

Sunday May 31, 2015
Greenwich, Connecticut



Bonhams

NEW YORK

Sunday May 31, 2015
9.30am Automobilia
12.30pm Motorcars
Roger Sherman Baldwin Park,
Greenwich, Connecticut



BONHAMS

580 Madison Avenue
New York, New York 10022
bonhams.com

PREVIEW & AUCTION LOCATION

Roger Sherman Baldwin Park
100 Arch Street
Greenwich, Connecticut 06830

PREVIEW

Saturday May 30, 10am to 5pm
Sunday May 31, Motorcars only from
9am to 12.30pm

BIDS

+1 (415) 391 4000
+1 (415) 391 4040 fax

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

Please note that telephone bids must be submitted no later than 4pm on the day prior to the auction. New bidders must also provide proof of identity and address when submitting bids. Telephone bidding is only available for lots with a low estimate in excess of \$1000.

Please contact client services with any bidding inquiries.

Please see pages 2 to 7 for bidder information including Conditions of Sale, after-sale collection and shipment.

SALE NUMBER: 22717
Lots 1 - 295

CATALOG: \$40

INQUIRIES

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Automobilia

Kurt Forry
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General Information

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+1 (917) 206 1669 fax
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Vehicle Documents

Veronica Duque
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Automated Results Service
+1 (800) 223 2854

ILLUSTRATIONS

Front cover: Lot 284. Image provided by Dirk de Jager of *Octane Magazine*
First session page: Lot 255
Back cover: Lots 251, 235, 291 and 223

ADMISSION TO PREVIEW & AUCTION

Bonhams clients may enter the Concours and Bonhams preview on Saturday May 30 by showing their catalog at the entry to the Concours. For clients without a catalog, entry to both venues is by purchase of a Concours ticket for Saturday only. Bonhams clients may enter the Concours and Bonhams auction on Sunday May 31 by showing their catalog at the entry to the Concours and at the Bonhams tent. For clients without a catalog, entry to the Concours is by purchase of a ticket and entry to the Bonhams auction is by purchase of a catalog only. One catalog permits two people entry.



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, including any local or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).

1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means 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 in conjunction with the Greenwich Concours d'Elegance in Greenwich, Connecticut on Sunday, May 31, 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 4:00 p.m. local Eastern Time on Monday, June 1, 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

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA (CONTINUED)

Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

The Buyer shall be responsible for any loss or damage to the Lot from the time the contract of sale is made as described in paragraph 9.1, and neither Bonhams nor its employees or agents shall be liable for any loss or damage to or caused by all or any portion of the Lot from and after that time.

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.

13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other

governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

Buyer shall be solely responsible, including the payment of any cost or fee, for timely obtaining any necessary license or permit or any certificate of title to export the Lot from the United States of America (and/or to import the Lot into any foreign jurisdiction).

15. NON-PAYMENT OF PURCHASE PRICE

If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:

- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;
- (b) Arrange for the removal and storage of the Lot at the risk, cost and expense of Buyer;
- (c) Charge the Buyer interest in the amount of one and one-half percent (1.5%) per month, or the maximum amount allowed by law, whichever is greater, on any amount of the Purchase Price which remains outstanding from the date the Purchase Price becomes due under these Conditions of Sale;
- (d) Offset any sums due from Bonhams to the Buyer against the outstanding Purchase Price; or, sell any property of Buyer in Bonhams' possession and control and apply the net sale proceeds from such sale against the outstanding Purchase Price;
- (e) Rescind the sale of the Lot to the Buyer at any time;
- (f) Repossess any Lot for which the Purchase Price is overdue and thereafter resell the same;
- (g) Institute legal proceedings for damages or specific performance.

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Bonhams will, if so instructed by prospective Buyers, execute bids on their behalf, provided that neither Bonhams nor its employees or agents will be liable for any neglect or default in doing so or for failing to do so. Without limiting the foregoing, Bonhams (including its agents and employees) shall not be responsible for any problem relating to telephone, fax, or other bids submitted remotely, including without limitation, any telecommunications fault or failure. By

participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in New York City, New York or San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

MEDIATION AND ARBITRATION PROCEDURES

(a) Within 30 days of written notice that there is a dispute, the parties or their authorized and empowered representatives shall meet by telephone and/or in person to mediate their differences. If the parties agree, a mutually acceptable mediator shall be selected and the parties will equally share such mediator's fees. The mediator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling mediations. Any communications made during the mediation process shall not be admissible in any subsequent arbitration, mediation or judicial proceeding. All proceedings and any resolutions thereof shall be confidential, and the terms governing arbitration set forth in paragraph (c) below shall govern.

(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

CONDITIONS OF SALE - MOTOR VEHICLES & AUTOMOBILIA (CONTINUED)

follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service:

(i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the designated location, as follows: (A) in any case in which the subject auction by Bonhams took place or was scheduled to take place in the State of New York, Connecticut, or Florida or the Commonwealth of Pennsylvania or Massachusetts, the arbitration shall take place in New York City, New York; (B) in all other cases, the arbitration shall take place in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

(B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences;

(C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law;

(D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof. To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

18.3 These Conditions of Sale (as may be amended), the portion of this Catalog entitled 'Buyer Information', any Important Notices, and the bidder registration form referred to above and any other telephone, absentee or online bidding form (collectively, the 'Sale Documents') constitute the entire agreement among Buyer, Seller and Bonhams concerning their rights and obligations with respect to the subject matter hereof. Any agreements or representations respecting the Lot or its sale not expressly set forth in the Sale Documents shall have no effect, except for a subsequent written modification signed by the party to be charged. In the event of any conflict among the provisions of any of the individual Sale Documents referred to in this paragraph 18.3, the provisions found in these Conditions of Sale shall control.

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

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

18.6 This agreement shall be binding on the parties, their heirs, distributees, executors, legal representatives, successors and assigns.

18.7 Time is of the essence of this agreement.

19. AS-IS DISCLAIMER OF WARRANTIES AND LIMITATION OF LIABILITY

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT

LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

ADMISSION TO PREVIEW AND AUCTION

All Bonhams auctions are open to the public. The Bonhams viewing and auction, in conjunction with The Greenwich Concours d'Elegance, will be open to the paying Concours visitors free of charge on Saturday during the publicized viewing hours listed on Page 1 of this catalog. A Bonhams' Greenwich auction catalog will admit two (2) people on both Saturday and Sunday to the Greenwich Concours free of charge. A Bonhams' Greenwich auction catalog will be required for admission to the auction on Sunday, May 31. Please note that catalogs will not be sold at the Concours entry. If a client does not have a catalog prior to entry, then entry to the Concours is by purchase of a Concours ticket and Sunday entry to Bonhams tent is by purchase of a catalog only. Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

AUCTIONEER

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

BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 10% of the hammer price. For Automobilia and other Non-Motor Vehicle Property, the premium is 25% on the first \$100,000, 20% of the amount of the bid price above \$100,000 up to and including \$2,000,000, and 12% on any amount exceeding \$2,000,000.

Buyers are required to pay any applicable import duty, sales or use tax, as the case may be.

