of the production run. According to Matthias Bartz' 'bible' on the model, *Ferrari Dino V6 Compendium*, this car was equipped as a North American model, and was delivered in February 1973 to the Canadian market.

It remains unclear for how long the 246 GTS remained in Canada, but by 1984 the Dino appeared in Los Angeles, California, having accumulated 22,000 miles and showing in reportedly beautiful condition. Presented in red over tan, the Dino was offered for sale at this time at Modena Imports in West Hollywood, where it is believed to have been purchased by Hollywood actor Mr. Winston Rekert. During Mr. Rekert's ownership, the sporting Dino Spider is understood to have received much







maintenance and refurbishment work, which included engine and suspension work, as well as installation of a new interior.

Mr. Rekert eventually put the car up for sale in 1998, with a recorded mileage of 47,397 miles; it sold through Ontario, Canada-based dealer Legendary Motorcar Company to a Mr. Mike Westrick of Fort Wayne, Indiana. Mr. Westrick would sell the Dino in 2004 to its most recent owner. The Dino is believed to have remained in this ownership through 2013, when it was purchased by the consignor, a Ferrari collector and enthusiast from Southern California.

Fitted with air conditioning and power windows, this striking E-Series Ferrari Dino 246 GTS presents beautifully throughout. Having received much mechanical and cosmetic care over the years, this Spider is a fine representation of

one of Enzo Ferrari's finest road car creations, one that is highly revered for its prowess in deftly navigating windy back roads. Offering excellent handling and the option between open or closed motoring, few cars are as epochal as this. Certainly, the intoxicating exhaust note courtesy of the Formula 2-derived V6, located just behind your head, will make a believer out of anyone lucky enough to ride in it.

\$350,000 - 450,000

Please note that this vehicle is titled as a 1973.



1960 ALFA ROMEO 2000 SPIDER

Coachwork by Touring

Chassis no. AR.10204.02293

Engine no. AR.00204.02536

1,974cc DOHC Inline 4-Cylinder Engine

2 Solex Carburetors

131bhp at 3,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Delivered new to the US through Hoffman Imports*
- *Large, two-liter twin cam powered Alfa Romeo*
- *Comfortable, rarely seen Touring Spider model*
- *More nimble and elegant than the 6-cylinder 2600 Spiders*
- *Great personality and patina*

**THE ALFA ROMEO 2000 SPIDER**

Although Alfa Romeo returned to automobile manufacture fairly quickly after World War II, it was not until 1950 that a new design became available. This was the 1900, a unit body sedan with a twin overhead cam 1,884cc four-cylinder engine. It was the first Alfa built on a real production line – all previous cars had been largely hand-built – and also the first with left-hand drive. Until 1950, Alfa production had hovered around 400 units annually. With the 1900, this increased almost tenfold. A 1900C Sprint coupe was introduced with body by Touring and a Spider cabriolet by Pinin Farina, both built in much smaller quantities.

In 1958, Alfa came out with a new sedan, which, with its larger 1,975cc engine, was called the 2000. There was, not surprisingly, a 2000 Spider, designed and built by Touring, and a 2000 Sprint Coupe done by Bertone,

the latter introduced in 1960. Spider and Sprint production comprised nearly half of all 2000 sales – 3,443 examples of the Spider were produced, and 700 of the more expensive Sprint Coupe. The 2000 sedan had the uncommon feature of a column-mounted shifter for its five-speed transmission, while the Spider and Sprint retained the more sporting-oriented floor-mounted gear shift.

Built between 1958 and 1962, the 2000 Spider was far rarer than its junior counterpart, the Giulietta Spider (of which about 17,000 were produced), and at \$5,365 POE, its price was much greater than that of the smaller car. The 1,975cc four-cylinder engine, with duplex-chain driven twin overhead camshafts, hemispherical combustion chambers, and a pair of side-draft Solex carburetors, was tuned to deliver 131 horsepower, allowing the Touring-bodied

roadster to easily exceed 100 mph. Its fully-synchronized five-speed transmission allowed fairly relaxed high-speed touring, and its large Alfin drum brakes were very effective for their day. The handsome unibody styled by Carrozzeria Touring on a 98-inch wheelbase presaged what would become the six-cylinder 2600 convertible in 1962.





THE MOTORCAR OFFERED

This charming Alfa Romeo 2000 Spider – commonly referred to as the “cast-iron two-liter” – is the big brother to the well-known Giulietta Spider. This example, AR 10204.02293, appears to have been completed on the 9th of September, 1960, and sold to Hoffman Motor Company in New York City on August 22nd the following year. The new Touring Spider was finished in Alfa Red, much as it appears today.

The rare Touring Spider is believed to have resided in the Northeast since new, though its exact whereabouts in its early days have yet to be determined. By the early 1990s, the car was owned by a Mr. Muramoto of Dayton, Ohio, and the Alfa is subsequently reported to have remained in the state of Ohio though 2009. Most recently, the car has received a thorough detail by the current Pennsylvanian owner.

With many original finishes still visible, this Touring 2000 Spider has the feel of a car that has generally been left undisturbed and largely saved from the ravages of time. The engine compartment exhibits many of the original clamps and hardware, and the large twin cam two-liter sits proudly at the center, sporting its classic aluminum camshaft covers. The Alfa’s exterior is finished as the car was originally delivered, however a sporting white racing stripe has been added across the cowl. The Spider is fitted with a black convertible top and a matching black interior, and exudes a great patina and personality throughout.

The 2000 Spider is an attractive, limited production Alfa Romeo model from one of Italy’s most respected coachbuilders, and certainly deserves more attention in the marketplace considering the price points for some of its

contemporaries, notably the Lancia Aurelia B24 Convertible. It is certainly worthy of a close inspection today.

\$40,000 - 65,000
Without reserve

Please note that this vehicle is titled as a 1962 and chassis number 1020402293.



One of two examples built with factory competition features

1955 FERRARI 250 EUROPA GT ALLOY

Coachwork by Pinin Farina

Chassis no. 0389 GT

Engine no. 0389 GT

2,953cc SOHC V12 Engine

Approximately 240bhp at 7,000rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Factory equipped with competition features and alloy bodywork
- Built for the 1955 Mille Miglia, although not completed in time for the start
- Retains matching numbers engine, bodywork and chassis
- Engine rebuilt by Patrick Ottis, paint by Brian Hoyt
- Offered with copies of factory build sheets, Marcel Massini's report, books and tools



THE FERRARI 250 EUROPA GT

Capitalizing on the raving success of his V12-engined competition cars, Enzo Ferrari began to develop exclusive road-going models for sale to private customers. Mr. Ferrari had begun planning his new car during the war and in 1946 commissioned Gioacchino Colombo to design a small-capacity V12 engine for it. By the time the doors to the 1953 Paris Auto Salon opened, it marked a new dawn for Ferrari. The Ferrari range of road-going cars was being fully renewed with two new models

announced, the 250 Europa to replace the 212 Inter born in 1951 and a bigger-engined model, the 375 America.

The 250 was Ferrari's first true *Gran Turismo*, and it was dressed in the Pinin Farina design that would come to be synonymous with how a Ferrari looked, forever intertwining the 250 with the passionate men of Maranello and Turin. The sobriety of shape and refined elegance of line exuded by the Europa were fully confirmed over and over again by Pinin Farina in later Ferrari GTs, and design cues created by the Ferrari-Pinin Farina partnership during this time, like the long, low hood and oval radiator, continue to appear on Ferrari models of the present day. It was this design that has, for decades, embodied the spirit of cruising through the French Riviera, cocooning occupants and luggage in luxury while effortlessly eating up miles.

First seen at the Paris Auto Salon the following year, in 1954, the new second series Europa GT looked quite similar to the standard Europa, but in reality, the GT was a car with a wealth of new features. The original Colombo-designed short block engine had been brought up to 220bhp at a screaming 7,000rpm through its development in the competition-derived 250 model, the 250 Mille Miglia. Used in the new Europa GT's, it allowed for a shorter wheelbase. This in turn brought down the weight by approximately 10%, and nearly ten miles per hour was added to the top speed of the new Europa GT Coupe.

Perhaps the most desirable upgrade to the Europa was the fully revised suspension of the GT, now featuring independent coil-sprung suspension with double wishbones









THE MOTORCAR OFFERED

up front. This made for a much better handling car, with excellent road holding and cornering abilities. The huge Alfin brake drums were similar to the ones later fitted to Ferrari's competition GT, the Tour de France, and offered very capable stopping power.

As one of just two Europa GT examples bodied with lightweight aluminum alloy coachwork, chassis no. 0389 GT claims an unusual degree of rarity. Also prepared with competition specifications generally unseen in the model, this car has been associated with some of the most respected names in the Ferrari niche.

According to a note typewritten on 0389 GT's factory build sheets; "Per MM/55", the car was originally prepared for the Mille Miglia, but it ultimately never ran the race, as it was not completed at Ferrari's workshops in time for the start. The unusual build specifications combined elements of two different chassis types, the Type 508, which was the first of the ever-evolving 250 GT chassis, and the Type 513, which was only otherwise used on four 250 GT *Speciale* examples that were bodied in Super America-style coachwork. The chassis frame

tubes and cross members of 0389 GT were laid out quite differently compared to the standard Europa GT chassis, and features a wider track front and rear, providing the car superior handling for road racing. The brakes fitted to 0389 GT were identical to the ones fitted to the 375 MM Spider and Berlinetta sports racing cars, offering the best available stopping power for the already light GT. The Type 112 motor no. 0389 GT (internal no. 333) was installed and tuned for competition, weight being kept to a minimum using a Type 102 magnesium gearbox casing, again similar to the componentry fitted on the 375 MM. The beautiful lightweight body was executed to the builder's handsome Europa GT Coupe design, and was configured with left hand drive steering. Clearly, 0389 GT was built for a specific purpose and was a very special automobile from its inception, even by Ferrari standards.





Finished in *Blu Fiat 8V* and upholstered with *Plastico Naturale*, much as it appears today, 0389 GT was issued a certificate of origin on March 18, 1955, and on April 27 the car was officially sold to the *Industrie Lampade Elettriche* in Vicenza, Italy, on behalf of Luciano Cascalli. The car remained in the Rome area over the next few years before being purchased by the well-known Ferrari collector Edwin Niles of Los Angeles, California, in March 1960. Mr. Niles imported the car to the United States, and soon thereafter sold it to a local Los Angeles dentist named Robert H. Peterson, who retained the legendary Max Balchowsky (builder of the famed Old Yeller road-race specials) to install a Corvette transmission and rear axle after a clutch failure, though the original Ferrari V12 engine was retained.

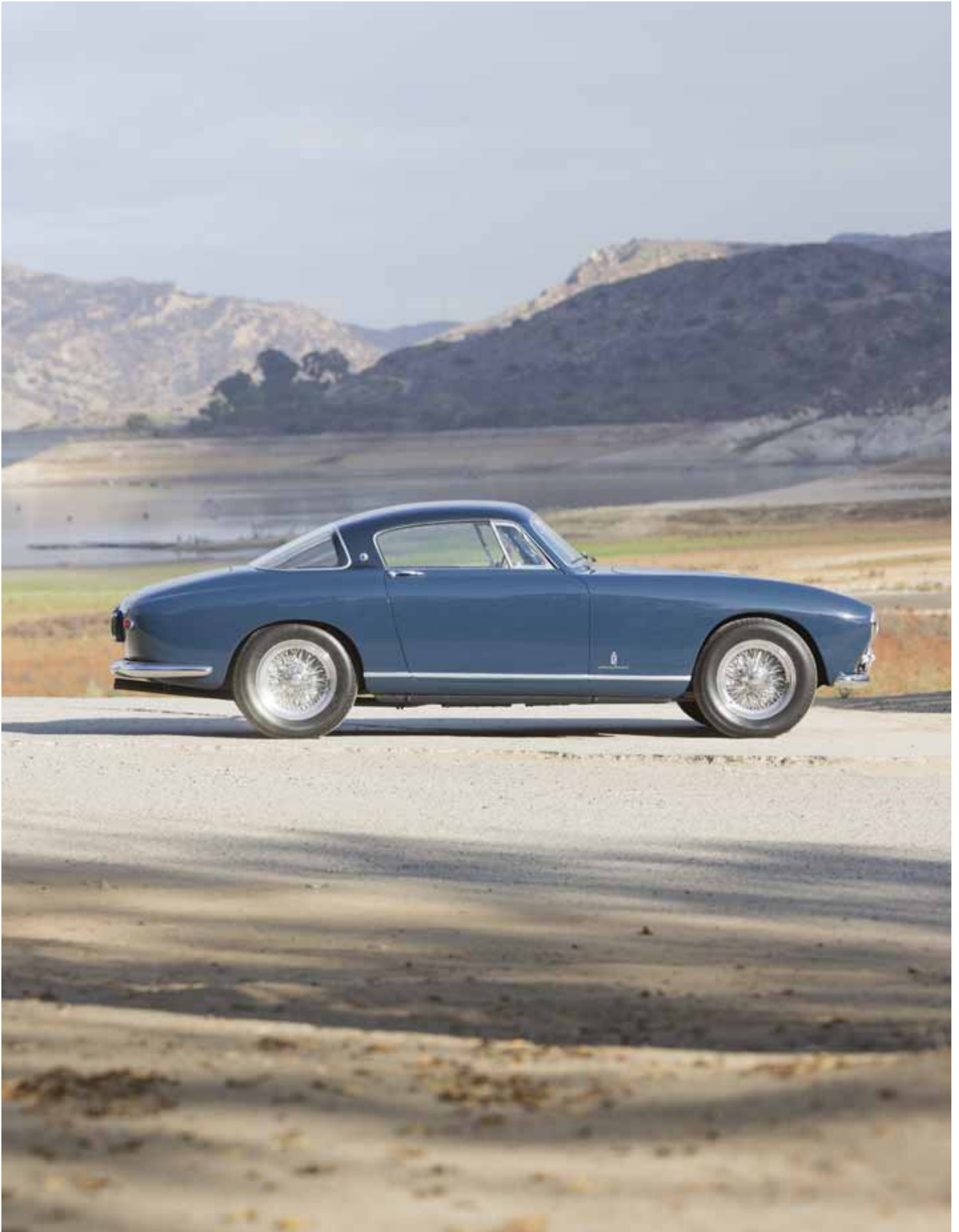
The Europa GT then passed to several Hollywood executives, including two different

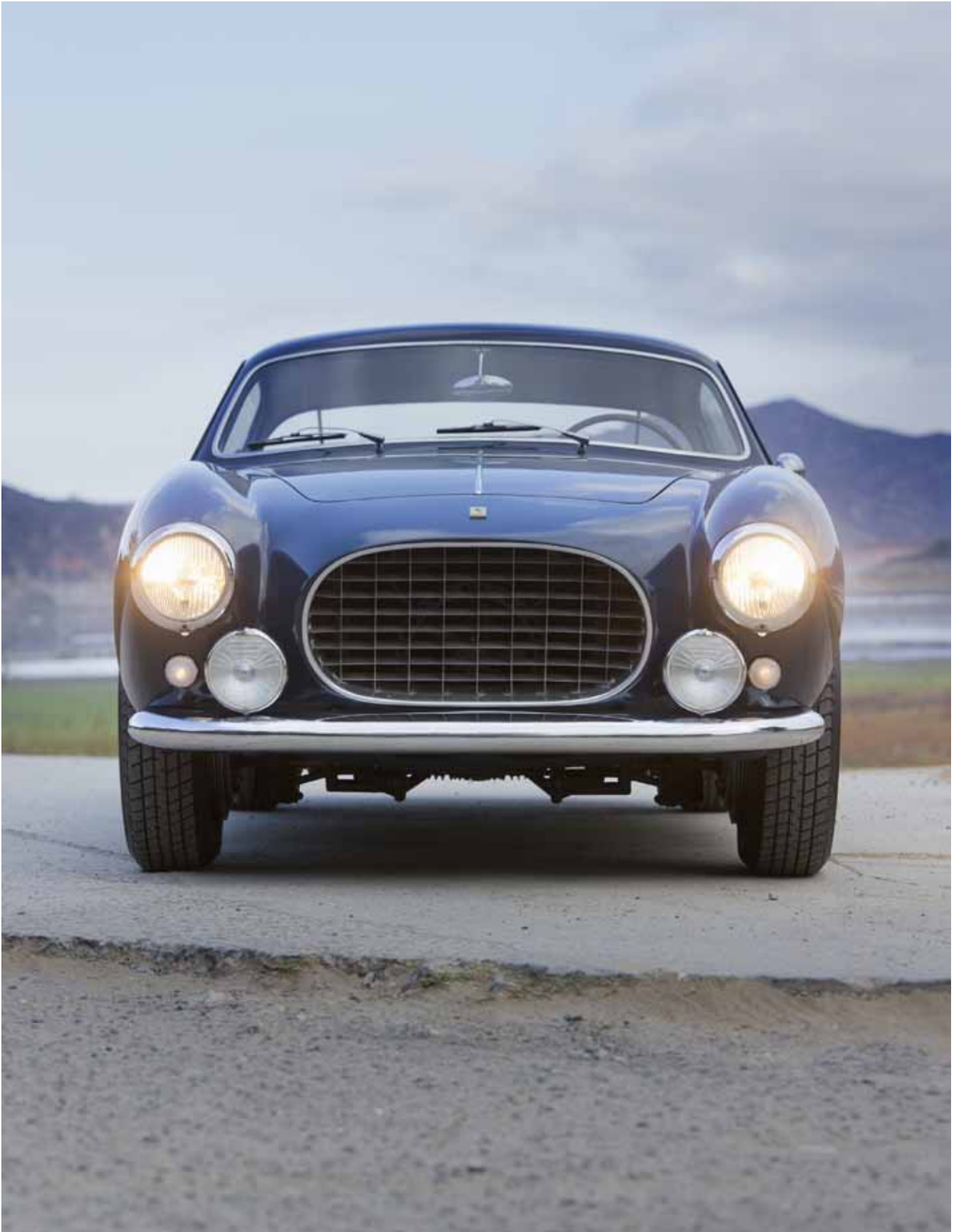
employees of Columbia Pictures, eventually landing in the purview of Malibu-based Ferrari collector Paul Forbes in 1981. A year later, the alloy-bodied Europa GT was purchased by marque specialist Steve Tillack of Redondo Beach, California, and he treated it to a cosmetic refurbishment in the correct color scheme of blue paint over a tan interior. 0389 GT was then sold to Italian resident Marco Ferre, who repatriated the beautiful car back to its native Italy. Following Mr. Ferre's passing in 1991, the 250 GT was inherited by his children, and soon offered for sale.