All automobilia, if collected in Connecticut, is subject to a 6.35% Connecticut state sales tax unless the item is for resale. Please be prepared to complete a re-sale certificate.

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

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

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

Purchases picked up by an ICC licensed carrier and shipped directly to the following states will be subject to any applicable sales and/or use tax of such jurisdiction, unless exempted by law: Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New York, Pennsylvania, Texas, Washington D.C., and Washington state. Buyers who hold valid resale certificates for applicable states must file a copy with the

cashier prior to or at the time of purchase. Any purchases picked up by a non-ICC licensed carrier would be subject to the same rules as apply to purchases picked up in Connecticut.

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

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

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references, in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 4pm on Monday June 1.

ESTIMATES

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

RESERVES

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

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.

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

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

BUYER INFORMATION (CONTINUED)

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams Client Services Department well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 391 4040.

TELEPHONE BIDS

If you are unable to attend the sale and require additional flexibility over an absentee bid, Bonhams is pleased to offer a telephone bidding facility, subject to availability for lots estimated in excess of \$1000. 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/22717 or contact the Client Services Department to obtain information and learn how you can register and bid online.

DAMAGE

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

CUSTOMS DUTY

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

PAYMENT & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 4pm local time on Monday, June 1. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bonhams is no longer offering a cash discount program.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Sunday, May 31, and then again on Monday June 1 from 8.30am to 4pm. Vehicles can be cleared after the auction. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle and Automobilia lots must be paid for and collected from the sale venue by 4pm on Monday, June 1. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 4pm Monday, June 1. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, parts, title or other documents and keys relating to their lot(s) at time of collection.

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

UNCOLLECTED AUTOMOBILIA LOTS lots will be removed to Bonhams' New York location for collection by the buyer or third party agent. Larger lots that require more storage space may be removed to our storage partner location at Cadogan Tate Fine Art Storage Facilities in Brooklyn, NY. Appointments for collection at the Brooklyn location can be made with Client Services. All removed lots are subject to an uplift fee and will not be available for collection after 4pm on Monday June 1 until Thursday June 4 at 9am. Depending on the size and fragility of a lot, uplift fees will range from \$10 to \$100 per lot. Storage charges will begin to accrue on Monday June 8 and will be \$5 per day per lot.

Bonhams NY does provide limited shipping services, or will work with your third party shipper of choice. It is very important that you give our Bonhams New York location 24 hours notice prior to collection of your property. Contact: +1 (212) 644 9001. 580 Madison Avenue, New York, New York 10022. Office hours for collection of property are 9am to 5pm Monday through Friday.

TRANSPORT & 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 4pm Monday, June 1.

MOTOR VEHICLE REMOVAL & STORAGE CHARGES

TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 4pm on Monday, June 1, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

DOMESTIC MOTORCAR TRANSPORT

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

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@scclusa.com

BONHAMS - GREENWICH DETAILS

100 Arch Street, Greenwich, Connecticut

From Thursday May 28th through Monday June 1st, we can be reached at:
+1 (415) 391 4000
+1 (415) 391 4040 fax

GREENWICH CONCOURS D'ELEGANCE DIRECTIONS, MAP & PARKING INSTRUCTIONS

DRIVING DIRECTIONS

From New England:

Take I-95 south to exit 3 - Arch Street. Turn left at the bottom of exit ramp for show field; either left or right for parking areas.

From New Jersey:

Tappan Zee Bridge onto Route 287 east, to I-95 north, to Exit 3 - Arch Street, in Greenwich. From George Washington Bridge, go directly on to I-95 north, to Connecticut; get off at Exit 3 - Arch Street, in Greenwich. Turn right at bottom of exit ramp for show field; either left or right for parking areas.

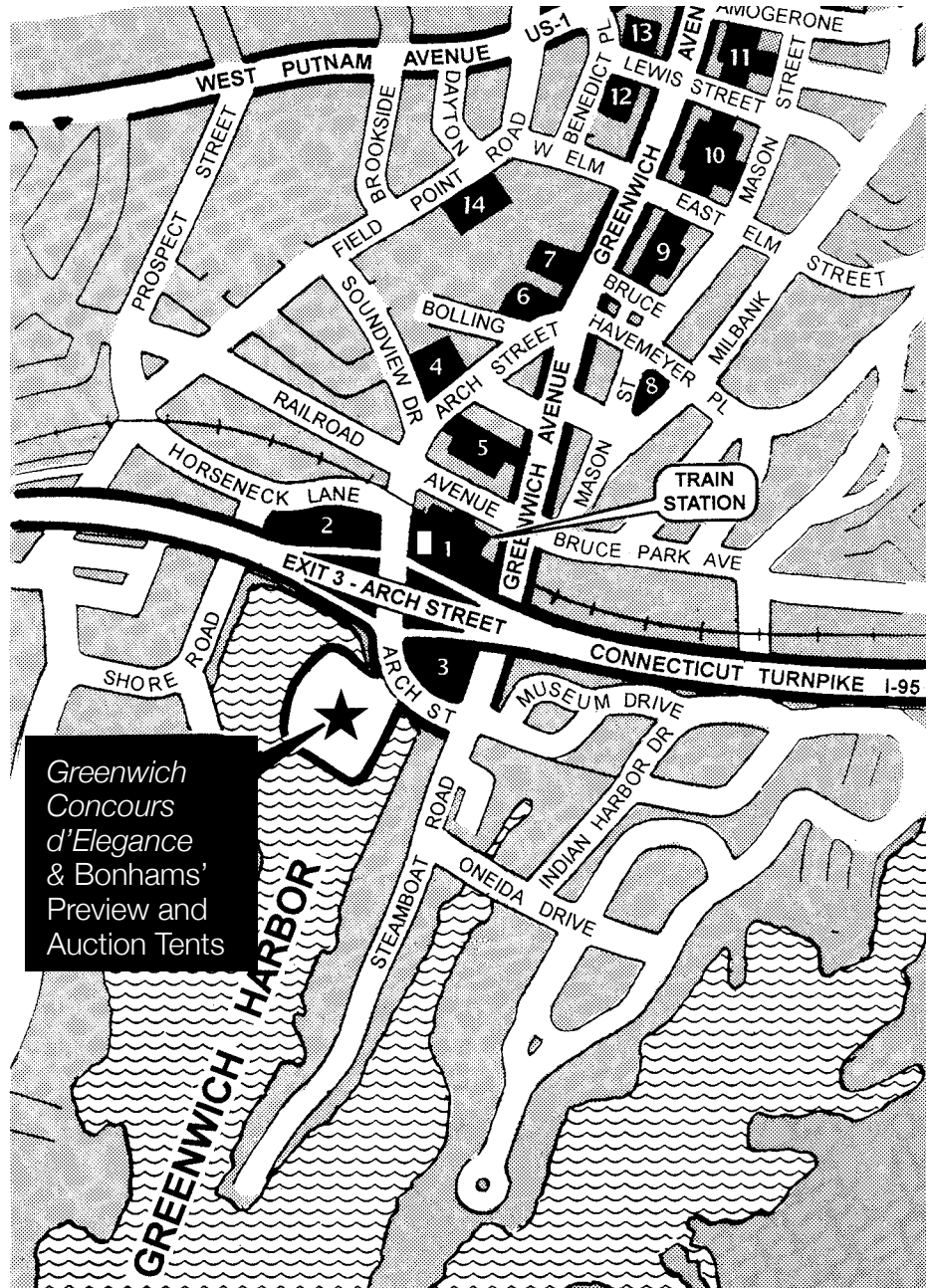
From Long Island:

Throgs Neck Bridge, onto I-95 north, to Connecticut; get off at Exit 3 - Arch Street, in Greenwich

PARKING

- ➊ Parking in street-level of multi-story parking garage of Greenwich Plaza buildings.
- ➋ through ➌ Parking in open parking lots throughout town.
- ➍ Parking on all levels of multi-story parking garage at Town Hall.

There is also on-street parking wherever permitted by posted signs. *Museum Drive*, *Greenwich Avenue*, and *Steamboat Road* have allowable street parking for cars.

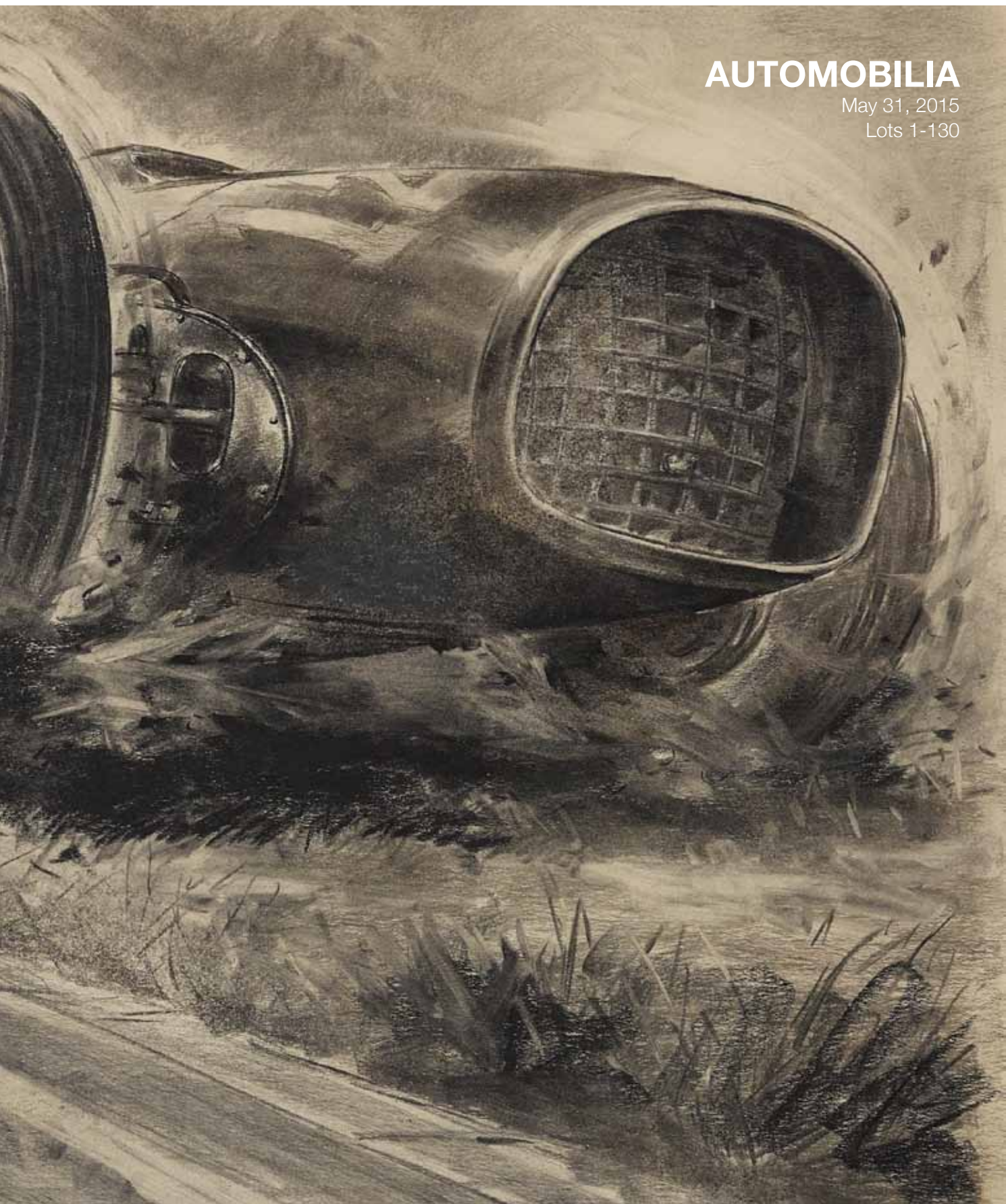




AUTOMOBILIA

May 31, 2015

Lots 1-130





3



4



5



6



7



8



9



10

AUTOMOTIVE LITERATURE

1st

A NEAR COMPLETE SET OF 'AUTOMOBILE QUARTERLY', MISSING VOL. 51. NO'S. 1-4,

hard bound, with indexes, well illustrated and in good clean condition, original full-color photography and monochrome images, insightful articles on significant auto marques and famous names in the industry. \$800 - 1,000

2nd

A NEAR COMPLETE SET OF 'AUTOMOBILE QUARTERLY', MISSING 12 BOOKS,

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. \$800 - 1,000

3

CUNNINGHAM, THE LIFE AND CARS OF BRIGGS SWIFT CUNNINGHAM BOOK/SCULPTURE, BY DEAN BATCHEOR AND ALBERT R. BOCHROCH, 1993,

#3 of 50 with wood book sleeve and bronze C-4R sculpture by Larry Braun. Signed by Briggs Cunningham, Phil Walters, John Fitch, Sherwood Johnston, Larry Braun, Dean Batchelor, and photographer John Lamm. English language, 192 pages. \$1,600 - 2,000

POCKETWATCHES

4

A PEERLESS BRANDED HAMPDEN POCKETWATCH, AMERICAN, CIRCA 1915,

gold hunters case, the face with the "Peerless" text and Arabic numbers. A second hand at the 6 o'clock position. Watch hands are blue steel. The floral engraved reverse with small cartouche and the initials CR. \$600 - 800

5

A MARMON BRANDED WALTHAM POCKETWATCH, AMERICAN, CIRCA 1920S,

gold case, Marmon text through center of the face. Roman numerals and a second hand at the 6 o'clock position. Watch hands are blue steel. The ornately engraved reverse with small cartouche and the initials DLW. \$800 - 1,000

6

AN AUBURN BRANDED ELGIN POCKETWATCH, AMERICAN, CIRCA 1920S,

gold case, ornately decorated around the edge with a spring-loaded lid that covers the crystal. Roman numerals on face with Auburn script. Second hand at six o'clock position. Overall case finely engraved. \$400 - 600