Acquired then by Michael Stollfuss of Bonn, Germany, the Ferrari was finally campaigned at the Mille Miglia (albeit the Storica) in May 1999 wearing start number 298, some 44 years after it was originally intended to contest the Italian epic. After brief ownership by one additional German

enthusiast, the car returned to the United States when purchased by Fantasy Junction's Bruce Trenery, and quickly found a willing buyer in Stephen Block of Moraga, California. Mr. Block unofficially brought the Europa GT to several major events without formally exhibiting it, including the Pebble Beach Concours d'Elegance and Concorso Italiano, and also ran the car in the 2002 California Mille, where 0389 GT's front fender was damaged. Hereafter, 0389 GT was repaired and treated to a proper repaint in 2002 by award winning painter Brian Hoyt and his esteemed shop Perfect Reflections. During this time, the car's matching-numbers Colombo V-12 engine was rebuilt by Ferrari specialist Patrick Ottis. The car then passed to renowned Southern California collector Barry Konier, before being purchased in 2009 by the consignors, two of the most established vintage Ferrari collectors in the United States.









With its rare factory competition specifications and desirable Pinin Farina aluminum bodywork, 0389 GT is ideally suited for vintage touring, and in addition to the California Mille the car has successfully completed the Colorado Grand four times. The sensational Ferrari received a Platinum Award at the FCA's May 2013 meet in Pasadena, and is accompanied by an owner's manual and parts book, a toolkit in a proper leather roll, Marcel Massini's history report, and most importantly copies of the original factory build sheets. 0389 GT's original matching numbers engine block is currently fitted with cylinder heads from a Colombo Type 128C engine, offering improved performance and serviceability. For the Ferrari purist that wishes to more authentically prepare the car, a set of Type 112 cylinder heads with individual intake ports and correct intake manifolds is included, and they claim the added superlative

of having been rebuilt by renowned engine builder Bob Wallace. The Corvette transmission and rear axle installed by Max Balchowsky are long gone, and in place are correct, period Europa GT units.

Featuring rare mechanical specifications, this Europa GT is one of approximately 27 examples bodied with Pinin Farina's exquisite Coupe coachwork, and one of just two such cars built in lightweight aluminum alloy. Beautifully presented in two-tone blue, with the bottom color matching car's originally applied *Blu Fiat 8V*, this stunning Europa looks extremely smart. The interior is correctly trimmed in neatly contrasting *Plastico Naturale* caramel-colored leather, and carpeting and trim throughout is correct for the model. Original specification Marchal lights adorn the fenders, and the correct Borrani wire wheels are fitted with period-correct, tall Michelin tires.

0389 GT is that rare competition-prepared Ferrari GT that was never raced or damaged in period, a car that is equally well suited for vintage touring or display on the finest Concours lawns. It is, without exaggeration, the ultimate performing example of the handsome Europa GT, having been originally intended for the 1955 Mille Miglia, subsequently restored and maintained to breathtaking condition, documented with original factory paperwork, and tended by some of the finest Ferrari craftsmen in the United States. It begs serious consideration by any dedicated collector of vintage Maranello automobiles, and would be the ideal machine, with its epic performance and spacious, comfortable cabin, to enter in the Mille Miglia Storica once more.
\$2,800,000 - 3,400,000



153

1962 FACEL VEGA FACEL II

Chassis no. HK2 A141

383ci Chrysler 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
- Single family ownership for the last three decades
- Desirable factory options including wire wheels
- Long-term California car well-known in Facel circles
- Documented chain of ownership



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, that 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 MOTORCAR OFFERED

This remarkably well-preserved Facel II has spent most of its life in Southern California and is being offered from single family ownership that has spanned the last three decades.

According to Facel factory production records kept by the Amicale Facel Holland, chassis number HK2 A141 was built in May 1962, per order of the Agent Savoye located in Toulon, a southern France military port city on the Mediterranean coast. Facel's records indicate a Mr. Bazin as the first owner, however no further details are given. The Facel carried a production number of '042', indicating that it was the 42nd Facel II produced. It was delivered with a 383 cubic inch Chrysler wedge V8 (engine no. TY8-712-165), a Torqueflite three-speed automatic transmission, Borrani wire wheels, and finished in Tudor Grey with black 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 French history are sparse, by May 1970 the Facel appears to have made its way to Southern California where it was purchased from a Mr. Segal by Mr. Bill McKnight. During the 1970s, the car was driven daily by McKnight, and notes contained in the history file indicate that during this period, the engine was rebuilt and the car received a new transmission. It was also painted orange at some stage, and photos in the file record this color change. Presumably early in McKnight's ownership, the Facel was registered on its California blue license plates '212 BBX', which remain on the car to this day.







In 1980-1981, the car was repainted back to grey and freshened as it was longer seeing daily use. In July 1985, McKnight sold the 73,000-mile Facel II to Mrs. Jan Fisher, who would keep it as her prized possession for the rest of her life. Fisher was very active with the Facel Vega Owner's Club USA, showing her car often and regularly participating in club activities and Concours d'Elegance events. Facel Club publications of this period record her ownership and experiences with her beloved car. A report on the 1986 Spring Meet of the Club made note of the fact that "Jan Fisher in her Facel II was pulled over by the police, who just wanted to see what type of car she was driving." Fisher clearly relished the attention her Facel generated, driving and showing the car regularly in events around Southern California and receiving numerous Best-in-Class and Best-in-Show awards, whilst accumulating

nearly 40,000 miles behind its wheel. A history file relating mostly to Fisher's ownership period accompanies the car.

Following Mrs. Fisher's passing several years ago, the Facel has remained with her family members, who have continued her careful stewardship by ensuring that the Facel remains elegant, presentable, and usable. Today, this wonderfully preserved Facel shows evidence of careful yet regular use over the past five decades. A delightful reminder of the pinnacle of French style in the early 1960s, this Facel II shows very well in grey over black with wire wheels, as it was originally delivered, and surely goes as well as it looks.

\$250,000 - 300,000

Please note that this vehicle is title with chassis number A141.



1948 BUICK ROADMASTER CONVERTIBLE

Coachwork by Fisher

Chassis no. 44897500

Engine no. 51136117

320ci OHV Inline 8-Cylinder Engine

Single Carburetor

144bhp at 3,600rpm

2-Speed DynaFlow Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Excellent example of Buick's hallmark postwar model*
- *Ex-Charles Cawley collection*
- *Restored while in Cawley's ownership*
- *Equipped with optional DynaFlow transmission*
- *One of America's most recognizable Convertibles*

**THE BUICK ROADMASTER**

Before World War II, there was no blurring of the hierarchy at General Motors. The ladder built by GM boss Alfred P. Sloan started with Chevrolet, with Pontiac a rung up, followed by Oldsmobile, Buick, LaSalle and Cadillac. Although positioned between Oldsmobile and LaSalle, there was nothing inexpensive or bare-bones about the Buick. It was a high quality car that communicated a fair bit of status in its own right.

At the end of 1930 Buick adopted an all eight-cylinder range that would carry it through to WW2 and beyond. Attention turned to styling, which was regularly updated, the Roadmaster appearing in three distinct series through 1941. While the fourth-generation Roadmaster was in fact ready for the 1942 model year, the war dictated that only a few thousand cars would be produced; production did not begin again until 1946.

By 1948, the Roadmaster had become a style leader on America's roads in a way it hadn't even achieved before. The most stylish model in the Roadmaster lineup was the Model 76C Convertible Coupe, and it was also the most lavishly equipped. Convertibles offered power windows, seat, and top – items virtually unheard of for the period. The big news, though, was GM's new Dynaflow transmission, the first torque-converter transmission fitted to a passenger car. Offered as an option on '48 Roadmasters, it proved so popular that it was adopted as standard equipment for '49.

THE MOTORCAR OFFERED

This lovely Model 76C Roadmaster Convertible was formerly a part of the collection of Charles Cawley, a founding member of the bank MBNA and an avid car enthusiast. While in Cawley's extensive collection, the Buick was reportedly restored in-house to show condition, and this restoration work is still holding up very well today. Presented in the most attractive and appropriate period color combination of dark blue over red upholstery, this signature look is set off by the period-correct wide-whitewall BF Goodrich Silvertown bias-ply tires. The Roadmaster also features a black top with red piping – but really, who wants to drive this car with the top up? It is most at home cruising with the top down on a sunny day.

A detailed engine compartment features Buick's "Fireball Dynafash Eight" with correct style lettering on the valve cover promoting the "valve





in-head” engine design. The level of detail does not end there; a very neatly presented trunk compartment contains a spare tire and jack.

The vendor advises that the original tube-type radio works as designed, as well as the windows and seat, while the clock keeps accurate time still today. An electric cooling fan has been added for greater usability on warm days, despite that exception the Roadmaster remains true to its original specifications. Its inviting red leather upholstery and mesmerizing art deco dash design are complemented by its many luxury features – among them the signature power windows and power seat – items nearly unfathomable to have in a motor vehicle nearly 70 years ago. While it may not seem impressive today, the Roadmaster’s 120mph speedometer was more than a passing hint to the fact that it was really one of the

quickest American cars of its day, capable of achieving triple digit speeds when precious few other cars could boast such a claim. The Roadmaster was, indeed, living up to its name.

A sympathetic restoration to a factory appearance, this Roadmaster is reminiscent of a time of heightened Americana long since past, but remains undeniably evocative of its era.

\$60,000 - 90,000
Without reserve

Please note that this vehicle is titled as a 1949.



155

1955 ASTON MARTIN DB2/4 DROPHEAD COUPE

Coachwork by Mulliners

Chassis no. LML/829

Engine no. VB6J/384

2,922cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

140bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Rare, factory left hand drive Drophead Coupe*
- *Factory fitted with the later 3-liter Vantage-spec engine*
- *Striking livery, much like the car was delivered new*
- *Great thoroughbred sports car from a golden era of motoring*
- *Offered with owner's manual, tools and copy of the factory build sheet*



THE ASTON MARTIN DB2/4

The need to widen the appeal of the already-successful DB2 resulted in the launch of the 2+2 DB2/4 in October 1953. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space, the latter being accessed

via a hatchback rear door - one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor.

Technically, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle. The W.O. Bentley-designed, 2.6-liter, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-liter, DB3S-derived, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds.

The DB2/4 was never intended to be a racing car but did have an impressive competition career, which began early in 1955 when the Aston Martin Works entered three cars in the Monte Carlo Rally. Reg Parnell was partnered by motor racing photographer Louis Klemantaski in one car, Peter Collins and Graham Whitehead shared the second, while the third was crewed by two former Monte winners, Dutchman Maurice Gatsonides and Frenchman Marcel Becquart. Parnell and Collins put themselves out of the competition by going flat-out from the start and getting penalized for arriving at the checkpoints too early. Parnell was then disqualified before the car got back to Monte Carlo, but Collins was able to continue and won the traditional race around the Monaco GP Circuit. Gatsonides and Becquart led the rally until they passed a secret time-check, and dropped to seventieth place. They were







awarded the RAC Trophy for 'Comfort and Safety' for their impressive performance.

DB2/4 production had amounted to 565 cars by the time of the MkII's introduction in October 1955, only some 73 of which were Drophead Coupes. Today, these smart-looking, hand-built Aston Martins are high on collector's lists worldwide, prized for their enviable blend of elegance, performance and usability.

THE MOTORCAR OFFERED

This wonderful example of Aston Martin's rare DB2/4 Drophead Coupe was completed at Newport Pagnell in May of 1955. A left-hand-drive car from new, the Drophead Coupe was fitted with the larger and more powerful 3.0-liter Vantage-spec engine, which had already been well proven by propelling the factory's contemporary DB3 sports racing cars. The Aston was finished in a Blue Haze exterior color over a red interior, and fitted with a beige convertible top.

The LHD DB2/4 Drophead Coupe was soon after exported to the US, where its lucky first owner is recorded to have been a Mr. R. W. Cooper of Washington, D.C. The car's subsequent history remains vague, however the Aston Martin is believed to have had just three owners until being purchased by its most recent owner, a vintage sports car enthusiast from





Connecticut. Comprehensive restoration work has been performed in recent years, and it is evident upon close inspection that the restorers did a very thorough job.

Finished in a wonderful light blue metallic, believed to be a close match to this car's originally applied Haze Blue, this Drophead Coupe looks exceptional and handsome. A dark blue soft top has been neatly fitted, and a matching cover for it can be affixed on sunny days, when wind-in-the-hair motoring is desired. The chromed wire wheels are fitted with Vredestein tires, and a set of period fog lights are mounted up front. Inside, a complement of beautiful Smith gauges adorn the dashboard, while the interior is tastefully trimmed in red, just as when this car left the factory in 1955. A wood-rimmed steering wheel is fitted, as is a lovely period radio. The trunk

is equipped with leather straps to hold down loose items, and a period suitcase is in place for weekend trips.

Offered with a copy of the original, factory built record, a jack, tools and owner's manual, this rare and exclusive Aston Martin DB2/4 Drophead Coupe impresses immensely. From an important period of motoring when Aston Martin are known to have produced some of their finest models, this delightful sports car would be a natural choice for the most exclusive vintage rallies such as the California Mille, the Colorado Grand, or a proud entry to almost any Concours d'Elegance.

\$525,000 - 675,000



1963 JAGUAR MKII 3.8 SALOON

Chassis no. P218707DN

Engine no. LB7418-8

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

220bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Desirable, powerful 3.8-liter model with overdrive*
- *Recently discovered after long-term storage*
- *Matching numbers engine recently rebuilt*
- *A British saloon car performance icon*
- *Attractive color combination of black over red*

**THE JAGUAR MKII 3.8**

“One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating” - *Autocar*

One of the most readily recognized cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar’s seminal MKII



saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts.

Introduced in October 1959, the MKII replaced the MKI, the Coventry firm’s first unitary construction saloon car. Closely related to its immediate predecessor albeit extensively revised, the MKII offered better all-round visibility courtesy of larger windows while the MK1’s rear wheel spats disappeared and the rear track was widened, improving both roll-resistance and stability. The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the center. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4,

3.4 and 3.8-liter XK engines, provided the discerning, string-back gloved, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-liter, overdrive-equipped form, the MKII could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today’s standards.





THE MOTORCAR OFFERED

The ultimate iteration of the seminal Mark II model, this 3.8-liter overdrive-equipped example was recently discovered in Minnesota, where it is believed to have lived for some time.

While its earliest history is unknown, the MKII is quite attractive in black over red upholstery, and appears to have been very well cared for during its lifetime, exhibiting many original finishes throughout. Its matching-numbers original engine has been recently rebuilt, while the braking system was also rebuilt over the course of the past few months by a Jaguar certified technician. It should be noted that as the Jaguar has not seen regular operation in some years, a careful check of all mechanical systems is advisable before serious road use.

The MKII is truly a Jaguar icon and style leader of the 1960s, eclipsed only by the mighty

E-Type in terms of stylistic recognition. Of all the MKI and MKII variants, it is the 3.8-liter, overdrive-equipped MKII cars such as this one that are at the top of the heap. Fine, largely unrestored examples such as this are rarely coming up for sale today, making this opportunity all the more special.

\$30,000 - 40,000
Without reserve

Please note that this vehicle is titled with chassis number P219707DN.



1957 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.7500568

2,996cc SOHC Inline 6-Cylinder Engine
 Bosch Mechanical Fuel Injection
 225bhp at 5,800rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Drum Brakes

- Subject of an \$80,000 mechanical overhaul by Paul Russell & Company
- Accompanied by both a soft top and rare and desirable hardtop
- Eligible for some of the finest tours and driving events
- Sophisticated German engineering in sporting package
- One of only 1,858 300SL Roadsters produced



THE MERCEDES-BENZ 300SL ROADSTER

It's impossible to talk about the Mercedes-Benz 300SL Roadster without first referring to the car that spawned it – the legendary 300SL 'Gullwing' coupe. Originally conceived as a racing car, the 300SL racked up victories throughout 1952, in the process capturing the imagination of America's official Mercedes-Benz importer Maximilian 'Maxi' Hoffman.

Desperate for a car to sate the desires of his upmarket clients, he eventually persuaded the

Daimler-Benz board to take the 300SL from racetrack to road. The designers and engineers refused to compromise on the purity of the original, so the bodywork was still primarily crafted to reduce drag as much as possible (although rumor has it that the elegant strips over the wheelarches were no more than fashionable cosmetic touches to make the car appeal to its American audience), and the steel panels cloaked a tubular chassis frame designed by Rudolf Uhlenhaut which weighed only 82kg.