7

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



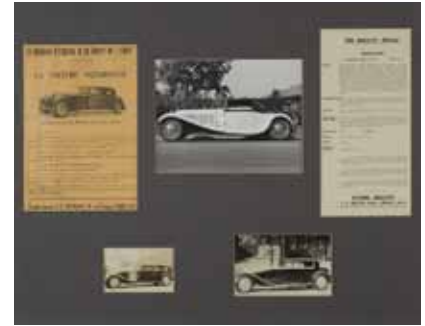
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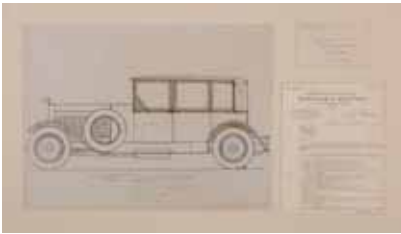
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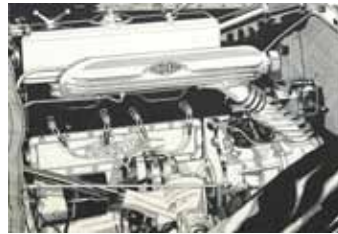
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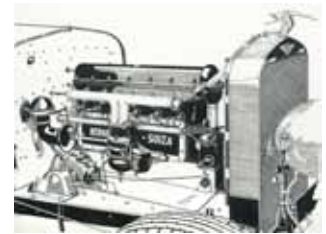
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16



16



16

AUTOMOTIVE ART

8

AN OLDSMOBILE BRANDED ELGIN POCKETWATCH, AMERICAN, CIRCA 1925, 10k white gold filled case, elegantly engraved around the bezels and embossed leaves on the face with the "Oldsmobile" text. Art Deco style numbers and a second hand at the 6 o'clock position. Watch hands are "Lozenge mitre" and are a dark blue steel. The reverse has a small vacant cartouche.
\$400 - 600

9

A CADILLAC BRANDED HOWARD POCKETWATCH, AMERICAN, CIRCA 1915, gold case, textured face with the "Cadillac" script. Arabic numbers and a second hand at the 6 o'clock position. Watch hands are "Lozenge mitre" and are a dark blue steel. The reverse has inscribed "JMB".
\$800 - 1,000

10

A PACKARD BRANDED HAMILTON POCKETWATCH, AMERICAN, CIRCA 1925, gold case, face emblazoned with the "Packard" text. Arabic style numbers and a second hand at the 6 o'clock position. Watch hands are blue steel. The ornately engraved reverse with small cartouche and unidentified initials.
\$800 - 1,000

11[□]

AN EXPANSIVE COLLECTION OF ORIGINAL MOTORING THEMED POSTERS, featuring an interesting French automobile club poster sponsored by Cibie, 1959, professionally linen backed; a Gladiators Cycles & Automobiles advertising poster, circa 1905, an original advertising poster depicting three images of important period bicyclists and an image of a four seated touring auto in the center, multicolored lithograph, professionally linen backed; a French Go-Cart race advertising poster, 1963, professionally linen backed; one 1965 24 Heurs Du Mans poster, photo by Andre Deloumel, original event poster; professionally linen backed; three large 24 Hour of Le Man posters from 1998, 1999, and 2002, professionally linen backed; an Igol Motor Oil advertising poster by Marcel Chauvian, 1952, professionally linen backed; a NSU Rallye International poster by Annie Deschamps, circa 1960, multicolored lithograph; original advertising poster; professionally linen backed; a 24th Female Rallye poster from 12th-15th May 1966, professionally linen backed lithograph.
Sizes vary from approximately 9 x 12 ins. to 56 x 46 ins.
\$1,500 - 2,500

12[□]

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.
\$400 - 600

13

A PLYMOUTH 6 POSTER
Visual image 37½ x 49½ ins., overall 41½ x 53½ ins.
\$600 - 800

14

A NICE LOT OF FRAMED PERIOD BUGATTI PHOTOS, this grouping of early photos features a 1931 Bugatti Type 41 Royale Convertible, 1932 Kellner bodied Bugatti Royale and a 1933 Bugatti Royale Limousine, together with an original Bugatti Royale specification listing with features and performance statistics, and also a period French magazine advertisement. All artfully matted, framed, and glazed.
Overall 29 x 23 ins.
\$1,000 - 1,200

15[□]

AN ORIGINAL KELLNER COACH BUILDER LETTER, together with a print line drawing of the profile view of a Hispano Suiza limousine project.
Visual image 18½ x 32½ ins., overall 20 x 34 ins.
\$800 - 1,000



17



17



17



17



18



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19



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19

16[□]
A SELECTION OF THREE ENGINE IMAGES BY R. SHEPERD,

three China ink original images of his historic automobile engines such as the 37.2 H.P. Hispano Suiza, 1936 BMW 328 and a Frazer-Nash. All framed and glazed.
All approximately 11 x 15 ins.
\$900 - 1,100

17[□]
A COLLECTION OF FOUR AUTOMOBILE THEMED, HAND-COLORED POCHOIR LITHOGRAPHS AFTER E. MONTAUT AND MARGUERITE (GAMY) MONTAUT, CIRCA 1910,

boldly illustrated scenes showcasing machines in motion. (4)
All approximately 35½ x 18 ins.
\$800 - 1,200

18[□]
A COLLECTION OF FOUR AUTOMOBILE THEMED, HAND-COLORED POCHOIR LITHOGRAPHS AFTER E. MONTAUT AND MARGUERITE (GAMY) MONTAUT, CIRCA 1910,

boldly illustrated scenes showcasing machines in motion. (4)
All approximately 35½ x 18 ins.
\$800 - 1,200

19[□]
A COLLECTION OF FOUR AUTOMOBILE THEMED, HAND-COLORED POCHOIR LITHOGRAPHS AFTER MARGUERITE (GAMY) MONTAUT, CIRCA 1910,

boldly illustrated scenes showcasing machines in motion. (4)
All approximately 35½ x 18 ins.
\$800 - 1,200

20[□]
A SIGNED SELECTION OF COMICAL AND EARLY MOTORING PUCK MAGAZINE ILLUSTRATIONS, CIRCA 1910,

featuring nine original comical pen and ink illustrations. Well executed and detailed pen and ink scenes depicting humorous and exploitative early motoring situations. Three torn illustrations and 7 with a Keppler and Schwarzmann stamp on reverse. (9)
All approximately 27 x 20 ins.
\$500 - 1,000

21[□]
A 'GALLERY OF THE AMERICAN AUTOMOBILE' PORTFOLIO,

limited edition of 500, published by New York Collectors' Prints, 1965. Features one hundred original individual colorplates 23 X 15 ins. in the original hard cover portfolio set, illustrating the development of the automobile in America from 1853 to 1915. Also included is the title page, the dedication pages and the Index. Each print is in good condition and each page has a seal of authenticity in the left bottom corner.
\$600 - 800

22
A NASH HEALEY PININFARINA STUDIO BLUEPRINT, 1956,

1/7.5 scale, front, rear side and top view. A-condition, fold marks, foxing.
39¼ x 19¾ ins.
\$500 - 800

23
A FERRARI 275 GTC PROTOTYPE, PININFARINA BLUEPRINT, MID 1960'S,

1/10 scale, front, rear, side and top view of this never produced Ferrari. A- condition, fold marks, foxing, minor tear on the edge.
32 x 15½ ins.
\$1,400 - 1,800

24
A MASERATI A6, PININFARINA STUDIO BLUEPRINT, 1948,

1/10 scale, side view, linen backed. A-condition, minor foxing.
25¾ x 12¾ ins.
\$800 - 1,200

25
A DINO FERRARI 206 GT PININFARINA STUDIO BLUEPRINT, 1968,

¼ scale,, with remarks, A- condition, fold marks, foxing.
61½ x 26 ins.
\$1,800 - 2,200

26[□]
BOB CASEY: SBD DAUNTLESS DOGFIGHT PAINTING,

original oil on canvas of the Americans slugging it out with the Japanese airforce somewhere over the Pacific, unframed.
20 x 16 ins.
\$800 - 1,200



21



22



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27
A FRAMED 'AUTO TRAILS MAP BOOKLET FOR 1921',
 produced by Rand McNally for the Syracuse Herald, this map has been
 artfully matted, framed, and glazed.
Overall 33½ x 37½ ins.
\$400 - 600

28
CARLO DEMAND: PORSCHE LE MANS,
 as the sun sets behind the Dunlop Bridge, The Porsche 962 of Hans-
 Joachim Stuck, Klaus Ludwig and Derek Bell trails the Jaguar of Watson,
 Boesel, and Pescararo. The Jaguar XJR - 9LM retired on lap 129. Ludwig
 made a rare error and ran out of gas. The team finished second with the
 refueling delay ending 7 years of Porsche dominance at Le Mans and
 Bell's remarkable series of 5 wins there.
Visual image 26 x 17 ins., overall 39 x 27 ins.
\$4,000 - 6,000

29
**CARLO DEMAND: ALBERTO ASCARI AT THE 1952
 INDIANAPOLIS 500,**
 signed Carlo Demand in lower left corner, charcoal on artist paper, this
 piece features Alberto Ascari's Ferrari at speed being steered safely to
 the inside of the track and halted on the grass. Subjected to the stress of
 continuous left turns, his car broke the right rear wheel.
 Ascari, destined to be World Champion in 1952 and 1953.
Visual image 34 x 22 ins., overall 40 x 28 ins.
\$4,500 - 5,500

This is the original image created for and featured on page 97 of The Big
 Race, the story of motor racing, by Ernst Rosemann and Carlo Demand.

30^o
B. SCHMEHL: "THE MERCER PICNIC",
 oil on canvas, framed.
Visual image 49½ x 37½ ins., overall 55½ x 43½ ins.
\$4,000 - 6,000



31



32



33



34

31[□]
B. SCHMEHL: "MOTOR TOUR PAUSE",
 oil on canvas, framed.
Visual image 25½ x 20½ ins., overall 30½ x 26 ins.
\$4,000 - 6,000

32[□]
"FORD DEPARTURE", ATTRIBUTED TO MCCLELLAND BARCLAY,
AMERICAN, CIRCA 1930,
 gouache on board, created as an advertising piece for General Tire, framed.
Approximate visual image 22½ x 22½ ins., overall 26 x 26 ins.
\$4,000 - 5,000

This same painting can be seen in John J Zolomij: The Motor Car in Art; page 53.
 From the ex-Raymond Holland Collection of Automotive Art.

33[□]
H. DUNSHEA: "THE CAMPERS", 1924,
 oil on canvas, depicting a happy couple camping, this was originally published in the Saturday Evening Post, artfully framed.
Visual image 31 x 23 ins., overall 37½ x 29½ ins.
\$3,500 - 4,500

This same painting can be seen in John J Zolomij: The Motor Car in Art; page 50.
 From the ex-Raymond Holland Collection of Automotive Art.

34[□]
CHARLES VLASICS: "STUTZ RIVER PICNIC",
 oil on canvas, framed.
Visual image 47½ x 36½ ins., overall 50½ x 39½ ins.
\$3,000 - 5,000



35



36

35⁵
BARRY LEIGHTON-JONES: "UNTITLED CHILDREN WITH BROKEDOWN CAR", 1975,
 oil on canvas, scene depicts a playful group of children who have made an abandoned car their new adventure, framed.
Approximate visual image 49 x 39 ins., overall 55 x 45 ins.
\$4,000 - 6,000

36
AN ORIGINAL FISK TIRES BORDER OR WALL FRIEZE, CIRCA 1920'S,
 by Jesse Wilcox Smith, part of the "time to re-tire" advertising campaign featuring little children retiring to bed, professionally linen backed, this was originally used as a wall paper border. Framed for display.
Visual image 10 x 43 ins., overall 12 x 45 ins.
\$1,000 - 1,500



37

37
AN ORIGINAL ATLAS BATTERIES ADVERTISING PAINTING BY ALBERT STAEHLE, CIRCA 1940S,
 signed, gouache on artist board, America's Premier Dog Artist (and Legendary Smoky The Bear Artist), framed and glazed.
50 x 22 ins.
\$800 - 1,200



38



39



40



41



42

38^a
TONY UPSON: FERRARI,
 modern, acrylic on canvas, features the artist depiction of a Ferrari 250 LM.
 48 x 30 ins.
 \$500 - 700

39^a
TONY UPSON: CORVETTE STING RAY,
 modern, acrylic on canvas study of the legendary Corvette Sting Ray.
 48 x 30 ins.
 \$500 - 700

40
AN ORIGINAL 1953 LA CARRERA PANAMERICANA EVENT POSTER,
 period original event poster, colors still vivid, some pieces missing at the lower left and upper right edges as well as at the bottom.
 Visual image 35 x 23 ins., overall 36½ x 24½ ins.
 \$4,000 - 6,000

41
ROBERT CARTER: ASCARI ALFA,
 original, oil on canvas, celebrating Alfa Romeo's 1,2 victory in the 1923 Targa Florio. Shown is the 3 Litre 6 cylinder R.L.T.F. driven to 2nd place by Antonio Ascari.
 44 x 78 ins.
 \$9,000 - 11,000

42
ROBERT CARTER: STUDEBAKER AT INDY,
 original, oil on canvas, depicting Peter Kreis and riding mechanic in one of the five factory campaigned Indy cars. The Rigling frame and 336 cu.in. President Straight Eight engine proved a fast combination with all five cars finishing in the Top 20.
 48 x 60 ins.
 \$7,000 - 9,000

43

A 'AUTOMOBILE' AND 'AEROPLANE' BY FERRAND, CIRCA 1909, signed, pair of draped male and female allegorical figures, one depicting a man holding a propeller aloft while standing over an aeroplane, the other depicting a standing girl holding a car lamp aloft while grasping the steering wheel of a veteran car, mounted on original wooden mounting plinths, dark patinated spelter on turned base, complete with bronze title plaques of 'Automobile' and 'Aeroplane'.

Height approximately 20½ ins.

\$1,000 - 2,000

A similar figure of 'Automobile' can be seen in John J Zolomij: The Motor Car in Art; page 111.

44

A L'AUTOMOBILE SPELTER SCULPTURE, FRENCH, 1907,

hollow-cast, formed as a goddess with a torch aloft an early automobile, mounted on an ebonized base.

Height 27½ ins.

\$1,000 - 2,000

A similar figure can be seen in John J Zolomij: The Motor Car in Art; page 111.