The iconic doors of the coupe were a byproduct of this chassis, which had much higher sides than usual, leaving limited vertical space for a conventional door. Production began at the Sindelfingen plant in August 1954 and over the next two and a half years it proved a phenomenal success. 1,402 were sold, despite the colossal \$11,000 asking price.

By 1957, however, SL (the initials stood for *Sport Leicht*; Sport Light) sales were on the slide, and with the roadster body style proving popular in America -- and feedback from customers suggesting they'd like more comfort and a larger trunk -- Maxi Hoffman helped convince Mercedes-Benz that a convertible version could take over where the coupe left off.

Introduced at the Geneva Motor Show in May that year, the 300SL Roadster wasn't the result of a quick fix to meet owner demands. Mercedes re-engineered the whole car, taking the opportunity to fix some niggles that afflicted the 300SL -- first and foremost the suspension. Although the double wishbone front layout was famed for its precision, the rear swing arm axle, jointed at the differential, had developed a reputation for tricky







handling and sensitivity to cambers. Lowering the pivot point helped calm the 300SL's predilection for oversteer.

At the same time the fabulous 3.0-liter straight six, which featured fuel injection years ahead of its time, was boosted from 215bhp to 225bhp (torque output remained at 202lb-ft at 4,600rpm) and the chassis was redesigned with lower sills to accommodate normal swing-opening doors -- although additional strengthening was required in the lower half of the chassis, which saw the SL's weight grow from 1,310kg to 1,420kg.

Partially to increase load space and partially to create room for the folding fabric roof, the fuel tank capacity was reduced from 130 liters to 100 liters, but arguably the biggest benefit the Roadster gained over the Gullwing was

superior ventilation. Due at least in part to the coupe's small in/out side windows, the 300SL Gullwing was regarded by many as tough work on long trips due to heat buildup in the cabin. Even with its roof up, the Roadster's wind-up windows allowed much better airflow through the cockpit.

By no means a poor relation to the Gullwing, the later refinements added to the Roadster made it a compelling proposition for collectors and enthusiasts despite a list price of \$10,950, a ten percent increase over the Gullwing. And while the coupe had a model-run of under three years, the Roadster stayed in production until early 1963, by which time 1,858 had been built.

THE MOTORCAR OFFERED

This 300SL Roadster was ordered new by the Belgian Mercedes-Benz importer, IMA, in US specification. Originally finished in blue (color code) DB534 over tan leather, it was fitted from the factory with sealed-beam headlights, backup lights, a set of Michelin tires, and a Becker Mexico radio, at some point in its earlier history the original engine was replaced with a Mercedes-Benz factory supplied unit.

After its first four decades of enjoyable use, the Roadster was sent to noted 300SL specialists Paul Russell and Company of Essex, Massachusetts circa year 2000; at this time, the odometer showed only 24,151 kilometers. The master craftsmen set to work with a complete engine rebuild. Receipts from this work document various items including reconstruction of the starter, generator, fuel injection pump, and water pump. The fuel





system was refreshed with the fuel tank, fuel pump and associated hoses all being restored or replaced as needed, while the cooling system was attended to with all new coolant hoses and a restored radiator. In addition to the above, a brand new wiring harness was fitted along with a new oil tank, while the power brake booster was rebuilt. In all, some \$80,000 was spent to ensure the car would perform as intended.

Now finished in Fire Engine Red over tan hides, the package is topped by a black Mercedes-Benz factory hardtop. Having covered less than 100 kilometers a year since its mechanical overhaul, the Roadster has been carefully maintained with a brake service and tune-up in the last two years.

Continuing to show well today, this delightful

300SL has been well stored in a climate controlled garage since being acquired by the present owner. A nice, driver-quality example, it should make for an enjoyable entry to tours and rallies such as the California Mille, where its 1957 build year will be of paramount importance. Offering modern levels of performance and a great deal of comfort, it is little wonder that these cars are so popular today. With sporting good looks, a powerful and smooth drivetrain, and the practicality of a well-built roadster with a well-fitting soft top, roll up windows, and the optional hardtop -- not to mention an amply proportioned trunk, this red 300SL Roadster is a great example of one of Mercedes' most sought after models.

\$900,000 - 1,200,000

Please note that this vehicle is titled as a 1959.



158 ^Ω

1970 MAZDA COSMO SPORT SERIES II L10B COUPE

Chassis no. L10B-10900

Engine no. 10A-2062

982cc Twin-Rotor Wankel Engine

Single 4-Barrel Zenith Carburetor

128bhp at 7,000rpm

5-Speed Manual Transmission

Front Independent Suspension - DeDion Rear Axle

Front Disc - Rear Drum Brakes

- *Delivered new to Mazda's hometown of Hiroshima Prefecture*
- *Substantially original example of a cornerstone Japanese classic*
- *More powerful Series II configuration*
- *Never officially sold here in the US*
- *One of the most desirable Japanese sports cars of all time*



THE MAZDA COSMO

Although founded in the 1920s, the company that would become Mazda Motor Corporation did not commence series production of passenger cars until 1960. Only four years later the Japanese firm exhibited its first rotary-engined prototype, having acquired the rights to produce NSU's Wankel-designed engines. In 1966 Mazda launched its first rotary, the Cosmo L10A, which went into production the following year. Mazda's flagship model, the Cosmo was powered by a twin-rotor engine displacing 982cc

and producing 110bhp, which was enough to afford the pretty two-seater coupé with a top speed of 185km/h. In July 1968 a more powerful and faster (128bhp, 193km/h) L10B version on a longer wheelbase was introduced.

While, as with Toyota and their 2000GT, the Cosmo was a comfortable grand touring car in road going trim, Mazda was keen to prove the model's competition abilities. Mazda additionally sought to prove the reliability of their wankel rotary engine. To this end, the factory entered two cars in the 1968 Marathon de la Route, an 84-hour test of endurance held at Germany's famed Nürburgring circuit. The Cosmos ran near the top of the field during the entire race, with one retiring in the 82nd hour, the other going on to finish 4th overall behind two works-entered Porsche 911s and a works Lancia Fulvia 1.3 HF.

Production was limited, and when the Cosmo was phased out in 1972 only 1,519 had been made, of which 1,176 were the Series II L10B version. In the world of collectible Japanese cars, the Mazda Cosmo ranks in the top tier, alongside its high-performance Toyota and Nissan competitors, the 2000GT and the Skyline GT-R. Because the original Cosmo was never officially sold in the US, sightings of these cars on American roads are almost nonexistent. This is therefore an exciting opportunity to acquire one of these futuristic looking, jet age rotary-powered sports cars.





THE MOTORCAR OFFERED

This Series II Cosmo was first registered in the Hiroshima Prefecture, where Mazda is based, in 1970. Only produced in right hand drive configuration, Cosmos were primarily home market cars given their diminutive size (less than half a foot longer than a new Miata) and unique looks -- only six were dispatched new to the US -- and to this day few have left their home country. Finished in white -- the most popular color -- over black vinyl with houndstooth cloth inserts, it is easy to see the appeal in these rare cars given their spaceship-like appearance and novel powertrain.

Passing through several owners in Japan, this Cosmo received some mechanical refurbishment in 2011, including a restoration of its Zenith carburetor, new spark plugs, a cleaning of the gas tank, new front headlight and rear taillight lens frames, a new

battery, and a thorough exterior and engine detailing. Outside of routine maintenance and mechanical refurbishment, however, the car is substantially original. Among the features that have been added later are the wood rimmed steering wheel and a set of very rare Hayashi Racing wheels.

Leaving Japan for the first time to come here to Arizona, this is a rare opportunity to acquire one of the most desirable Japanese sports cars ever produced. With Toyota 2000GTs now solidly in the rarified air of blue-chip collector cars and a younger generation of collectors with a boundless enthusiasm for cars from the Land of the Rising Sun, it is of little surprise that these early rotor-powered Mazda sports cars have become so fashionable and sought after.

\$140,000 - 180,000



1978 TOYOTA LAND CRUISER FJ40

Chassis no. FJ40-264950

Engine no. 2F-342072

4,230cc OHV Inline 6-Cylinder Engine

Single Carburetor

135bhp at 3,600rpm

4-Speed Manual Transmission

Front and Rear Semi-Elliptical Leaf Springs – Live Rear Axle

Front Disc Brakes – Rear Drum Brakes

- *Toyota's off-road icon*
- *Under 40,000 original miles*
- *Lifelong California FJ from the dry Central Valley*
- *One of the best color combinations for the model*
- *Photo-documented eight-month restoration to factory specs*



THE TOYOTA LAND CRUISER

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

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

Introduced in 1960, the FJ40 series and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value and quality. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Toyota itself paid its homage to the model in 2004 when it introduced the retro-styled FJ Cruiser to capitalize on the continuing image and popularity of the Land Cruiser, some twenty years after the original's production run ended.

THE MOTORCAR OFFERED

This FJ40 is understood to have lived in the dry climate of California's Central Valley for most of its life. Presented in its original and very fitting shade of Mustard Yellow over grey upholstery, the vendor advises us that the original owner kept the truck for the first fifteen years of its life, adding a mere 39,000 miles. It was then sold to another Central Valley resident, who intended to clean it up but instead let it sit for some two decades.

Acquired by the consignor in recent years, the decision was made to take the very dry and solid FJ40 down to the frame for a comprehensive restoration. The body was removed and no rust whatsoever was discovered – a testament to its California dry storage. There was also no obvious evidence of any prior accident damage or repair work – it was simply an untouched original FJ that had remarkably survived the ravages of time unscathed.





The FJ40 was mechanically gone through as needed, though the 39,000 mile engine – as you would naturally expect – is said to drive like it should, with plenty of power. The 4-speed gearbox shifts easily. The brakes were serviced and brake and fuel lines replaced, while new rubber components were replaced as needed. A paint job in its factory Mustard Yellow and new interior components (as needed) have returned the FJ to its factory showroom appearance. All in all, this eight-month restoration process has been documented via more than 200 photos attesting to the level of detail lavished upon it.

A close inspection of this FJ reveals a true survivor that has been carefully returned to its original glory. Interesting features such as the original AM radio remain intact. Also notable is the period-correct Warn Winch up front, a

very desirable feature, while the unobtainable Toyota floor mat, which appears to be the original, serves as a testament to the FJ's low original mileage. Offered with its original tool set, three original jacks, and the aforementioned restoration photos, this FJ40 will please the most discerning vintage off-road enthusiasts.

\$50,000 - 75,000
Without reserve



160

1966 FERRARI 275 GTB ALLOY LONG-NOSE

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 08143

Engine no. 08143

3,286cc SOHC V12 Engine

3 Weber Carburetors

280bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Rare, alloy-bodied 275 GTB Long-Nose*
- *Ferrari Classiche Certified, matching numbers example*
- *Exceptionally presented in its factory-delivered livery*
- *Well-documented history and provenance*
- *Offered with books, tools and Ferrari Classiche Red Book*



THE FERRARI 275 GTB

A perhaps apocryphal story ascribes Enzo Ferrari's motivation in replacing the 250 GT Lusso with the 275 GTB to his belief that the Lusso was too beautiful to convey properly the image of Ferrari.

Like many Ferrari stories, it may be less than fully accurate, but contributes to the myth that surrounds the marque. Its logic, however, is supported by the judgment of history: the aggressive 275 GTB is today more coveted



by collectors than the Lusso, even though the Lusso's design has endured the test of time to be generally agreed as among the most pure and beautiful products of the collaboration between Ferrari and Pininfarina.

The 275 GTB has other distinctive attributes, not least its place as the first fully independent suspension transaxle-equipped Ferrari road car, and for the power and tractability of its 3.3-liter 60° V12 engine developed from the 1½ liter Colombo "short block" originally designed in 1947. The engine was mounted low and further back, taking advantage of some of the space created by moving the transmission to a unit with the differential.

Performance, handling and technical advancements aside, it is the coachwork penned by Pininfarina and executed with

individuality and attention to detail by Scaglietti that creates the 275 GTB's image: aggressive, svelte and taut with power and potential.

In common with the best designs, the 275 GTB integrates form with function. There is nothing pretentious. Every feature has a functional purpose, from the covered headlights to the Kamm tail and small aerodynamic spoiler.

The long hood that so eloquently defines the 275 GTB's performance intention is the direct result of the engine setback. Large tires dictate the tall, bulging fenders. The sloped windscreen and fastback roof are only as tall as driver's headroom and visibility requires. Each vent and curve has a purpose finely calculated to only one end: creating the finest, fastest road-going *berlinetta* in the world.







As Ferrari quarreled with the FIA in the mid-1960s over the marque's grudging change from front- to mid-engine placement in its sports-racing cars, the 275 GTB carried on as the mainstay of the marque. Ferrari knew this highly evolved *berlinetta*, with its improved rear suspension and the balance permitted by its rear-mounted transaxle, would, like all good Ferraris of the time, be driven from showroom floor to race tracks around the world.

Each 275 GTB is, essentially, unique. Still small enough to cater to individual client's desires and essentially self-contained, Ferrari could offer an almost infinite variety of performance features and appointments. Coachbuilder Scaglietti still employed artisans who constructed each body by hand, imparting the individuality of bespoke construction to every car.

And within Ferrari, improvements were regularly incorporated as the 275 GTB evolved given experiences and suggested refinements. On the aesthetic front, the biggest change was made about a year into the production run in 1965 with the re-design of the nose. It was found that the early cars had a tendency to create front-end lift at high speeds, so the nose was slightly lengthened and made slimmer, a look even more evocative of the 250 GTO. 275 GTBs have since been categorized as short or long-nose cars.

On the technical front, a breakthrough production change was made in early 1966 with the elimination of the traditional open driveshaft in favor of a far more modern torque-tube, solving drive-line vibration issues once and for all.

The later cars, incorporating these significant production refinements, remain the most desirable ones, especially when used as intended; out on the open road on a classic car rally or simply a blast through the countryside.

If there is one Ferrari to own within the span of the marque's first quarter-century it is the 275 GTB. Blistering performance, quick, responsive handling, ideal weight distribution and the aggressive Pininfarina designed Scaglietti coachwork, with elements of the legendary 250 GTO, make it a milestone.







THE MOTORCAR OFFERED



This beautifully restored 275 GTB is one of as few as 60 examples of the celebrated two-cam model clothed in lightweight alloy coachwork. Also boasting factory certification with a Ferrari Classiche Red Book, chassis no. 08143 retains its original matching numbers drivetrain, making it a highly authentic and well-documented example.

The car's frame was sent to Carrozzeria Scaglietti in Modena for coachwork in October 1965 and received the lightweight aluminum alloy version of the revered Pininfarina design, making it far rarer than the standard steel-bodied cars. In December, the triple-carbureted Type 213 engine was completed and a month later the 275 underwent final assembly, finished with a shining coat of *Argento* (silver) paint over a *Nero* (black) leather interior.

Though originally slated for delivery to Bagani in Milan, the GTB was re-allocated by the factory to the dealership Motor S.a.S. in Rome. In a sign of the car's enduring originality, the original S.a.S. Roma dealership sticker remains affixed to the rear glass pane to this day. In February 1966, the 275 was purchased by its first owner, M.S.I. S.r.L. of Rome, and within a few years the car was exported to the United States.

By 1970, the Ferrari was owned by Louis Woods, Jr. of Memphis, Tennessee, who sold the car in 1975 to Gary Kaiser of Cassberry, Florida. At this point the GTB began to enjoy a lengthy period of intermittent care by the well-known experts at F.A.F. Motorcars in Tucker, Georgia, particularly during an eight-year period of ownership by FCA member Sam Jarvis of Leesburg, Florida. In 1986 the fine GTB was





purchased by Michael Arlin of Concord, North Carolina, and he went on to retain possession of the rare alloy-bodied car for over twenty years, ensuring a desirable consistency of care.

Starting in 2007, the GTB began to enjoy attention from esteemed Ferrari expert John Hajduk and his Noblesville, Indiana-based Motor Kraft, and they continued to look after the car's needs for the next few years. After the 275 was acquired by enthusiast Rocky Santiago of Oklahoma in 2008, Hajduk refurbished the original V-12 motor in October 2011, and around this time the chassis was refinished by Chris Campbell of Vintage Connection in Oklahoma City. The interior was also properly reupholstered in black leather and carpeting. These combined efforts led to a class award at the Concours d'Elegance of Texas in April 2012.

The alloy 275 was later sold by the esteemed Autosport Designs of Huntington Station, New York, and they performed a factory-correct cosmetic restoration in the original paint color of *Argento*, replaced all chrome and seals, and mechanically serviced the car. In late 2013, chassis no. 08143 was authenticated by the factory by receiving desirable Ferrari Classiche Red Book certification, confirming that the car retains its matching numbers mechanical equipment, including the original alloy bodywork, motor and gearbox. Currently fitted with properly restored Borrani wire wheels mounted with new Michelin XWX tires, the Ferrari is also accompanied by its original alloy wheels for utmost authenticity.

This properly restored and factory-documented alloy bodied GTB is offered

with original tools and manuals, and is a faithful and pure example of one of the most esteemed iterations of the 275 platform. It has been very well maintained over the years, and may be confidently presented on Concours fields, sure to prompt serious consideration for class awards. The Classiche Red Book certification and attention by some of the niche's best-regarded names have resulted in a superlative example that should appeal to any vintage Ferrari enthusiast. Furthermore, the rare lightweight alloy coachwork distinguishes this 275 GTB as one of a very special few that were quietly endowed with competition potential, bestowing the beautiful street machine with particularly capable performance.
\$3,300,000 - 3,600,000

Please note that this vehicle is titled as a 1967.