45[□]

A PAUL NESSE BENTLEY BRONZE WALL ARTWORK,

A three-dimensional decorative stylized bronze commemorating the 2000 California Mille road rally, by Paul Nesse, depicting two motorists at speed in a prewar motorcar inspired by a Bentley 3 Liter.

17 x 12 ins.

\$400 - 600

46[□]

A FERRARI MILLE MIGLIA BRONZE BY LAWRENCE BRAUN, very fine, commemorating the 1998 California Mille, limited edition, numbered 10 of 75, depicting driver at speed in a Ferrari similar to a 315S cornering hard, his head turned to acknowledge a young boy looking on from his Bugatti Type 52 pedal car.

12 X 7 X 3 ins.

\$800 - 1,000

47[□]

AN ALFA ROMEO 8C2900B BRONZE BY STEVE POSSON,

commemorating the 1995 California Mille, depicting an Alfa Romeo 8C2900B Berlinetta cornering hard, mounted on marble base, limited edition presented to participants.

11 X 6 X 4 ins.

\$800 - 1,000

48[□]

A FIAT 508S BALILLA BRONZE BY STEVE POSSON,

very fine sculpture depicting driver and co-pilot cornering hard in their 508S Balilla, a popular model in early Mille Miglias, commemorating the 15th California Mille in 2005, mounted on marble base.

10 X 6 X 5 ins.

\$800 - 1,000

49

A WENDY BERG: 'LA MACHINE DE ROMANCE',

signed and numbered, depicting a veteran motoring scene mounted on a wooden base. Missing plaque to base.

Approximately 19 ins. long

\$1,500 - 2,500



43



44



45



46



47



48



49



BADGES & MASCOTS

50
A RARE "LAWN BOWLING, LOU CADDETOU; BIRE BAQUE," BY SABURIS, FRENCH, 1920'S,
 worn nickel-bronze, comical character with movable arm mounted on a period radiator cap.
Height 5 ins.
\$700 - 900

An example of this mascot can be seen on page 89 in Dan Smith's book *Accessory Mascots* and page 168 in William C. Williams' book *Motoring Mascots of the World*.

51
AN 'APE WITH LIGHT' MASCOT BY E. BOURCART, 1920'S,
 bronze, lightbulb still intact.
Height 5½ ins.
\$700 - 900

An example of this mascot can be seen on page 215 in William C. Williams' book *Motoring Mascots of the World*.

52
A BUTTERFLY MASCOT WITH TEMPERATURE INDICATOR, AMERICAN, 1920'S,
 brass, nickelled and poly-chromed painted and in good original condition. Functions when car heats up, the top rises and if water boils, it whistles.
Height 4 ins.
\$800 - 1,200

An example of this mascot can be seen on page 157 in William C. Williams' book *Motoring Mascots of the World*.

53
A RARE GODDESS OF SPEED (L'EXOTIQUE) BY RUFFONY, 1930,
 signed Ruffony, silvered bronze, finely detailed bust of the artist depiction of the Goddess Of Speed.
Height 5 ins.
\$600 - 800

54
A GOOD 'OLD DOC YAK' MASCOT, 1920'S,
 original condition, painted cast alloy on period radiator cap.
Height 5½ ins.
\$700 - 900

An example of this mascot can be seen on page 71 in Dan Smith's book *Accessory Mascots*.

55
A FINE 'BARNEY GOOGLE' MASCOT, AMERICAN, 1923,
 cast alloy, marked 'Art Metal Works' on reverse, original painted condition, comical figure on horse mounted to a winged radiator cap and mounted to a wooden display base.
Height 6 ins.
\$700 - 900

An example of this mascot can be seen on page 20 in Dan Smith's book *Accessory Mascots* and page 34 in William C. Williams' book *Motoring Mascots of the World*.

56
A POLICEMAN MASCOT BY HASSALL, ENGLISH, 1911,
 marked 'Hassall', worn silver-plating, brass, head made of painted composition material, sold in France under the name 'Albert'.
Height 4½ ins.
\$300 - 500

An example of this mascot can be seen on page 48 in Dan Smith's book *Accessory Mascots* and page 172 in William C. Williams' book *Motoring Mascots of the World*.



57
A PEACOCK MASCOT WITH MOTOMETER, AMERICAN, 1920'S,

zinc die cast, trademark for Earl C. Anthony, Los Angeles-car dealer and custom body builder, wired for illumination.

Height 6 ins.
\$600 - 800

An example of this mascot can be seen on page 47 in Dan Smith's *Accessory Mascots* and page 136 in William C. Williams' book *Motoring Mascots of the World*.

58
A 'CHARLIE CHAPLIN' MASCOT, BRITISH, 1930,

this comical figure holding a cane.

Height 5¼ ins.
\$600 - 800

An example of this mascot can be seen on page 21 in Dan Smith's book *Accessory Mascots* and page 207 in William C. Williams' book *Motoring Mascots of the World*.

59
TELCOTE PUP MASCOT, BONZO, BRITISH, 1930'S,

bronze, marked 'Telcote pup' on collar, trademark mascot advertising Telcote, Ltd. Mounted on a wooden base.

Approximate height 4 ins. and length 5½ ins.
\$450 - 650

An example of this mascot can be seen on page 18 in Dan Smith's book *Accessory Mascots* and page 159 in William C. Williams' book *Motoring Mascots of the World*.

60
A 'SUPERMARINE SCHNEIDER TROPHY SEAPLANE' MASCOT, CIRCA 1930,

silver-plated bronze, engraved 'Finnigans-London' on base, rotating propeller that spins while car is in motion. Mounted on a period radiator cap.

Height 2½ ins.
\$900 - 1,100

61
A 'BIRD OF PARADISE' MASCOT BY FALCUCCI, 1930,

nicked silver on wooden base.

Height 8 ins.
\$600 - 800

62
A CHAINED BULLDOG MASCOT, FRENCH, CIRCA 1925,

stylized bronze with nice detail with original chain still intact. Won 1st prize in the 1922 Salon de l'Auto in Paris.

Height 3½ ins.
\$800 - 1,000

An example of this mascot can be seen on page 159 in William C. Williams' book *Motoring Mascots of the World*.

63
A 'VIGIL' MASCOT BY G. POITVIN, FRENCH, CIRCA 1924,

signed, cast bronze, worn silver plating, foundry marks for Contenot and Lelievre, and foundry seal "Syndicat des Fabr. de Bronzes, Unis France", also referred to as the "Pathfinder," depicting a naked cloaked man, seated on a rock and shading his eyes. Stamped 'Made in France, Finnigans-London,' Numbered 1631. Made for the British market and sold from the company's London showroom. Mounted on a marble base.

Height 6 ins.
\$1,000 - 1,200



64



65



66



67

64
A FINE DRAGONFLY MASCOT WITH MOTHER OF PEARL INLAID WINGS BY DESMO, BRITISH, 1934,
incredible depiction of a dragonfly and its translucent wings, displayed on a rolled wooden base.
Height 4 ins.
\$4,000 - 6,000

66
A 'NUDE IN THE MOON' MASCOT BY KINGSBURGER, FRENCH, CIRCA 1920,
signed, nickel-silver plated bronze, fantastic detail, on radiator cap, mounted on wooden display base.
Height 6¾ ins.
\$3,000 - 5,000

65
A 'LE PIROUETTE' MASCOT, FRENCH, 1927,
silvered bronze, signed H. Briand et. Paris, on period radiator cap.
Height 6 ins.
\$3,500 - 5,000

67
A 'NUDE WITH WHEEL' MASCOT, FRENCH, 1920,
by E. Manville, silvered bronze on original radiator cap.
Height 5¼ ins.
\$3,000 - 5,000



68



69



70



71

68
A JOAN OF ARC MASCOT BY REAL DEL SARTE, FRENCH, CIRCA 1916,
signed, nickel plated brass, good detail with Susse Freres, Paris, foundry marks.
Height 9 ins.
\$3,000 - 5,000

69
A 'BUTTERFLY GIRL' MASCOT BY MADY, FRENCH, 1920S,
signed, nickel plated bronze, mounted on a radiator cap above a wooden display base.
Height 11¼ ins.
\$4,000 - 6,000

70
A SCARCE ICE SKATER MASCOT BY J DUNACH, FRENCH, 1920'S,
nickel plated, signed on the base, mounted on radiator cap, above a display base.
Height 9½ ins.
\$3,500 - 4,500

71
A RARE SERENADING MANDOLIN PLAYER MASCOT BY GUILLEMIN, FRENCH, 1920S,
silvered bronze, signed, finely detailed, on a display base.
Height 8¾ ins.
\$4,000 - 6,000



72

72

A COLLECTION OF NINE FERRARI BADGES FROM THE 1960'S,

enamel or chrome, including the prancing horse, Dino Ferrari badge & script, three Pininfarina, Scaglietti and a NART badge. Mounted and framed, in A- cond. (minor age wear & tarnish)
\$1,800 - 2,200

73

AN ORIGINAL BOYCE MOTO METER ADVERTISING SIGN, 1920'S,

wooden, self-framed sign; sign reads *Free Dial Offer With Boyce Moto Meter*, advertising the variety of personalized plates available for your Moto Meter, experiencing some loss on transfers.
20½ x 14½ ins.
\$700 - 900

An example of this sign can be seen on the back cover of Dan Smith's *Accessory Mascots*.



73

MOTORSPORTS MEMORABILIA

74

AN IMPORTANT COLLECTION OF EX-ARNOLD STAFFORD TROPHIES AND RACING ACKNOWLEDGEMENTS,

collection features a miniature replica of the 'Motor "Le Mans" Trophy Replica', 1975, for Mr. Stafford's efforts with Gulf Research Racing Co. at Le Mans; an Exeter Trial tankard dated 1939, in electroplated silver; a one hour high speed trial Brooklands cigarette caddy, dated 1936; and an honorary mention, 1 pint, electroplated, tankard for his assistance in starting up the Durban factory in 1935; all four items in good order.(4)
\$600 - 800



74

75[□]

A SIGNED PHOTOGRAPH OF JUAN MANUEL FANGIO,

monochrome by Alan Smith, depicting Fangio at the Grand Prix de l'A.C.F.-Rheims 1954 in the W196 Mercedes Benz, signed by the driver, artfully mounted.
Visual image 9 x 5¾ ins.
\$250 - 350

76[□]

A SIGNED PHOTOGRAPH OF SIR MALCOLM CAMPBELL'S BLUE BIRD, 1926,

monochrome, signed in black ink by Campbell to read 'The Blue Bird 1926 Malcolm Campbell', depicting a frontal view of the Blue Bird inside the workshop, mounted on cardboard.
5 x 7 ins.
\$300 - 500



77

77

TWO GEOFF BODINE NASCAR TROPHIES,

Trophy presented to Geoff Bodine winner of the 1992 Busch Clash, an exhibition event for all 1991 Busch Pole winners. The Winston Cup trophy won by Geoff Bodine in 1994 for 3rd place in points, NASCAR's premier series.
Both approximately 24 ins. high
\$3,000 - 5,000

Geoff was voted one of NASCAR's 50 greatest drivers. Bodine gave Rick Hendrick his first Cup series win, introduced the full face helmet and power steering to NASCAR and engineered the Bo-Dyn bobsled. He is the last driver to have won a Winston Cup race by lapping the field.. This was done at North Wilkesboro and 1994.

78

AN EXTREMELY RARE 1910 "INDIANAPOLIS IN THE LIMELIGHT" INDY PROMOTIONAL PROGRAM,

staple bound, multi-colored litho, paper cover, 64 numbered pages. The program is believed to be a free program to promote the Speedway and Indianapolis in 1910 and was believed to have been printed and distributed after the June Aviation Meet. There is a Michelin tire ad on page 36 listing their accomplishments in 1910 so far with one of them being wins at Memorial Day races in Decatur Illinois. Also, there are no entry lists which would indicate it is not for a specific auto racing event. However, there is one picture of an airplane which states that it is at the Speedway which may or may not be from the June Aviation Meet. The cover does not say "Official Program" or "10 Cents" however, it does say "Indianapolis In The Limelight" at center between the two Wing & Wheel logos. The back cover on both programs changes with a slightly different aerial view and the road course eliminated from the infield. This program is a preview of what programs would look like, but that would have to wait until the September Auto Races were run.

This program lists a 24 hour race scheduled for Aug. 12 & 13 with a balloon meet to be held before the 8pm. start of the 24 hour race. Due to dwindling crowds, the race was cancelled as was the scheduled balloon meet.

\$1,000 - 1,500

Information sourced from the National Indy 500 Collectors Club.

79

A 1913 INDIANAPOLIS AUTO RACE PENNANT,

original felt souvenir pennant with very interesting open-seat racecar graphic that is stitched to pennant in a similar fashion to the letters and numbers on burgundy base, in good order.

Length 35 ins.

\$1,800 - 2,200

80

A BAKERSFIELD 1913 PENNANT,

original felt souvenir pennant, multicolored screen print, graphic of a open-seat racecar and text that reads "Thanksgiving 1913 Auto Races", both in a vertical and horizontal format, loss to very tip of pennant.

Length 25½ ins.

\$1,200 - 1,400

81

A 1912 MILWAUKEE VANDERBILT CUP PENNANT,

original felt souvenir pennant, screen printed trophy cup and text on orange base, excellent original condition.

Length 28 ins.

\$2,000 - 3,000

82

A 1915 VANDERBILT CUP PENNANT,

original felt souvenir pennant reads "Vanderbilt Cup Race Feb.22 Exposition Grounds Grand Prix Feb. 27 1915", in white text that has yellowed with age on blue base.

Length 28 ins.

\$1,500 - 2,500

FINE AUTOMOBILIA

83

AN EARLY 1900'S PETREL AUTO MANUFACTURING PENNANT,

early advertising pennant with white felt letters stitched on blue pennant, original manufacturers tag intact.

Length 30 ins.

\$1,000 - 2,000

84

A 1913 BOSTON AUTO SHOW PENNANT,

original souvenir felt pennant, multicolored screen print featuring an open-seat roadster with white text on blue base, in good order.