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Offered from the Ardon 'Ardie' Overby Estate

1965 TRIUMPH TR4A

Chassis no. CTC 61491L

Engine no. C161464E

2,138cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

104bhp at 4,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- A two-owner car willed to Ardie Overby by his childhood friend
- Largely unrestored and preserved
- Desirable TR4A model with independent suspension all around
- Faithfully maintained and carefully used since new
- Affordable, classic British motoring



ARDON "ARDIE" OVERBY

A lifelong Portlander, Ardon "Ardie" Overby was a dyed-in-the-wool car enthusiast and - as described by his numerous friends, family and patients - a really good guy. A graduate of Portland State University and University of Oregon Dental, he practiced as an endodontist in Vancouver but took time to travel the world extensively and loved cars throughout all of it.

Starting in high school, Ardie took old cars seriously, driving a '31 Chevy with bucket seats. One of his favorite teachers in high school drove a '55 Jaguar - a car that inspired Ardie to buy his black XK140 FHC some years later. Chiefly known for his enthusiasm for the Chevrolet marque, through, his extensive knowledge of 1930s Bowtie cars was legendary, and his vast collection of Chevrolet dealer instruction materials and factory films will continue his legacy as part of the Antique Car Club of America's library.

THE TRIUMPH TR4

First step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 was introduced in 1961. Giovanni Michelotti's new bodyshell brought the styling up to date while beneath the skin there were numerous chassis changes. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved driveability.

The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive, the TR4 was good for a top speed of almost 110mph. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other specialists.

THE MOTORCAR OFFERED

This charming TR4A was bought new by Ardie's close childhood friend, Tim Ruvo. Tim was a whiz with anything electrical, as a result much of the electrical work on Mr. Overby's cars was done by him. When Tim passed away suddenly, Ardie took it upon himself to help his family dispose of his vehicles - but the Ruvo family felt it was important the TR4 stay with Ardie and willed him the car.

A largely original and unrestored car, it shows today as a well-kept and sympathetically maintained example. While it is a two-owner car from new, given Ardie and Tim's close friendship, it would not be out of line to say this car is practically single family owned from new!

\$30,000 - 40,000
Without reserve

Please note that this vehicle is titled as a 1966.



162

Offered from the Ardon 'Ardie' Overby Estate

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UD1S22489

Engine no. 7S11255LB

4,343cc SOHC V12 Engine

4 Zenith Stromberg Carburetors

264bhp at 5,750rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Purchased new by Ardie Overby
- Fewer than 5,200 original miles from new
- Very original, a true survivor example
- Numbers matching
- Fitted with its original factory hardtop



THE JAGUAR E-TYPE SERIES III

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version – the Series III V12.

Jaguar's new engine could not have enjoyed a more fortuitous parentage, having been designed by Walter Hassan and Harry Mundy, two of the most experienced and respected engineers in the industry. Weighing only 80lb more than the cast iron block, 4.2-liter XK six it superseded, the new all-alloy V12 put out enough power for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

THE MOTORCAR OFFERED

Ardon Overby purchased this Jaguar new from Monte Shelton Jaguar in Portland, Oregon and has owned it ever since. Never restored or apart, it still features its original Regency Red paint over Black leather upholstery. Fitted from new with the rarely seen optional hardtop, it is understood that Ardie never removed that lid after fitting it on the car. Sparingly driven, it spent a number of years in Ardie's shop, the result of which is a startlingly low 5,195 miles showing on the odometer at the time of cataloging.

More recently, the Jaguar has received a comprehensive mechanical refurbishing including brake service, radiator rebuild, new water pump, rebuilt carburetors, new water and fuel hoses, electronic ignition installed within the original ignition box, and numerous other correctly redone items. As it shows today, the

car is a near time warp piece that exudes a level of originality that could only come from a car that has received a lifetime of care since leaving Coventry. Accompanied by a set of new old stock wheels and tires and the original British Leyland radio, this car is arguably about the closest one will get to buying a new E-Type off the showroom floor.

\$75,000 - 100,000
Without reserve



163

Offered from the Ardon 'Ardie' Overby Estate

1954 CHEVROLET CORVETTE

Chassis no. E54S004092

235ci OHV Inline 6-Cylinder Engine

3 Carter Carburetors

150bhp at 4,200rpm

2-Speed Powerglide Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Unrestored, nicely preserved Corvette*
- *The recipient of six decades of careful maintenance*
- *Just 67,000 miles from new*
- *Beautiful patina inside and out*
- *True Americana—Baseball, Hot Dogs, Apple Pie, and Chevrolet!*



THE CHEVROLET CORVETTE



The sports car boom was in full swing by the early 1950s, fueled by the desire of American GIs returning from WWII who wanted something like the lithe Jaguars and MGs they had seen overseas. American manufacturers like Chevrolet therefore felt pressure to introduce a competing model.

Introduced in 1953 at the Autorama display of the New York Auto Show, the Harley Earl-designed Corvette started life as a comfortable, leisurely six-cylinder boulevard cruiser. It was built with a fiberglass body over a Chevrolet sedan powertrain and chassis. However, thanks to its more pedestrian underpinnings, the Corvette was available at an accessible price, and a strong dealer network meant that buyers would not have to endure long waits for British or Italian parts to come from overseas.

For 1954, production was moved to the St. Louis plant in expectation of high demand. The overhead valve 235ci Blue Flame Six, which already had dual exhausts and solid lifters for performance, was upgraded with triple Carter carburetors and a new camshaft for increased power. Unfortunately, sales were still below expectations, and only 3640 were built for that year, nearly resulting in the Corvette's demise.

Luckily for the Corvette, there was a second chance. Thanks to the introduction of the Thunderbird, the Chevrolet 265ci V8, and Zora Arkus-Duntov's influence, the very first Corvettes did not fade away. Instead, the new V8-powered Corvette was sent back into battle in 1955, making these earlier cars the genus of what is arguably the most popular American sports car.





THE MOTORCAR OFFERED

This smart looking 1954 Corvette was acquired by Mr. Overby on a trip to Hershey, Pennsylvania in 1997. Never restored, this largely original and preserved example has received continuous routine maintenance for its six-decade existence. During Overby's ownership, the carburetors were rebuilt, the engine was removed and the engine bay was detailed, the radiator was cleaned and rebuilt, new hoses were installed, a Pertronix ignition system was fitted discretely within the distributor, and the automatic transmission was resealed with new gaskets and O-rings.

Inside and out the wonderful patina of this 'Vette shines through. The paint is believed to be largely original, save for a section that was repainted following a minor incident prior to Overby's purchase of the car, and the interior shows nicely with a fine level of aging. Offered

with a copy of the car's 1957 New Jersey title and bill of sale (to what is believed to have been the second owner), the Corvette is believed to have had just 3-4 owners from new. A very charming example, finished in the classic Polo White over a neatly-stitched red interior and complimented by red painted wheels, the Corvette evokes the correct period look, while an era-correct and quote possibly original radio graces the dashboard.

Showing just over 67,000 miles and reported to be a fine running machine, these classic early 'Vettes continue to embody the best of American culture during the 1950s.

\$70,000 - 90,000

Without reserve



164

Offered from the Ardon 'Ardie' Overby Estate

1955 JAGUAR XK140 MC FIXED HEAD COUPE

Chassis no. S814386

Engine no. G4024-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *In the Ardie Overby Collection since 1968*
- *Well documented history*
- *Numbers matching example*
- *Fitted with desirable C-Type head from new*
- *JCNA award winning restoration with many NOS parts*



THE JAGUAR XK140



While it has been said that the MG TC was the car that introduced America to the joys of sports cars in the late 1940s, it is arguably the Jaguar XK series that gave the sports car movement its style and dash. It is today difficult to believe that the company conceived the XK120 in 1948 as a limited-production specialty model to introduce and showcase the new twin-cam engine. By 1954 - 12,000 examples later - it was clear that it was something else altogether.

The XK140 was launched in 1954, giving buyers what they loved about the 120, but with benefits of vastly improved steering, better cooling and brakes and most importantly, increased legroom thanks to a relocation of the engine and firewall. Also new was the option of a 'C-Type' cylinder head, borrowed from the Le Mans winning competition car. Jaguars so

equipped were called 'SE' in the UK and 'MC' in the 'States. The package also included dual exhaust, wire wheels and fog lamps. The added power and improved breathing of the C-Type head gave the MC cars a quicker and more exciting response and this specification is much prized by enthusiast drivers.

Produced through 1957, the XK140 models included a cabriolet-type Drophead Coupe (DHC), a Fixed Head Coupe (FHC) and an Open Two-Seater (OTS) Roadster. Jaguar designers moved the DOHC 3.4-liter inline 6-cylinder engine forward in the XK chassis for the new model. The revised placement permitted more legroom in the cockpit, even as the previously used dashboard and seating locations were retained. For the first time, a bit of open space was also provided behind the front seat.





THE MOTORCAR OFFERED

According to an archive sheet provided to Mr. Overby by Jaguar Cars in August of 1974, this Fixed Head Coupe was originally dispatched from Coventry on June 24, 1955 and shipped to a Mr. Ullner in San Francisco, California, trimmed in cream over black hides with red piping. Mr. Overby acquired the Jaguar in January 1968 for \$625 cash plus a 1958 Chevrolet as a trade-in. One could argue this was a savvy swap well ahead of its time!

Faithful record keeping on maintenance performed from 1968 through 1991 was neatly documented in a book detailing all expenditures to keep the old Jaguar on the road. In preparation for a restoration of the car, Mr. Overby bought the entire stock of new old stock XK parts from a Portland dealership but only began the actual restoration many moons later in the early 1990s.

The final product was certainly a thing of beauty, and would go on to win its class at the Forest Grove Concours, also scoring very well on multiple occasions at JCNA judged events.

This beautifully restored Jaguar is accompanied by a photo album displaying every step of the restoration, an owner's handbook, factory spare parts catalog, JCNA Best in Class Trophy, and a rare 'Continental Touring' spare parts kit.

Finished in a stellar black paint, with a neatly contrasting interior featuring black seats trimmed with red piping set off against burgundy carpets, this sporting Jaguar looks quite dashing. It additionally features a detailed engine compartment, excellent bright work and era-typical white wall tires.

A potential candidate for rallies such as the Copperstate 1000 or California Mille, or to tour the show fields, this XK140 Fixed Head Coupe is offered here for the first time in nearly five decades. Unfortunately, a trade of a '58 Chevy plus cash will no longer buy it!

\$80,000 - 110,000
Without reserve

Please note that this vehicle is titled under its engine number.



165

Offered from the Ardon 'Ardie' Overby Estate

1937 CHEVROLET MASTER DELUXE 'DEMONSTRATOR'

Chassis no. 6GA11 6375

216ci OHV Inline 6-Cylinder Engine
Single Carter Downdraft Carburetor
85bhp at 3,200rpm
3-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- Rare 1937 'Demonstrator' model
- Well optioned and uniquely trimmed
- Exquisite presentation inside and out
- Multiple award-winning example
- A prized trophy car in Ardie's collection



THE CHEVROLET MASTER DELUXE

By the early 1920s Chevrolet had abandoned its attempt to compete head-on with Ford's Model T - Ford was able to drop its prices annually whereas Chevrolet's steadily rose - and re-positioned itself as a 'middle-market' manufacturer whose products possessed a degree of refinement lacking in the Ford product line.

Formerly relying on four-cylinder cars, Chevrolet introduced a new range powered by the famous 'Stovebolt' overhead-valve six in 1929, these highly popular six-cylinder Chevrolets helping GM's mainstay out-sell Ford for most of the 1930s.

THE MOTORCAR OFFERED

For those who have been around long enough to remember, the introduction of the year's brand new models was a major event. Windows were shrouded in paper to prevent prying eyes from getting an earlier glimpse of the future vehicles. Given all the hype and hoopla, it was to be expected that the first models delivered to the dealership were a bit more exciting than the run of the mill examples.

Ardon Overby's 1937 Chevy Master Deluxe seemed like a regular car at first, but further digging revealed it to be a bit more special. The color combination specified on the trim tag was Swan Gray with Carteret Red. The black fenders and headlights were an option mentioned in the 1937 "Dealers Confidential Price and Equipment Book" but noted as an option that needed to be specified on "Order 800 and Production Tags". Further interest was





raised by the hastily stamped 'DSP10109' that appeared on the serial tag. Ardie's research found mention of Demonstrators in the 1937 "Dealer's Pre-Announcement Guide" that noted dealerships should have Demonstrators at the door for the big November 7th and photos of such cars revealed them to be opulently optioned, much like this example.

After learning of this history, Ardie chose to restore the unique Chevrolet. Trimmed in its unique two-tone paintjob, it has scarcely seen options including the very rare fender markers, a Deluxe radio with both under dash and roof mounted speakers, and a "The New 1937 Chevrolet" neon insert for the rear window made by Walker & Company. While the car no doubt won buyers in 1937, in recent history it has won awards with class wins and Best of Show wins at the 2009 and 2011 Vintage

Chevrolet Club meets as well as a national first prize for best 6-cylinder Chevy from the same club. Accompanied with the sale of this very special Chevrolet are an extensive history file, including many articles of the car, a photo album of its restoration, a factory brochure, as well as an owner's and workshop manual.

Looking at the car now it is fair to say, as a dealer in 1937 no doubt would, "just look at the car, it practically sells itself!"

\$40,000 - 50,000
Without reserve



166

The ex-Prince Max Emanuel von Thurn & Taxis

1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113600802

Engine no. 6630801

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers, well documented example*
- *Professionally restored by Kadach*
- *Presented in its factory delivered appearance*
- *One of the most iconic sports cars of all time*
- *Offered with extensive history file*



THE PORSCHE 911 CARRERA RS 2.7

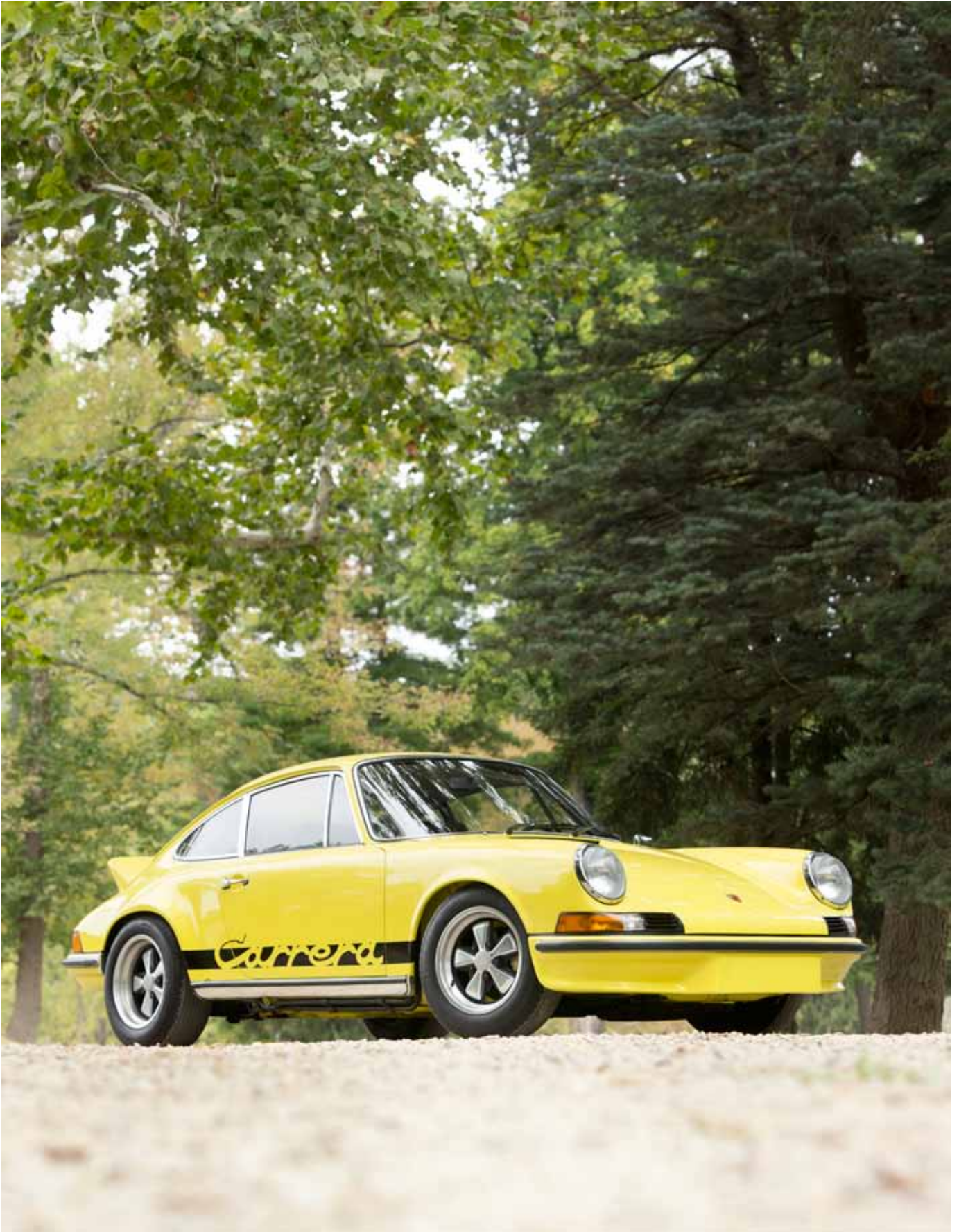


Revealed at the 1972 Paris Auto Salon, Porsche revived the Carrera name for its luxuriously equipped, top-of-the-range 911 for model-year 1973. Designated "Carrera RS" (RennSport), the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was progressively extended, eventually ending up at 1,590 units and allowing homologation in Group 3 for standard GT production cars.

Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared 'arches') for improved handling, while the 2.7-liter, fuel-injected, air-cooled six-cylinder engine's

210bhp boosted top speed to around 150mph. Today these 1973 model year 911 Carrera RS's are among the most collectible Porsches ever produced, and stand out as one of the most iconic and hallowed cars of the era. Collectors around the world have their eye on these cars, and they will undoubtedly remain as collectible as they are today decades from now.







THE MOTORCAR OFFERED

Even with a considerably high production number for the legendary 1973 911 RS 2.7 Carrera, it has become increasingly hard to locate examples with good provenance. The beautiful example offered here, chassis no. 911 360 0802, must be considered among the very best examples of this iconic model.

Completed at Porsche's Zuffenhausen factory in March of 1973, 911 360 0802 was the 802nd example in the RS 2.7 Carrera model range produced. Built to the Touring code 472 specifications, 0802 was completed much as it appears today, finished in 6262 *Hellgelb* over a black interior, equipped with both passenger and driver side headrests, three-point seat belts, a top-of-the line Blaupunkt Frankfurt radio, limited slip differential, and optioned with the more comfortable sports seats.

0802 was built for the home market, and first registered in the Bavarian town of Fussen, right on the border with Austria, on March 27, 1973. The new Carrera RS was registered on the appropriate license plate number FUS-K911; its first owner was 38-year-old Prince Max Emanuel von Thurn & Taxis, a member of the noble German Thurn & Taxis family who built many of the castles in the Bavarian region in the 14th-17th centuries, and later operated in the postal service and brewery businesses.

Prince Max Emanuel would keep the car about a year, before selling it to Mr. Werner Keil, resident of Ottobrunn, Bavaria, on March 5th, 1974. Mr. Keil would later sell the car to fellow Ottobrunn resident Arthur Albrecht, before a Mr. Wolfgang Krischke, from the same town, purchased 0802 in January of 1977. Mr. Krischke kept 0802 for nearly five years, before

Mr. Werner Peschke became the next owner during the summer of 1981. The yellow RS was now registered on Munich license plates. The car's sixth owner became Erich Leichte of Oberau, Bavaria, in May of 1982.

Mr. Leichte is believed to have kept 0802 until the summer 1989, when it was purchased by Gottfried Kadach, renowned Porsche restorer and specialist based in Winnenden, Germany. Mr. Kadach, and his company Kadach Porsche-Tuning & Service, is well known in the Porsche racing world. Mr. Kadach states in his thorough restoration report of 0802 that the car was in condition 2 when purchased by him, with very little rust and without any evidence of accidents. 0802 was purchased by Mr. Kadach personally, and would remain in his ownership until 2006, during which time he and his team





would completely restore 0802 both cosmetically and mechanically, overhauling the car's mechanicals, and repainting the exterior in the original yellow color.

The RS's next owner became Mr. David Flux of King's Lynn, Norfolk, UK. Once the car arrived on UK shores, he entrusted the Porsche specialists at Newport Pagnell, Buckinghamshire-based Export 56 Limited to sort out a list of mechanical and cosmetic points on 0802. Records of this work totaling over 30,000 GBP can be found in the RS's accompanying history file. Once the work was completed, 0802 was featured in the June 2007 issue of the UK magazine *911 & Porsche World*, where the car graced the cover, as well as the June 2007 issue of the French publication, *Speedster*. In December of 2011, 0802 was serviced by the renowned

Porsche specialists at *Maxted-Page and Prill Limited*, and soon after left for the US, where Great Falls, VA resident John C. Rothenberger became the next caretaker.

Today, 0802 presents very well, and appears to be a car with integrity and no "stories". The car retains its original, matching numbers engine, and fit and finish throughout is remarkable. 0802's extensive history file thoroughly documents the lineage of this great Porsche, and includes copies of original titling paperwork dating back to when the car was new, a restoration report with many photos before and during the restoration by Kadach, and the car's Certificate of Authenticity issued by Porsche. The car is naturally listed in the well-known book on the model, *Carrera RS* by Dr. Thomas Gruber and Dr. Georg Konradshiem. Furthermore, recent UK

registration number plates, tax disks, MOT test certificates, and a copy of the V5 can also be found in the history file.

0802 is offered with a set of tools and jack and the air compressor for the space-saver spare tire. A very good example of the legendary, one-year-only Carrera RS 2.7, 0802 will serve as a cornerstone, and a go-to driver's car, in nearly any collection.

\$850,000 - 950,000



167

1962 JAGUAR E-TYPE SPECIAL

Chassis no. 877245
Engine no. RA6829-8

3,781cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
265bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Fresh from nearly four decades of storage*
- *Modified in the 1970s to replicate the legendary E2A Prototype*
- *Powerful six-cylinder model with great roadholding*
- *Sure to stand out at any Jaguar club gathering*
- *A unique project for restoration*



THE JAGUAR E-TYPE

Jaguar would make a habit of shocking the automotive world. Sometimes the impact of its cars reached beyond the showrooms and exposition halls to rock popular culture, yet not even Jaguar's founder, Sir William Lyons, could have predicted the impact of the Jaguar E-Type. When introduced at the 1961 Geneva Salon, the new Jaguar stirred passions with its extremely sleek and timeless design backed by staggering performance.

Constructed using methods derived from the D-Type sports racing car, the E-Type was a technical marvel. The light and rigid monocoque chassis used the engine itself as a structural part of the car, with the long and sleek bonnet hinged at the front. The headlights were beautifully recessed in the fenders, and covered with contoured Perspex for a free flowing design and improved

aerodynamics. The car featured 4-wheel independent suspension, disc brakes all around and a Moss-type 4-speed manual transmission. The proven XK power plant was carried over from the XK150, and made sure the lithe Jaguar would exceed the 150mph mark. Often called the most beautiful production car of all time, the E-Type remains an automotive icon of design, engineering and speed.

THE MOTORCAR OFFERED

This unique Series I E-Type is "barn" fresh from 37 years of storage in Missouri. Prior to its departure from view during the midst of the Carter Administration, the owner at the time decided to turn his Roadster into a recreation of the legendary 1960 Jaguar E2A Le Mans Sports-Racing Prototype. The 'missing link' between the E-Type and D-Type, E2A was a single prototype racer built for the 1960 Le Mans 24 Hours. Entrusted to American sportsman Briggs Cunningham and piloted by Walt Hansgen and Dan Gurney, the car performed well until a gasket failed and knocked it out of the race. Following Le Mans, the prototype E2A would run successfully in SCCA races across the United States.

While not made of riveted aluminum like the original, this E-Type features shaved





door handles, smoothed out front and rear bodywork devoid of bumpers, single bullet taillights, iconic driver's side headrest hump and raised filler cap, and white paint with blue stripes echoing the Cunningham team's color scheme -- if somewhat uniquely given that it is one wide blue stripe with pinstripes on either side as opposed to two evenly sized blue stripes.

While racy on the outside, inside things were left largely unchanged save for a sporting steering wheel with drilled holes in the spokes -- much like E2As, faux wood veneer on the simplified center console, and a relocated choke pull.

Since discovery of the car, the vendor has gotten it running, but a thorough re-commissioning of the mechanical systems

is advised to bring the Jaguar back to road-worthy condition. Whether one wishes to return the car to its original specification or refine the prior owner's dream of recreating E2A, either way it is sure to turn heads.

\$125,000 - 175,000
Without reserve



168

1966 FERRARI 330 GTC

Coachwork by Pininfarina

Chassis no. 08969

Engine no. 08969

3,967cc SOHC V12 Engine

3 Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Exquisitely presented in the factory delivered color
- Matching numbers example with factory air conditioning
- Exceptional Pininfarina styling with 4-liter V12 power
- Ideal for Concours exhibition or tours and rallies
- Documented by Marcel Massini and accompanied by books, tools and jack



THE FERRARI 330 GTC

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

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

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

THE MOTORCAR OFFERED

Chassis no. 08969 was completed at the Ferrari works in Maranello during the late summer of 1966. Built as the 48th 330 GTC, the car had received Pininfarina's elegant Coupe body no. C0053, was equipped with the optional air conditioning system, and finished in the striking M 19397 *Nocciola* color over a VM 846 *Beige Scuro* interior - a striking and era-evoking GT car indeed!

On October 20, 1966, the new Ferrari's certificate of origin was issued, and the car was registered on Naples, Italy domiciled license plates, NA 423422. The 330 GTC was officially sold just five days later by automobile dealer Gustavo Lombardi, to fellow Naples resident, Mrs. Licia Viglia. She in turn sold the car to a Mr. Aldo Cerciello, also of Naples. In March of 1967, the 330 GTC was sold to a Mr. Giuliano Scacchetti, who took the car up to the Modena





area, where it was serviced later that month at Ferrari's factory service and maintenance facility, with the odometer recording about 6,000 kilometers at the time. The car is believed to have remained in the Modena area before being exported to the US in the 1970s.

By the early 1980s, the 330 GTC was in the Philadelphia, Pennsylvania area, where it was owned by a Mr. S. V. Cabibbo. The car is believed to have retained its original interior at this point, but with the exterior color changed to green, and about 56,000 kilometers on the odometer. Cabibbo sold the car in 1986 to Steve Forristall GT Cars in Houston, Texas, who, after repainting the car red, sold it to Chicago, Illinois resident Brady Sadek. Mr. Sadek would show the car on several occasions, including at the 1991 FCA National Meet, where the 330 GTC scored a 1st in class

award. Sadek would sell the car in 1992 to Brian McIver of New York, New York; McIver is believed to have kept the classic Ferrari for over a decade, until it came into the hands of David Link of Dallas, Texas. At some point during the 1990s, the GTC is known to have received a comprehensive refurbishment to the tune of some \$100,000, which is noted in the accompanying Marcel Massini history report. More recently, the FCA class-winning 330 GTC has resided with an enthusiastic owner in St. Louis, Missouri.

In 2014, the decision was made to re-commission the aging 330 GTC. The exterior was carefully refinished in the car's original, factory delivered, and rarely seen *Nocciola* color, a job undertaken by Advanced Color Tech of St. Louis. Trim and seals were refurbished as well, while renowned Ferrari interior







specialist, Anthony Danas, of Strasbourg, Virginia, was entrusted with the upholstery work. Furthermore, a service was performed by Leydon Restorations.

The result of all this work is a very well presented early production 330 GTC in an enticing and original color combination. The exciting and very unique original livery perfectly represents the fantastic era this Ferrari was made, and suits the Pininfarina styled and built bodywork extremely well. Equipped with Borrani wire wheels mounted with the correct, early radial Michelin XWX tires, the car has just the right look. A period Blaupunkt radio adorns the dashboard, adding to the elegant layout of wood and trim, topped off by the classic three-spoke, wood rimmed Ferrari steering wheel.

A great blue-chip collector's car to take on vintage rallies and driving events, such as the Copperstate 1000, these fine Italian GT's offer excellent road manners and a good degree of luxury in and out. With room for a couple of suitcases, a 330 GTC can be a great weekend-getaway companion as well, allowing a good degree of comfort for long-distance touring.

This striking 330 GTC is offered with owner's handbooks, a jack, tools, and a history file containing Marcel Massini's history report and the car's Italian road registration documents from the 1960s. Still retaining its matching numbers engine, this elegant Ferrari is a wonderful and very striking example, ready for its next custodian.

\$700,000 - 900,000

Please note that this vehicle is titled with chassis number 8969.



From the Martin Swig Collection

1968 TOYOTA CORONA TWO-DOOR HARDTOP

Chassis no. RT52 34840

1,879cc OHV Inline 4-Cylinder Engine
Single Carburetor
90bhp at 4,600 rpm
2-Speed Toyoglide Automatic Transmission
Front Independent Suspension – Solid Rear Axle
4-Wheel Drum Brakes

- *Black plate California 'time capsule' car*
- *Fewer than 27,000 miles from new*
- *Original color scheme and original interior*
- *Reference-quality example of the attractive Corona Hardtop*
- *The model that established Toyota's reputation for reliability*



THE TOYOTA CORONA

Toyota Motor Company was established in 1937 and introduced its first car, the Model AA, that same year. Toyotas went on sale in the US in 1958 with the arrival of the Toyopet, but alas this model was a failure. However, subsequent introductions of the Land Cruiser and then the Corona in 1965 put Toyota on the path to their dominance today.

The stylish Corona, offered in a variety of configurations, was paired with either the 'Toyoglide' two-speed automatic or a three- and later four-speed manual transmission. The Corona lineup offered a lot more car than a Volkswagen at comparably little more money, and became a sales sensation. The success and style of the Corona made it one of the most significant early Japanese cars to hit our shores. The most stylish of them all – the two-door Hardtop – is represented here.

THE MOTORCAR OFFERED

This beautifully preserved Corona two-door Hardtop was discovered tucked away in a San Francisco garage in 2007, where it had sat virtually unused for a number of years among other slumbering classics. This original California "black plate" car is offered with just under 27,000 actual miles from new. Fitted with the 3-RC 1900cc motor and the optional 2-speed Toyoglide automatic transmission, the light and nimble Toyota shows original finishes throughout, and can easily be described as a 'time capsule' car.

It bears its original California black and yellow license plates, 'XKY 999', and frames from Daly City Toyota Motors, almost without question the original selling dealer. The charming Corona also retains original chrome throughout as well as all original interior surfaces and carpeting. The factory tool kit and jack are present, as are the factory spare wheel and cover.

When acquired by California Mille founder (and former Toyota dealer) Martin Swig in 2007, the Corona required relatively minor servicing to return it to the road, including a rebuilt carburetor and various other items, while its paintwork was refreshed for a stunning cosmetic presentation. As a testament to its standout condition, the Corona Hardtop was selected for display at the Carmel Concours-on-the-Avenue in 2008 and was shown again in a special Japanese vintage car exhibit at the Palo Alto Concours d'Elegance in 2011. With the rising tide of interest in early Japanese cars, this charming Corona is a significant milestone model that should not be overlooked.

\$20,000 - 30,000
Without reserve

Please note that this vehicle is titled with chassis number RT52034840.



170

1964 TRIUMPH TR4

Chassis no. CT/39952-L

Engine no. CT/40391-E

2,138cc OHV Inline 4-Cylinder Engine

2 Zenith-Stromberg Carburetors

105bhp at 4,700rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

Front Disc – Drum Rear Brakes

- *Factory US Delivery, left hand drive example*
- *Single family ownership from 1976 to 2013*
- *Only 14,000 miles since comprehensive restoration*
- *Factory delivered in Triumph Racing Green*
- *Offered with Heritage Trust Certificate and copy of original title*



THE TRIUMPH TR4

The Triumph TR4 was introduced in 1961 as a successor to the TR3. While the new TR4 was based on the same drivetrain and chassis as its predecessor, the TR4 sported dashing new coachwork by Michelotti.

The TR4 shared the same basic chassis as the previous TR3, but benefited from a wider front and rear track as well as rack and pinion steering. The transmission offered full synchromesh in all forward gears, and the optional Laycock de Normanville electrically operated Overdrive could be selected for 2nd and 3rd gear as well as 4th, effectively providing the TR4 with a seven-speed manual close ratio gearbox. Engine output was also increased for the TR4, from 1,991cc to 2,138cc thanks to a larger bore.

THE MOTORCAR OFFERED

This handsome Triumph TR4 is a very well cared for example of the model. It was built on December 22nd, 1964, receiving a coat of Triumph Racing Green paint and a black interior with a black top. It came equipped from the factory with a heater, windscreen washers, sunvisor, steering column lock, Swiss specification exhaust, 695 x 15 Goodyear Tires, and a miles-per-hour speedometer.

Lovingly owned by the same family from January 5th, 1976 until 2013, the TR4 was treated to a thorough and high-quality restoration from 1989-1991, with many receipts for the work performed still available. A copy of the original title, along with a certificate from the British Motor Heritage Trust and a letter from the long-term owner are available with the car. A smart looking and well cared for TR4, this delightful roadster is looking

for its next long-term love affair.

\$25,000 - 30,000
Without reserve

Please note that this vehicle is titled as a 1965.



1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 14045

Engine no. B 820

4,390cc DOHC V12 Engine

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Displayed when new at the 1971 Chicago Auto Show
- US delivery Daytona ordered through Chinetti Motors
- Delivered new in striking Rosso Cordoba Metallizzato over Beige and Black interior
- Low mileage, well kept example
- Equipped with air conditioning and power windows

**THE FERRARI 365 GTB/4 DAYTONA**

Perhaps the ultimate 12-cylinder front-engined Ferrari GT, the 365GTB/4 debuted at the Paris Salon in 1968, soon after gaining the unofficial name 'Daytona' in honor of the sweeping 1-2-3 finish by the Ferrari 330P4 at that circuit in 1967. The influential shark-nosed styling was by Pininfarina's Leonardo Fioravanti, later the famed *carrozzeria's* director of research and development, who once revealed that the Daytona was his favorite among the many Ferraris he designed. The bonnet, extending

for almost half the car's total length, was complimented by a small cabin and short tail; the overall effect suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary, *carrozzeria* Scaglietti, in Modena.

The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at a hefty 7,500rpm, with 318lb/ft of torque available at 5,500 rpm. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent

wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' high performance GT. Air conditioning and power windows were optional, but elsewhere the Daytona remained uncompromisingly focused on delivering superlative high performance.

With a top speed in excess of 170mph, the Daytona was the world's fastest production car in its day. Fewer than 1,300 Berlinetta models and 123 Spiders had been made when Daytona production ceased in 1973.





THE MOTORCAR OFFERED

Ordered in December of 1970, this sporting Ferrari 365 GTB/4 Daytona was built for the US market, and delivered new through legendary importer Luigi Chinetti Motors in Greenwich, Connecticut in early 1971, in time to be displayed at the annual Chicago Auto Show. The new Daytona had received its final assembly at Maranello in January of 1971, and was finished in the elegant dark maroon metallic *Rosso Cordoba Metallizzato* over a beige interior with black leather inserts on the seats. Surely the striking new Daytona drew quite a crowd there on display in Chicago.

It remains unclear for how long the Ferrari remained in the first owner's possession, but by 1982 the car had moved further East, where it was offered for sale in New York. The Daytona is described to have been a low mileage car at this point, but with the

exterior color changed to black. By 1990, the Daytona was in California, where Westlake Village Ferrari enthusiast Jack Kasarjian owned it. At this time, the Daytona is reported to have received a restoration, and an indicated mileage of 29,000 miles was reported. Later on in 1990, the car was seen for sale at Santa Monica Sports Cars in Santa Monica, California.

In the spring of 1994, Symbolic Motor Cars of San Diego, California purchased the Daytona with just over 31,000 miles on the odometer; they in turn sold it to Ferrari of Los Gatos. In 1998, the red Daytona joined the prominent collection of Yarrow Point, Washington collector Glenn Hart. Mr. Hart would keep the Daytona until 2010, when the consignor, a prominent Southern California Ferrari collector and enthusiast purchased it.







Today, this powerful, US-delivered 365 GTB/4 Daytona presents beautifully inside and out, and the indicated mileage of just over 32,000 miles is believed to be the car's actual mileage since new. The *Rosso Corsa* red paint is in great shape, and emphasizes the aesthetic beauty of this elegant grand tourer. The Daytona has received devoted service and maintenance since the restoration was performed.

This is a fantastic opportunity to own the former 1971 Chicago Auto Show 365 GTB/4 Daytona, a car that is well documented, and with an exciting original livery to one day return it to. Symbolizing arguably the pinnacle of the vintage Ferrari grand touring car, the Daytona is well known for its ability to devour thousands of miles of motorway each day in supreme comfort and at speeds many new cars would still struggle to match. Equipped with power

windows and air conditioning, this Daytona comes with a history file and tools.

The 1971 Chicago Auto Show Ferrari 365 GTB/4 Daytona offers eligibility potential to many exciting vintage rallies around the world, such as Arizona's own Copperstate 1000, or perhaps the Tour Auto in France. A Ferrari with an excellent pedigree, this Daytona will always stand out from the crowd, and represents everything that is exciting about road cars of its era.
\$700,000 - 850,000



172

1955 JAGUAR XK140 MC ROADSTER

Chassis no. S810953

Engine no. G2112-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,750rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Wonderfully original MC specification Roadster*
- *Fewer than 22,000 original miles, matching numbers example*
- *Single owner for 46 years*
- *Diligently maintained and preserved*
- *Never publicly offered for sale*



THE JAGUAR XK140

While it has been said that the MG TC was the car that introduced America to the joys of sports cars in the late 1940s, it is arguably the Jaguar XK series that gave the sports car movement its style and dash. It is today difficult to believe that the company conceived the XK120 in 1948 as a limited-production specialty model to introduce and showcase the new twin-cam engine. By 1954 - 12,000 examples later - it was clear that it was something else altogether. The XK140 was launched in 1954, giving buyers what they loved about the 120, but with benefits of vastly improved steering, better cooling and brakes and most importantly, increased legroom thanks to a relocation of the engine and firewall.

Also new was the option of a 'C-Type' cylinder head, borrowed from the Le Mans winning

competition car. Jaguars so equipped were called 'SE' in the UK and 'MC' in the 'States. The package also included dual exhaust, Dunlop chrome wire wheels and fog lamps. The added power and improved breathing of the C-Type head gave the MC cars 210bhp, providing a quicker and more exciting response, thus this specification is much prized by enthusiast drivers.

THE MOTORCAR OFFERED

The remarkably preserved condition of this highly optioned Special Equipment (SE) roadster is a credit to its first and longtime custodian Rene Savoie. The 140 SE he personally ordered was manufactured February 9, 1955 in the magnificent color combination of Suede Green with a Suede Green leather upholstery and a French Grey soft top.

On February 18, 1955 the car was dispatched and brought to Massachusetts. Over the next 46 years, with Mr. Savoie as its caretaker, the automobile was driven a mere 20,000 miles. Only after Mr. Savoie could no longer physically operate his prized Jaguar was the roadster sold to his long time property manager.

Over the past eight years the car has been part of a collection of highly original,





unrestored sports cars. Today with under 22,000 miles, the MC body is incredibly crisp with excellent panel gaps, and original paint visible in many areas. The beautiful suede green leather is in remarkable condition as are the original carpets. Presently its top frame is removed and offered with the car, but no longer has its fabric cover.

The engine compartment is in original condition with the factory data plate and correct C-Type cylinder head stamping (block and head) showing bright and clear with the original red paint still visible on the cylinder head. Additionally, all Cheney hose clamps and factory original porcelain remain present. The car still gracefully sits on its factory chrome wire wheels with its original wide white Dunlop Gold Seal tires (with original Dunlop wheel weights) and the original, unused spare in the boot.

This ideally specified, wonderfully preserved example, presented in unmatched preservation condition, is one of the most exciting Jaguar XK140 MC (Special Equipment) Roasters to appear publically in many years.
\$160,000 - 190,000



173

1987 PORSCHE 930 TURBO COUPE

Chassis no. WPOJB0934HS050900

Engine no. 68H00913

3,299cc SOHC Turbocharged Flat 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,550rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *A low-mileage California car from new*
- *Offered with books, records, and tools*
- *Incredibly fast, even by today's standards*
- *Classic Porsche color combination*
- *One of the most raw and exciting production cars ever built*



THE PORSCHE 930 TURBO

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

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

What set the 911 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick 'he-man' cars such as the Holman & Moody-tuned Cobra 427 and the Ford GT40, *Motor's* Roger Bell reckoned what made the Porsche so different was that it "hurts you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car."

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's

engine was enlarged to 3.3 liters, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.





THE MOTORCAR OFFERED

One of the most raw and unbridled cars available on the market in its day, the 930 Turbo has rightfully earned its place as a legend, and it is quite rare to find an example that has been as carefully maintained and unfettered as this.

Delivered new to California and still in very original and well-maintained condition, this 930 is trimmed in the elegant Silver over Linen leather, and was ordered from new with a full complement of factory options including air conditioning, driver and passenger lumbar support, alarm system, cruise control, driving lights, and power windows, locks and sunroof. All of its original stickers, including door jamb label and under-hood trim label are still present along with its original tool roll, air compressor kit, receipts from recent service work, owner's manual, and warranty

and maintenance book - which has been stamped with service work done by the previous owners.

As is commonly known, Porsches of this era were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN as the one the car is identified under. This car was given worldwide chassis number WP0ZZZ93ZHS050900, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WP0JB0934HS050900 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity is also based on its ultimate US-market VIN number.

Retaining its original Blaupunkt radio -- a rarely seen detail as most were swapped out with modern head units, correct Fuchs

wheels, and showing 63,300 miles -- a figure corroborated as original by its clean CarFax report, this largely original 930 Turbo will no doubt continue to thrill and excite. The experience at the wheel of this beast will provide the closest thing to a time machine, taking you back to an era when electric nannies like stability control were barely wisps in the burnt rubber emanating from this Turbo's massive rear tires.

\$90,000 - 120,000
Without reserve



*Ex-Aston Martin Inc Demonstrator***1978 ASTON MARTIN V8 VOLANTE**

Chassis no. V8C0L15015
 Engine no. V/540/5015/LFM

5,340cc DOHC V8 Engine
 4 Dual-Throat Weber Carburetors
 240bhp at 6,250rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Rare original US delivery factory demonstrator*
- *Desirable early chrome bumper model*
- *Manual transmission example*
- *Just one owner from new*
- *Original paint and interior, just over 28,000 miles from new*

**THE ASTON MARTIN V8 VOLANTE**

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 motor, 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, one of the more exclusive being the Volante convertible. Introduced in response to customer demand for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated top which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car

aerodynamics meant that top speed suffered with the top down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.





THE MOTORCAR OFFERED

The model was an immediate success in America, but the late 1970s DOT requirements of heavy rubber bumpers quickly robbed the V8 Volante and many other European cars of their designer looks, while automatic transmissions and catalytic converters muted their performance, emasculating one of the truly macho British cars of its era. This extremely rare example pre-dates those changes, offering the best of all worlds to an American collector, better still it is a highly original one owner, ex-demonstrator car.

According to its data tag, the V8 Volante was built in August 1978 and as confirmed by Aston Martin it was delivered new to Aston Martin Inc. on November 11, 1978. It is understood to have remained with them for the next two years, before being sold as 'Ex-Demonstrator' and with a new special twelve-month warranty.

In a rather complicated transaction, but one that is verified by a copy of its original invoice on file, for the sum of \$63,500 it was sold by Curt Ogden Equipment Company of St. Louis, Missouri, who bought the car through Classic Coachworks of Atlanta, Georgia and had it shipped from New York for a principal of the Republic Mineral Corp. of Houston, Texas. It has remained in this ownership ever since.

As sold ex-works it sported the Imperial Burgundy paint hue and Natural leather interior, matched top and headlining, with Brown Onslow carpets. Over the course of the last 25 years, its owner has used the car infrequently, such that its mileage at the time of cataloguing was recorded as a mere 28,249, less than 1,000 miles a year from new, and the majority of these before November 2005.

The car has never been restored so retains all of its original finishes, including the top, which now carry light aging. There are a few stone chips to the paintwork and one of the top 'spine' trim pieces is lifting at its edge, but for its years these details are all remarkably good. With limited use in the last decade the precaution of a thorough service before proper use is advised.

These V8 cars are being appreciated increasingly by collectors as an important cornerstone of the Aston Martin story in America. This one owner, ex-demonstrator, manual transmission example offers great potential for its next custodian.

\$85,000 - 100,000

Please note that this vehicle is titled with chassis number V8C0115015.



2015 MERCEDES-BENZ SLS AMG GT ROADSTER

VIN. WDDRK7JAXFA011243

6,300cc DOHC AMG V8 Engine
Electronic Fuel Injection
583bhp at 6,800rpm
7-Speed Automatic AMG Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- One of just 350 Final Edition SLS examples produced
- Less than 6,000 miles and just one owner since new
- The last and most potent iteration of Mercedes-Benz and AMG's retro Gullwing
- Extremely powerful and luxurious supercar
- Complete with all factory delivered options and accessories



THE MERCEDES-BENZ SLS AMG



The SLS AMG was designed to be a modern, retro-look edition of the legendary 1950s 300SL Gullwing. Designed by Mark Fetherston, the new Mercedes-Benz supercar adapted the feature of 'wing' doors that swing upwards with the help of gas struts - just like the doors of the original Gullwing.

Dubbed the SLS, for *Sport Leicht Super*, the car was developed by Mercedes-Benz and their in-house tuning and high performance outfit, AMG. Built as an extreme high-performance, front engine, two-seat luxury grand tourer, the SLS soon graced the covers of the motoring press upon its unveiling at the 2009 Frankfurt Auto Show. Available in both 'Gullwing' Coupe and soft-top Roadster versions, they offered sensational supercar performance with the typical Mercedes hallmarks of luxury and high build quality.

The final edition of the SLS AMG - the SLS AMG GT - was unveiled at the 2013 Los Angeles Auto Show. Available in Coupe and Roadster form, only 350 of these end-of-the run SLS AMG GT cars were produced. Featuring an aggressive looking hood with central air scoop, front splitter and rear spoiler all made in exposed carbon fiber, the SLS AMG GT's design is evocative of Mercedes-Benz's racing heritage.

On the inside, exclusive leather upholstery in a diamond-stitch pattern graces the racing seats, while a Bang & Olufsen BeoSound AMG surround sound system is also thoughtfully installed, so the driver is not without his favorite tunes. Finished off with Alcantara accents, silver seat belts and black floor mats edged in silver leather, it is quite clear that the SLS AMG GT exists in the rarefied air of Mercedes-Benz's finest products.





THE MOTORCAR OFFERED

Manufactured in 2014 as a 2015 model year vehicle, this potent Mercedes-Benz is one of the 350 examples built of the final edition SLS AMG GT. A Roadster model, finished in graphite grey over a charcoal interior, the car is a US market example, and has had just one short-term New York based owner in the summer of 2014.

In essentially brand new condition, this SLS AMG GT Roadster has a clean CARFAX, and less than 6,000 miles from new. With enough power to leave 99.9 percent of the cars on the road today in the dust, and an interior as luxurious as the finest super yachts, this super Roadster should not disappoint.

\$225,000 - 275,000



176

Offered from the William M. Keck Estate

1988 BENTLEY TURBO R SPORTS SEDAN

Chassis no. SCBZR03BXKCX25376

6,750cc OHV Turbocharged V8 Engine
Bosch Fuel Injection
Approximately 320bhp at 4,500rpm
3-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Just one owner and less than 36,000 miles from new
- Elegantly finished in Royal Blue over Parchment
- Highly original inside and out
- Powerful, hand built Sports Sedan
- Offered with extensive history file and CARFAX report



THE BENTLEY TURBO R



Launched at the Geneva Salon in 1982, the Bentley Mulsanne Turbo provoked a rash of headlines proclaiming "The return of the Blower Bentley." In developing their engine to accept a Garrett turbo-charger, Rolls-Royce's engineers had to overcome the inevitable drawback of 'turbo lag', but apart from the necessary complication that this involved, needed to make few fundamental changes to the rugged 6,750cc V8. Despite its not inconsiderable weight, the Turbo would accelerate to 60mph in around eight seconds, with 135mph showing on the clock before the limiter cut in.

Introduced at Geneva in 1985, the Turbo R continued the theme, but with the added refinement of suspension better suited to the car's increased performance. Bentley's much-improved sports saloon was greeted with approval by Autocar magazine. "There was a

time, not so long ago, when Bentley played a faint second fiddle to Rolls-Royce. That is no longer the case. Rolls-Royce's management now recognises the value of the Bentley name and tradition and has developed the image - along with the sales - to take advantage. In a terribly upmarket way, Bentley is now the enthusiast, high performance partner, and never more so than in the turbo-charged Bentley R." In a break with Rolls-Royce tradition, power figures were made public, revealing that the engine produced a 320bhp and a staggering 475lb/ft of torque. Few cars were - or are - better suited to fast long-distance touring.





THE MOTORCAR OFFERED

Completed by hand at the Crewe Bentley works in October of 1988, this Turbo R has covered less than 36,000 miles from new and been used sparingly by just one discerning owner, Mr. William M. Keck. This luxurious Bentley's history file includes an excellent paper trail back to when this car was new. Ordered for Mr. Keck in June of 1988, the new Bentley Turbo R was built as it appears today, finished in Royal Blue over a parchment Connolly leather interior, trimmed with a matching dark blue piping and dash top, and dark blue carpets trimmed with parchment edges. Mr. Keck received the new Bentley in December 1988 through the Pasadena-based Rusnak Bentley agency.

The Bentley's CARFAX reflects consistent mileage recordings, and bi-annual smog checks in the greater Los Angeles area until the present. Having been kept in singular

ownership since new, the Turbo R appears very original throughout. The elegant Royal Blue exterior presents beautifully, and is neatly complimented by color-coded alloy wheels. The interior presents equally well, with lavish wood and leather treatments throughout, the pinnacle of automotive luxury opulence. Offered with the cars original build order, purchase agreement and correspondence between Mr. Keck and Rolls-Royce/Bentley, this fine Turbo R is an ideal candidate for the aspiring 'Bentley boy'.

\$20,000 - 25,000
Without reserve

Please note that this vehicle is titled as a 1989.



Offered from the William M. Keck Estate

1952 MERCEDES-BENZ 300S COUPE

Chassis no. 188011.00088/52

Engine no. 188920.00043/52

2,996cc SOHC Inline 6-Cylinder Engine

3 Solex Carburetors

150bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Just one single owner since new
- Expertly restored and serviced by Mercedes-Benz Classic Center
- Highly exclusive, top-of-the-line 300S Coupe
- Offered with extensive history file dating back to 1953
- Rarer than a Gullwing and more expensive when new



THE MERCEDES-BENZ 300 SERIES

More expensive than the 300SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300S was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front rank of prestige car manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

"To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring

cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal," observed *Autocar* magazine.

Although Mercedes-Benz would adopt unitary chassis/body construction for its lower and mid-priced cars as the 1950s progressed, the retention of a traditional separate frame for the 300 enabled a wide variety of coachbuilt body types to be offered. The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height.

Initially developing 115bhp, the 3-liter, overhead-camshaft, six-cylinder engine - used

in fuel-injected form in the 300SL sports car - was boosted in power for the succeeding 300B and 300C models, finally gaining fuel injection in the re-styled 300D of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300D) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favored





by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer.

The conservatively styled 300 Saloon was soon joined by the 300S (Super), a model that succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater coupé, cabriolet and roadster forms on a shortened 300 saloon chassis.

Not only was the two-seater 300S considerably lighter than the saloon, it was also more powerful, boasting an engine equipped with triple (as opposed to twin) Solex carburetors and a raised compression ratio. Maximum power output was increased to 150bhp and top speed to 110mph (176km/h). Unlike some

of its spartanly furnished contemporaries, the 300S boasted a lavishly equipped interior featuring supple leather upholstery; beautiful burr walnut trim, chromium-plated dashboard instrumentation and precision-made switchgear.

Elegantly styled in the pre-war manner yet technologically bang up to date, the 300S was built to the Stuttgart firm's uncompromising quality standards. Inevitably, production was limited, only 760 examples of the 300S/Sc (560/200) leaving the factory between 1951 and 1958. Ownership of such an exclusive automobile was necessarily restricted to a wealthy few, among them film stars Cary Grant and Gary Cooper, and the Aga Khan.

THE MOTORCAR OFFERED

Few cars from the 1950s can claim to have had just one single owner since new, even fewer as collectible and luxurious as this superb Mercedes-Benz 300S Coupe. Completed by hand at the Stuttgart-based Mercedes-Benz plant in 1952, this W188 series Coupe was purchased new by William M. Keck on June 24, 1953 at International Motors, Inc. at their showroom on Sunset Boulevard in Hollywood, California.

The new 300S Coupe cost \$12,750, but Mr. Keck traded in a Jaguar Coupe, so received a \$4,000 credit. Impressively, the original bill of sale from this transaction can be found in this car's extensive history file. It appears that the Mercedes' engine may have been replaced early on in the car's life with a factory unit. In October 1954, Los Angeles based Challenge Manufacturing sold Mr. Keck a Mercedes







engine, with number 00071.52, apparently as a spare engine for the 300S Coupe, as this power unit is not installed in the car today. A receipt for this transaction is preserved in the history file. Oddly enough, the Mercedes factory build sheet appears to indicate 00071.52 as the 300S's originally installed power unit. Perhaps this is simply a typographical error on Challenge Manufacturing's invoice; regardless, it appears that the engine installed is not the original unit, but that this change was made within the first few years of the car's life.

The Mercedes-Benz has remained in Mr. Keck's ownership for all these years, and an abundance of State of California registration cards, dating back to 1953, can be found in the history file.

By the early 1980s the Mercedes-Benz was starting to show its age. In 1984, Mr. Keck

entrusted Charles Brahm of Mercedes Obsolete in Irvine, California to treat the car to a comprehensive restoration. The work totaled \$120,000, quite a figure for a restoration in the 1980s. Mr. Keck is believed to have shown the 300S Coupe at various Los Angeles-area Concours events during the 1990s, though mostly he kept the car in secure storage. Since 2007, Mercedes-Benz Classic Center of Irvine has kept the car up to date, performing various repairs, maintenance and service jobs. Receipts from their work totals tens of thousands of dollars, and are included in the file.

Today, this exclusive and rare Mercedes-Benz 300S Coupe presents extremely well inside and out. Correct finishes and materials are evident throughout the car upon close inspection. Elegantly finished in dark blue, the chrome trim provides an attractive contrast. A set of luggage

can be found in the trunk, as can a spare wheel and jack. Inside, one is greeted by a neatly trimmed beige leather interior, and much wood and chrome trim – the epitome of early 1950s luxury. The Mercedes-Benz is offered with a copy of the factory build record (although very hard to read), an extensive history file and copies of an instruction, parts and workshop manual. A delightful automobile throughout, Bonhams is extremely proud to have been selected to offer this significant, top-of-the-line Mercedes-Benz on behalf of the Keck estate – it is truly a wonderful find, having been in this ownership since the day it was first sold on Sunset Boulevard. It is the type of find that only comes around, well, once in a lifetime...

\$250,000 - 300,000

Please note that this vehicle is titled as a 1953 and with chassis number 0007152.



1970 PORSCHE 911T 2.2 COUPE

Chassis no. 9110101397

Engine no. 6108859

2,195cc SOHC Flat 6-Cylinder Engine

2 Zenith Carburetors

125bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Matching numbers example in original colors
- Beautifully presented with recent paint and exceptional original interior
- Just a few owners and less than 73,000 miles from new
- Recent mechanical service
- Offered with Porsche Certificate of Authenticity

**THE PORSCHE 911**

The most historically significant of all Porsche models, so far, has undoubtedly been the 911. Introduced in 1963, it would be the mainstay of Porsche production for 30 years, retaining the same basic construction albeit constantly modified and updated. With a layout broadly similar to the 356, the 911 had a steel platform chassis with springing by torsion bars, MacPherson front struts and rear trailing arms, though motivation came in the form of a flat-6 air-cooled engine and a 5-speed transmission, as first seen on the 904.

A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters. The S's power output then was 180bhp, increasing to 190bhp with the introduction of the 2.4-liter engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911 in 1973.

Now 50 years later, early 911s continue to grow in popularity among collectors, prized for the purity of their driving experience as much as for their iconic shape.

THE MOTORCAR OFFERED

Offered here is a very original and well-kept example of the iconic early 911. A 1970 model year 911T, this car was built in what is referred to as the C-program, and features the rev-happy 2.2-liter engine. Completed at Porsche's Zuffenhausen factory at about the mid-point of the 1970 model-year production run, this 911 was built for US delivery and equipped as seen today, with Fuchs alloy wheels, comfort equipment and mounted with an antenna. The car was painted in *Bahia Red* (1313) and fitted with the black leatherette interior over charcoal carpets.

The Porsche's first owner is believed to have kept it until 1975, when it came into the long-term possession of Mr. James S. Horvath of Clinton, New Jersey. Mr. Horvath would keep the car Porsche for nearly four decades before selling the car to the consignor in





2013. Clearly fond of and caring about his red Porsche, Mr. Horvath kept the car in remarkable good and original condition, using the car sparingly in good weather. Most importantly, the 911T was treated to a *Ziebart* rust protection treatment early on.

When purchased by the consignor, the original *Bahia Red* exterior paint was in need of some refreshing, so the car was treated to professional repaint in the same color. Glass and trim was removed, and new gaskets and seals were fitted. The braking and fuel systems were refurbished, with the original Zenith carburetors receiving a rebuild, while a new fuel tank was installed. Both of the batteries were replaced, and the original Fuchs alloy wheels were fitted with new Vredestein Sprint tires.

Today this sporting 911 shows beautifully in the

striking *Bahia Red*, the same color it wore from new, and the exterior presents exceptionally well. Inside, one finds most of the original materials and surfaces still in place, reflecting a wonderful subtle patina. The Porsche displays very good panel fit as only seen on original cars, and most importantly, the driving experience is one found only in a car that feels like it has never been apart.

The 911's original, matching numbers engine is still in place, and a Porsche issued Certificate of Authenticity accompanies it. Less than 73,000 miles have been recorded on the odometer, and this figure is believed to reflect the car's actual mileage. A wonderful well-preserved example of the classic 911, this 2.2-liter T embodies all that is desirable about early Porsches, and will surely become a 'go-to' driver's car in any collection.

\$70,000 - 90,000
Without reserve



1970 MERCEDES-BENZ 280SE 3.5 CABRIOLET

Chassis no. 111027.12.000998

Engine no. 116980.12.000789

3,499cc SOHC V8 Engine
 Bosch Fuel Injection
 200bhp at 5,800rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Exceptionally well-presented 280SE 3.5 Cabriolet*
- *Top-of-the-line, hand built Mercedes-Benz of supreme quality*
- *Fitted with floor-shift and air conditioning*
- *Less than 58,000 miles from new*
- *Offered with copies of factory build sheets and restoration receipts*

**THE MERCEDES-BENZ 280SE 3.5**

“If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one”. *Car & Driver* on the Mercedes-Benz 280SE 3.5.

The 3.5-liter version of the 280SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s. The ultra-luxurious 280SE Coupe, Cabriolet and 300SEL saloon models were chosen by Mercedes-Benz to launch its magnificent new 3.5-liter V8 engine in 1969. An over-square design featuring a cast-iron block and aluminum cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torque 200bhp, courtesy of Bosch electronic fuel injection and transistorized ignition. Thus equipped, the 280SE 3.5 was good for cruising speeds up near 125mph, with 60mph reachable

in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

Although the equivalent SEL saloon used the “New Generation” body-shell, the Coupe and Cabriolet kept the coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmissions, air conditioning, power windows and stereo radio as standard. The 280SE 3.5 was to be the final model to feature this much admired body style, and today these last-of-the-line top quality classics are highly sought after by discerning collectors.

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz's Stuttgart factory in the latter part of 1970, this extraordinary 280SE 3.5 Cabriolet was prepared for the US market, and finished in DB396 Medium Blue over a blue leather interior and blue convertible top. The car was equipped with the desirable floor mounted shift lever, a Becker radio, air conditioning, folding armrest and white wall tires.

This elegant Mercedes-Benz 280SE 3.5 Cabriolet is believed to have resided on the East Coast since new, and kept mostly as a “special occasions” collector's car, as the mileage of less than 58,000 attests to. By the early 2000s, the Mercedes-Benz was owned by enthusiast Warren Greene of Atlanta, Georgia. Soon after acquiring the car, Mr. Greene decided to have the Mercedes-Benz cosmetically restored, treating it to a re-paint, new interior and many other details. The





280SE 3.5 had at that time accumulated just over 50,000 miles since new so was a very original and solid example to refurbish.

The Mercedes-Benz remained in Mr. Greene's collection until 2010, when purchased by the most recent owner, Mr. Gene Taggart of South Carolina. While in Mr. Taggart's ownership, the car was treated to a comprehensive service and tune-up, as well as a refurbishment of the air conditioning system. This work was performed by the renowned, Hilton Head, South Carolina based classic Mercedes-Benz specialists at Modern Classic Motors. Today this beautifully presented, top-of-the-range V8 Mercedes Cabriolet presents exceptionally well in a period-correct white over blue interior. It is a rare model as well; only about 800 examples of the luxurious 280SE 3.5 Cabriolet were specified for the US market. The car's

comprehensive history file includes copies of the Mercedes-Benz factory build records and receipts from service and maintenance work. A tool roll is neatly situated in the trunk.

These high-quality, stylish V8 powerhouses are the last of the classic, hand-built cars to come out of the Mercedes workshops in Stuttgart. They offer timeless styling and extreme luxury in a very usable package, accounting for why they are so highly prized today. With fewer than 58,000 miles from new, this beautiful Cabriolet is a great way to experience the legend of the opulent and powerful 280SE 3.5, a model carrying the distinction of being one of the marque's most highly prized models of its generation.
\$325,000 - 375,000

Please note that this vehicle is titled as a 1971.



1956 JAGUAR XK140 MC FIXED HEAD COUPE

Chassis no. S815222

Engine no. G6312-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Matching numbers example*
- *Long-term single-family ownership for decades*
- *The most weather-friendly XK body style*
- *Eligible for the majority of vintage rally events*
- *One of the most capable sports cars of its day*

**THE JAGUAR XK140**

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

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with

stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

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

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





THE MOTORCAR OFFERED

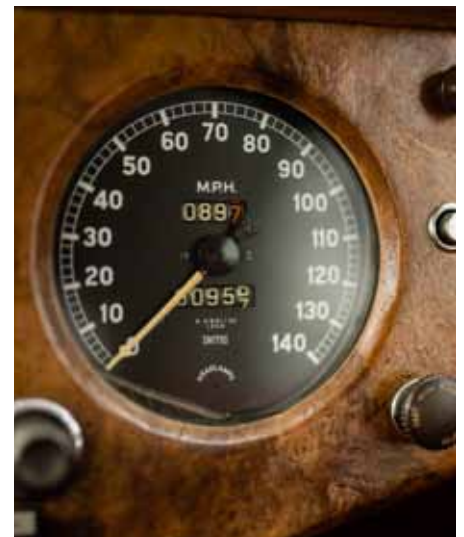
This charming XK140 Fixed Head Coupe is believed to be a four-owner car from new, having reportedly resided in the ownership of one family for nearly 45 years, where it was passed down from father to son. According to the consignor, the XK140 was originally delivered in black over a red interior, and was painted in its current silver-grey by its long-term owner, probably some two decades ago. Some time ago the interior was also redone in red vinyl, while the Jaguar features an attractive set of chrome wire wheels and other features such as a Mota-Lita steering wheel and a pair of driving lights.

More recently, the carburetors have been rebuilt, while a Petronix ignition system has been installed. The brake master cylinder was sleeved with brass, this work being undertaken by White Post Restorations, and all brake lines

were replaced. Additionally, the Jaguar was converted to a 12 volt electrical system for ease of operation.

Retaining its matching numbers original engine, this charming XK140 would be eligible as an interesting entry for any number of vintage rallies or shows. One of the most beautiful and charismatic sports cars of its era, this XK140 will undoubtedly turn heads at any car-guy gathering.

\$60,000 - 80,000
Without reserve



1984 FERRARI 308 GTSI QUATTROVALVOLE

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. ZFFUA13A8F0053225

Engine no. F105E040 00596

2,926cc DOHC V8 Engine
 Bosch Fuel Injection
 240bhp at 7,000rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Highly original example with less than 11,000 miles from new and one owner for decades*
- *Desirable end-of-the-run Quattrovalvole 308 GTSi*
- *Elegant color combination of Prugna Metallic over Beige*
- *Long time California car with good service and maintenance history*
- *Offered with original books, tools and many service records*

**THE FERRARI 308**

Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Badged as a 'Dino', the all-new 308 GT4 2+2 superseded the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but there were no complaints about the performance of the 3.0-liter quad-cam V8 engine, which was carried over to its successor.

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

of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (QV) model in 1982. An exhilarating driver's car and a Ferrari purist's delight, the 308 GTB and its many derivatives proved a huge commercial success for Maranello, with over 12,000 sold.



Produced initially with fiberglass bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977, while further developments included the introduction





THE MOTORCAR OFFERED

Representing the 308 in its ultimate, Quattrovalvole form, this highly original example was finished at the Maranello Ferrari works in August of 1984, and labeled as a 1985 model year example. The new 308 was finished just as it presents today, with the exterior presented in the elegant and rare dark red *Prugna Metallic* over a beige and tan interior, and equipped for the US market with left hand drive and the necessary emissions systems in place.

The new Ferrari arrived on US shores in 1985, where it found its first and longtime owner, Mr. Raymond Poirez, in Calexico, California. Copies of the original bill of sale can be found in the comprehensive history file that accompanies this 308. Soon after taking delivery of his new Ferrari, Mr. Poirez treated the paint to a Tech Finish Teflon protection, surely the reason why this car still shows so well today. The

Quattrovalvole would remain with Mr. Poirez in Southern California for decades, while regularly receiving service at San Diego area specialist shops. In 2011, a comprehensive service was performed by Anaheim, California based shop Precision Motorwerks. The timing belt and water pump were replaced, the brake system refurbished and new tires installed, among other work totaling over \$14,000. In the spring of 2014, the 308 received another comprehensive service at The Auto Gallery in Los Angeles.

Today, this smart 308 GTSi Quattrovalvole presents extremely well inside and out. It is in largely original condition throughout, and shows just over 10,000 miles on the odometer, a figure that is documented by its CARFAX report, as well as on the many service receipts. The Ferrari retains the original factory-applied decals and finishes throughout, and has the

unrepeatable feel of a solid, low mileage original car. Complete with its original books, tools, jack, shop light and spare tire, CARFAX and many service records, this end-of-the run 308 must be one of the finest examples available anywhere.

\$75,000 - 100,000
Without reserve

Please note that this vehicle is titled as a 1985.



1953 JAGUAR XK120 FIXED HEAD COUPE

Chassis no. S680774

Engine no. W5362-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Beautifully restored by marque specialists*
- *Driven only 200 miles since restoration*
- *Fewer than 2,800 XK120 Fixed Head Coupes built over three years*
- *Among the most beautiful Jaguar models ever produced*
- *Delivered new to Southern California*

**THE JAGUAR XK120**

Told by the post-war Attlee government to “export or die”, the British motor industry responded valiantly, none more so than Jaguar Cars, soon to become the UK’s biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning looking roadster caused a sensation.

Its striking appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis, featuring independent front suspension by means of wishbones and torsion bars, a live rear axle, and drum brakes all round. The body was the work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, conceived as a coachbuilt

aluminum structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The car’s heart was, of course, the fabulous XK engine. Conceived in wartime and intended for Jaguar’s post-war range-topping saloon, the 3.4-liter six embodied the best of modern design, boasting twin overhead camshafts running in an aluminum cylinder head, seven main bearings, and a maximum output of 160bhp.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with Jaguar tradition, there was nothing to touch it at the price.

THE MOTORCAR OFFERED

This gorgeous Pastel Blue over two-tone light and dark blue leather was completed on February 10, 1953 and dispatched ten days later to West Coast Jaguar distributor Charles Hornburg, Jr. in Los Angeles, California. Originally finished in black over red hides, the first owner was not recorded and the known history does not begin until 1973, when the car was purchased from a used car lot on Sunset Boulevard in West Hollywood by Keith Frick. Already having been repainted and reupholstered in brown on brown, it was understood that the car had come to the dealer from its second owner -- who was described as “a sheikh”.

Frick would keep the car for nearly three decades, during which time it was restored twice. The first restoration took place in 1994 and the second in 2009. The extensively documented 2009 restoration was completed





by XKs Unlimited and the Jaguar specialists at Classic Showcase. The body was stripped down to bare metal, while the drivetrain was overhauled, with anything deemed needing repair or replacement rectified with correct components. Photos, a DVD, and over \$30,000 in receipts document the work completed and accompany the car. The present owner acquired the Jaguar in August of 2011 and has driven it only a handful of miles since, during which time it has been kept closeted in a heated garage and regularly maintained. Documented by its Jaguar Daimler Heritage Trust Certificate and having covered only about 200 miles since restoration, this beautiful XK120 Fixed Head Coupe would be a great entry to any number of historic rallies, or a run to the local Caffeine and Carburetors meet on a Sunday morning.

\$100,000 - 130,000

Without reserve



1977 TOYOTA LAND CRUISER FJ40

Chassis no. FJ40-243744

Engine no. 2F 153195

4,230cc OHV Inline 6-Cylinder Engine

Single Carburetor

135bhp at 3,600rpm

4-Speed Manual Transmission

Front and Rear Semi-Elliptical Leaf Springs – Live Rear Axle

Front Disc Brakes – Rear Drum Brakes

- *Comprehensively restored*
- *Toyota's off-road icon*
- *Used as a ranch vehicle in dry Eastern Wyoming*
- *Fitted with rear seat heater – ideal for cold mornings*
- *Very well presented example of Toyota's rugged FJ40*

**THE TOYOTA LAND CRUISER**

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

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

Introduced in 1960, the FJ40 series and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value and quality. They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators. Toyota itself paid its homage to the model in 2004 when it introduced the retro-styled FJ Cruiser to capitalize on the continuing image and popularity of the Land Cruiser, some twenty years after the original's production run ended.





THE MOTORCAR OFFERED

This Land Cruiser, a 1977 model, is understood to have spent its life on the dry eastern plains of Wyoming, where it was used primarily as a ranch vehicle, “hardly ever [leaving] the ranch”, according to the consignor. Accordingly, it is possible that the indicated mileage of under 25,000 may be original; regardless, fewer than 200 miles have been added since a comprehensive restoration was completed.

During restoration, the body was removed, the job being described as a “nut & bolt body off” affair. The engine and gearbox, as well as other mechanical components and systems, were restored, with components either rebuilt or replaced with OEM Toyota parts where necessary. The consignor notes that the original front and rear floor mats – still in excellent condition – were retained, while the Land

Cruiser is fitted with a rear seat heater, no doubt a welcome option on chilly Wyoming mornings!

The result of the recent restoration work is a Land Cruiser that presents strikingly, a fine representation of Toyota’s rugged FJ40 off-road icon. It presents in the period color combination of red with a white top over black upholstery, and features the Warn locking front hubs. Perfect for a desert explorer’s trip, use on the ranch – as this one has seen – or any number of other recreational uses, FJ40 Land Cruisers such as this one are gaining traction among collectors, and with their classic looks and blend of utility and a proven drivetrain, it’s easy to see why.

\$60,000 - 90,000
Without reserve



1982 FERRARI 512 BBi

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFJA09B000040999

Engine no. 110A00118

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

340bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Federalized to US specifications by Amerispec Corp.
- Believed to be a low-mileage, highly original example
- Offered from long-term California ownership
- LHD European-specification model
- Iconic Ferrari Berlinetta Boxer, a rising Ferrari classic

**THE FERRARI 512 BB 'BERLINETTA BOXER'**

Ferrari's first mid-engined 12-cylinder production road car, the 365 GT4 Berlinetta Boxer, was seen as early as 1971 in prototype form but did not come on sale until 1973. Designed to compete against the contemporary Lamborghini Miura and newly designed Countach, the 365 GT4 BB represented a major departure for Enzo Ferrari, replacing the front-engined Daytona. Ferrari had previously been of the opinion that such a powerful mid-engined road car would be too much for his customers, eventually giving in after the success of the mid-engined Dino racing cars, and of course the V6 mid-engined Dino road cars.

The stunningly handsome and very rapid Ferrari 512 Berlinetta Boxer, or 512 BB, was introduced at the October 1976 Paris Auto Show, although actual production had begun several months earlier. The 512 BB was the

successor to the 365 GT4 BB, and offered a similar mechanical layout and exterior appearance, but with the addition of a new front chin spoiler and NACA intakes on the flanks. There were now just four taillights instead of six.

Most notably, the 365BB/512BB series was Ferrari's first with a 180-degree flat 12-cylinder engine in a production car. The four camshafts on these engines were belt-driven, another "first" for Ferrari. The 512's engine produced 360 DIN bhp at 6200 rpm, breathing through a quartet of Weber three-barrel carburetors. Bosch K-Jetronic fuel injection replaced the carburetors in late 1981 to help meet increasingly tough US exhaust emission regulations, with the car's name being altered to reflect that change. Horsepower dropped to 340 and torque to 333 foot-pounds at 4600 rpm. The injected Berlinetta Boxer remained





THE MOTORCAR OFFERED

a strong performer, however, capable of 0-60 from a standing start in six seconds flat, and reaching almost 175 mph (the factory claimed an optimistic 188 mph), covering the standing quarter-mile in 14.2 seconds at 103.5 mph.

A plush leather interior, full instrumentation, electric window lifts, three-point inertia seat belts, and air conditioning were standard. A unique “single-arm, twin blade” windshield wiper is fitted to help clear the huge windshield glass. *Road & Track* magazine called the 512 BB “the best all-around sports and GT car we’ve tested”.

Here is a very nice left-hand-drive, European-specification, fuel-injected 512 Berlinetta Boxer that was manufactured in April of 1982, and then soon after imported to the United States. It then underwent a comprehensive federalization process at Amerispec Corporation in Ridgefield, Connecticut, where it was brought into compliance with US safety standards. A decal attesting to the conversion is attached to the car’s doorjamb. Eventually, this car landed with its most recent owner in the Sacramento, California, area, and essentially sat undriven among the owner’s other low-mileage Ferrari modern classics for well over two decades.

Today, the 512 BBi shows a mere 8,553 miles on its odometer, and the overall condition of the car lends credence that this is the actual accrued mileage. The bodywork displays a few minor scratches and scrapes, and the interior a bit of

wear on the driver’s seat, but this Ferrari remains essentially in its “barely-broken-in” stage of life. Presented in its original *Rosso Corsa* finish with *Nero* Black leather, it is fitted with its original and attractive Cromodora “Star” alloy wheels with three-eared knock-off spinners. There is a Pioneer stereo system and a leather-wrapped Nardi steering wheel, and the car exudes a decidedly ‘time-warp’ feel throughout.

This wonderful Ferrari is supplied with spare wheel, tools, and manuals. A careful recommissioning is advised, with replacement of consumable items such as belts, seals, and tires. With that work performed and servicing brought up to date, this relatively rare Ferrari supercar will surely present its next owner with a thrilling driving experience.

\$140,000 - 180,000

END OF SALE



ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2015 SCOTTSDALE CATALOG:

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Greg Evans Photography
Steve Evans
Patrick Fitzgibbons
Jon Fossi
Michael Freshman
Winston Goodfellow
Jaguar Cars North America
GP Library
Peter Linsky
Bob Hespen
Ed Heuvink
Michael Kunz – Mercedes-Benz
Classic Center
Marcel Massini
Peter Linsky
Pawel Litwinski

Anton van Luijk
Sally Hilow-Mackesy
Scott Nidermaier
Doug Nye
Pebble Beach Concours d' Elegance
Porsche North America
Rasy Ran
Sean Smith Photography
Jack Scarpino
Wyatt Seaverns
Verity Spencer
James Stranberg
Jim Trofitter
The Stables
The Westin Kierland Resort & Spa

PHOTOGRAPHY CREDITS

MOTORING PHOTOGRAPHER PAWEL LITWINSKI

After nearly a decade of specialization in this field, Pawel's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. www.litwinski.com

Pawel Litwinski: Lots 101, 102, 104, 106, 107, 110, 112, 113, 114, 116, 117, 118, 119, 121, 123, 124, 125, 126, 127, 128, 129, 130, 132, 133, 135, 136, 137, 138, 139, 140, 141, 143, 144, 145, 148, 149, 150, 152, 153, 154, 159, 160, 161, 162, 163, 164, 165, 166, 167, 169, 170, 171, 173, 175, 176, 177, 179, 181, 183, and 184.

Scott Nidermaier: Lots 103, 134, 142, 151, 155, 168, and 178
Jeremy Cliff: Lot 157 and 182
Theo Civitello – Theo Graphics: Lot 105, 120, and 174
Greg Evans Photography: 108
Rasy Ran: Lot 109 and 115
Sean Smith: Lot 172
Simon Clay: Lot 146
Kristopher Clewell: Lot 156 and 180



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SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Scottsdale Auction on January 15, 2015.

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

Sincerely,

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

SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Scottsdale Auction on January 15th, 2015.

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.

CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means the property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at The Westin Kierland Resort & Spa, Scottsdale, Arizona, on Thursday, January 15, 2015.
- 1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by a bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

- 4.1 Bonhams shall have the right, in its sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale and, in the case of any dispute, to put any Lot up for auction again.
- 4.2 If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

- 5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third party premises where a sale may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.
- 5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalog and related information appearing under the heading 'Buyer Information'.

7. THE BUYER

- 7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.
- 7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

8. BUYER'S PREMIUM

- 8.1 Buyer's Premium for Motor Vehicle Property: If a purchased Lot consists of a motor vehicle, the Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of such Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.
- 8.2 Buyer's Premium for Automobilia & Other Non-Motor Vehicle Property: If a purchased Lot consists of automobilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-FIVE PERCENT (25%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot, TWENTY PERCENT (20%) on the amount of Hammer Price above One Hundred Thousand Dollars (\$100,000) up to and including Two Million Dollars (\$2,000,000), and TWELVE PERCENT (12%) on any amount by which such Hammer Price exceeds Two Million Dollars (\$2,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

9. CONTRACT OF SALE

- 9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.
- 9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon local Mountain Standard Time on Saturday, January 17, 2015. Additionally, for purchases of automobilia and other non-motor vehicle property only, the Buyer may make payment to Bonhams by Visa, MasterCard, American Express or Discover credit or charge card for such purchases. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

- 11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.
- 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

- 13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.
- 13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

CONDITIONS OF SALE – MOTOR VEHICLES & AUTOMOBILIA (CONTINUED)

15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. 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 and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

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

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

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF 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.

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Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)
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Paddle number (for office use only)

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Sale title: The Scottsdale Auction		Sale date: January 15, 2015	
Sale no. 22205		Sale venue: Westin Kierland, Scottsdale, AZ USA	
General Bid Increments:			
\$10 - 200by 10s		\$10,000 - 20,000by 1,000s	
\$200 - 500by 20 / 50 / 80s		\$20,000 - 50,000by 2,000 / 5,000 / 8,000s	
\$500 - 1,000by 50s		\$50,000 - 100,000by 5,000s	
\$1,000 - 2,000by 100s		\$100,000 - 200,000by 10,000s	
\$2,000 - 5,000by 200 / 500 / 800s		above \$200,000at the auctioneer's discretion	
\$5,000 - 10,000by 500s		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	
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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 resale license number here _____ We may contact you for additional information.			

SHIPPING		
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Automobilia: I will collect purchases myself by 12pm January 17 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____	Motorcars: I will collect purchases myself by 12pm January 17 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

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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 US\$ (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.

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13TH ANNUAL

THE QUAIL, A MOTORSPORTS GATHERING

FRIDAY, AUGUST 14, 2015 | QUAIL LODGE & GOLF CLUB | CARMEL, CA



CALLING ALL CARS!

The Quail, A Motorsports Gathering invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection.

2015 CELEBRATED THEMES:

Long Tail Cars of Le Mans | Coachbuilt Ferraris | Additional to be Announced!

TRADITIONAL CLASSES:

Pre-War Sports and Racing | Post-War Racing | Post-War Sports
The Great Ferraris | Sports and Racing Motorcycles | Supercars

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SIGNATURE EVENTS

To enter a vehicle from your private collection, obtain an application by visiting signatureevents.peninsula.com or by calling +1 (831) 620-8879.

THURSDAY MARCH 12
Fernandina Beach Golf Club
Fernandina Beach, Florida
Consignments now invited

*The ex-EMF Factory Racer,
driven by Jack Tower in the
1911 Savannah Grand Prix*
1911 EMF 30 RACER

*Courtesy of George Eastman House,
International Museum of Photography and Film*

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The ex-Dr. Frederick A. Simeone, William Ruger, Sr.,
1932 STUTZ DV-32 SUPER BEARCAT CONVERTIBLE



*From the Estate of George Fink, 37,000 miles
and two owners from new, totally original,*
1956 AUSTIN-HEALEY 100M ROADSTER

THE
AMELIA ISLAND
AUCTION



1936 WANDERER W25K ROADSTER



The ex-Marlene Dietrich, Multiple Best in Show Winning,
1930 ROLLS-ROYCE PHANTOM I TRANSFORMAL PHAETON
Coachwork by Hibbard & Darrin

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WORLD-CLASS MOTORCARS AT BONHAMS

Bonhams' 17th annual Quail Lodge Auction was a truly historic event; multiple world auction records were set, including the sale of the most valuable motorcar ever sold at auction.

This fine grouping of some of the finest collectors' motorcars in the world sold to an international audience comprising Bonhams' discerning vintage car clientele. In total, **92%** of the motorcars sold for in excess of **\$108 million**.

Consignments for the 2015 Quail Lodge Auction are now invited.

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From the Maranello Rosso Collection

1962 FERRARI 250 GTO BERLINETTA

Sold for a world-record \$38,115,000

1973 FERRARI 365GTS/4 DAYTONA SPIDER

Sold for \$2,640,000

1967 FERRARI 330GTC

Sold for \$1,017,500

1912 SPEEDWELL 12-J 50HP SPEED CAR

Sold for \$869,000

QUAIL
LODGE
SALE



1966 Ferrari 275GTB
Sold for \$3,850,000

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bonhams.com/quail

LES GRANDES MARQUES
DU MONDE

AU

GRAND PALAIS

IMPORTANT COLLECTORS' MOTOR CARS, MOTORCYCLES AND AUTOMOBILIA

Thursday 5 February 2015
Paris, France

Following the spectacular auction at the Grand Palais in 2014, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

Selected entries are now invited for what promises to be a truly memorable event.



**1930 ALFA ROMEO 6C 1750
SUPERCHARGED GRAND SPORT**
Coachwork by James Young
€1,100,000 - 1,400,000

**1904 7.3-LITRE PANHARD ET LEVASSOR
35HP TWO-SEATER**
€700,000 - 900,000

The ex-Paris Salon
1955 BENTLEY R-TYPE CONTINENTAL COUPÉ
Coachwork by Franay
€850,000 - 1,150,000

Original Left Hand Drive
1965 ASTON MARTIN DB5 CONVERTIBLE
€1,600,000 - 1,900,000

The ex-Amschel Rothschild, present owner since 1978
1966 AC COBRA 289 ROADSTER
€600,000 - 700,000

1936 BUGATTI TYPE 57 VENTOUX COUPÉ
€380,000 - 480,000

Formerly the property of Giuseppe Campari
1931 ALFA ROMEO 6C 1750
SUPERCHARGED GRAN SPORT SPIDER
Coachwork by Zagato
€1,800,000 - 2,400,000

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THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 8, 10am
Bally's Las Vegas Hotel and Casino

PREVIEW

January 7, 9am-6pm

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motorcycles.us@bonhams.com



*Multiple Concours 'Best of Show' Winner, incl.
Meadowbrook, Amelia Island, Hilton Head,
1938 BROUGH SUPERIOR SS100*



*Development machine and Earl's Court showbike,
1954 VINCENT BLACK PRINCE PROTOTYPE*



1959 DUCATI 175CC F3 PRODUCTION RACER

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The Mercedes-Benz Auction

Saturday 28 March 2015
Mercedes-Benz Museum
Stuttgart, Germany

Entries now invited

Bonhams is delighted to announce the return of the Mercedes-Benz Auction in association with Mercedes-Benz Classic. Following last year's success the auction will be held within the stunning surroundings of the award-winning museum.

The sale will also be taking place during RETRO CLASSICS 2015, Stuttgart.

*Formerly the property of Alfred Krupp,
in current ownership since 1980
and an extremely original example*

1960 MERCEDES-BENZ 300SL ROADSTER
€900,000 - 1,200,000

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GREENWICH CONOURS D'ELEGANCE AUCTION

May 31, Greenwich, CT

Consignments now invited

*Unique prototype from
the Estate of John Fitch*
1966 FITCH PHOENIX
Sold in 2014 for \$253,000

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2014 continued the strong development of Bonhams' annual auction at the Greenwich Concours d'Elegance as the Northeast's premier venue for selling collector cars.

With a sale total in excess of \$8 million and a consistent sell-through rate of more than 90%, last year's event saw numerous records broken. A wide range of automobiles were sold, from benchmark classics such as Aston Martin DB6s, Jaguar XKs and XKEs including an external bonnet lock example and a 1975 Lamborghini P400 Periscopio, through to rarer marques and models such as an Amilcar CGSS, a Kissel Gold Bug, a Volvo P1800 Station Wagon and a 1948 Citroen 2CV.

Entries for this single day, 80-car auction are occupied quickly, so early consignment is recommended.



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The Westin Kierland Resort & Spa presents The Scotch Library, an enviable selection of more than 200 Scotch whiskies ranging from the most widely recognized 10-year-old blends to 40-year-old and older single malt whiskies including the rare Glenfiddich 50 Year.

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**Important Sports, Competition
and Collectors' Motor Cars**

Saturday 21 March 2015
Chichester, Sussex

Entries now invited

Bonhams is delighted to announce a new world-class Goodwood Sale for 2015, appearing at the newly established Members' Meeting which plays host to a weekend of sensational motor racing.

ENQUIRIES

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*The ex-Kitty Maurice, 1959 Le Mans
& multiple Goodwood entrant*

**1955 FRAZER NASH
LE MANS COUPÉ**

Chassis no: 421/200/203
£600,000 - 700,000

73RD

GOODWOOD

MEMBERS' MEETING SALE



Bonhams

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LOT 160 - 1966 FERRARI 275 GTB ALLOY LONG-NOSE

8B 1793

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