Length 25½ ins.

\$900 - 1,200

85

A BOSTON AUTO SHOW 1917 PENNANT,

original felt souvenir pennant, multicolored screenprint on sun-bleached blue base, some dirt with age.

Length 28 ins.

\$900 - 1,200



78



79



80



81



82



83



84



85



86



87



88



91



90



94



95



86
A GOOD, ORIGINAL 1950'S PORSCHE DEALERSHIP BANNER,

gold silk banner with screen print Porsche logo, original fringe and makers tag intact, some wear with age.

Approximately 27 x 41 ins.

\$800 - 1,000

87[□]
A DAVIDSVILLE GARAGE AUTO SERVICE ARROW SIGN,

self framed pressed tin sign with black letters on yellow base.

Length 19½ ins.

\$600 - 800

88[□]
A MERCEDES-BENZ RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960'S,

chrome-plated, with the enamel badge printed to grille and miniature three pointed star mascot on radiator cap stopper, *height 9 ins.*, together with a Classic Mercedes-Benz Radiator Pipe Holder by Pocher Torino Italy, *height 7¼ ins.* (2)

\$800 - 1,000

89[□]
AN EARLY AND RARE 'BENZIN' CHINA MOTORING JUG BY CARL TIELSCH, GERMAN, CIRCA 1908,

in the form of a portly lady in motoring attire carrying an oil-can, the head and scarf forming the lid and handle, hand-painted and glazed with gilt detailing, with 'CT' eagle mark and mould number under base.

Approximately 11 ins. high

\$700 - 900

A similar example of this jug is illustrated in the book *The Motor Car in Art* by John J Zolomij (see page 173).

90
THREE LUIGI CHINETTI MOTORS CANCELLED CHECKS, THE ORIGINAL FERRARI IMPORTER, MADE OUT TO CARROZZERIA PININFARINA, TORINO, FROM 1963 TO 1970,

two signed by Luigi Chinetti Sr. and one signed by his wife, Marion, for Ferrari body parts, countersigned on the back, framed.

\$1,000 - 1,200

91
A RARE ORIGINAL ROLLS-ROYCE SPIRIT OF ECSTASY MASCOT MOULD,

complete example consisting of 2 rows of 5 mascot casting units used in 'lost wax' casting method, the whole piece in good order and measuring 10 inches high, loosely mounted on turned wooden display base.

\$5,000 - 6,000

92[□]
A COLLECTION OF VINTAGE MOTORCAR DECORATIONS AND ANTIQUE TOYS,

features two very early toy cars, a Jim Beam decanter in the shape of a Ford, two Filigree cars from Italy, a box of DeSoto glass advertising slides, and an advertising bank.

(Qty)

\$150 - 250

93[□]
A CHERUB AND GODDESS ART NOUVEAU CERAMIC, GERMAN, C1900,

underglazed China with traces of gold luster details, this piece depicts a cherub chauffeur driving the Goddess of Victory in what appears to be an early French Panhard.

\$150 - 250

A similar figure can be seen in *John J Zolomij: The Motor Car in Art*; page 151.

94
AN ORIGINAL CHALKWARE RICHFIELD OIL COMPANY RACE CAR DESK SET PIECE, CIRCA 1930,

this cigarette case has an exciting detailed motif of a 1930s era race car.

Race car lid L: 4 ins., W: 9½ ins., H: 5 ins.

\$500 - 700

It is a replica of a monument designed by Finn Haakon Frolich and they were to be placed at Richfield Service Stations throughout the west.

95
A NOVELTY CUT-GLASS AND SILVER 'WHEN TYRED SCOTCH' DECANTER BY HULKIN & HEATH LTD, BIRMINGHAM, HALLMARKED 1937,

the glass body in the form of a tire with facet cut "tread" and engraved lettering, fitted with a silver collar and spoked wheel silver and glass stopper.

Height 10 ins.

\$3,500 - 4,500

An example of this decanter can be found on page 202 in the well known reference title of the Raymond E. Holland Automotive art collection *The Motorcar in Art* by John J. Zolomij.

96[□]
AN EARLY 20TH CENTURY "KERNS MOTOR CO." FACTORY WEATHER VANE,

finely constructed of sheet metal with a reinforced riveted edge, applied three-dimensional fenders, wheels and steering wheel. Brass identification plaque affixed to bottom cross bar. Excellent antiqued aged finish with strong remnants of original green and red paint.

\$8,000 - 12,000

The Kearns Motor Buggy was an American Automobile that evolved from the Eureka Motor Buggy Co. of Beavertown, PA when Maxwell Kearns took over the company in 1909.

The Eureka name was changed to Kearns sometime in late 1909 or early 1910. From 1910 to 1912 similar automobiles were made. Just like the Eureka, the Kearns were motor buggies equipped with two cylinder 14 horsepower or three cylinder 20 horsepower engines.

PICNIC SETS

97

A SMALL TWO PERSON TEA SET PICNIC BASKET, BRITISH, 1920, honey brown wicker case with leather strap, fall front opening with leather lining, kettle with wicker woven handle, two cups and two plates.

L: 7 ins., W: 10¾ ins., H: 7½ ins.

\$2,000 - 4,000

98

A GOOD FOUR PERSON TEA-SET, BRITISH, 1930'S,

leather case, opening to reveal wicker caged interior fitted with wicker covered bottle, flask, sandwich box, bottle, condiments and Minton cups, the lid fitted with matching Minton saucer-plates, and four teaspoons.

Case width: 14 ins.

\$2,500 - 3,500

99

A LARGE DREW & SONS SIX PERSON PICNIC SET, BRITISH, 1920,

light brown wicker case with leather straps, leatherlined underside lid where plates and silverware are affixed with leather straps and holders, wicker covered drink decanters, four food containers, glasses.

L: 18½ ins., W: 28¼ ins., H: 9 ins.

\$7,000 - 10,000

MODELS

100

A 1:8 SCALE PAINT MODEL OF A 1949 LINCOLN COSMOPOLITAN FASTBACK TOWN SEDAN,

resin cast, fully detailed and finished in a metallic blue.

Approximate length 28 ins.

\$1,000 - 1,500

101

1973 "YARDLEY" MCLAREN M23 FORMULA-ONE, DRIVEN BY DENNY HULME. 1:12 SCALE. BUILT BY DENNIS KOLEBER, USA.

This is a beautifully finished model featuring a wealth of detail from the front suspension to the accurate cockpit with all switchgear, gauges, racing harness, and more. The super detailed, completely plumbed and wired Ford Cosworth power plant with removable air scoop is simply stunning. This miniature represents a very fine piece of Grand Prix racing history in every respect.

\$1,500 - 2,500

102

1989 FERRARI 640 FORMULA-ONE, DRIVEN BY GERHARD BERGER 1:14 SCALE BY MG14, 1990. MADE IN ITALY.

This rare presentation style hand-built model comes mounted on a painted wood display base. It is a nicely detailed model including cockpit with full competition harness. Paint finish is high gloss hand rubbed lacquer, and still looks new. Not many produced; a worthwhile addition to any Ferrari racing or F-1 collection.

\$1,000 - 1,200

103

A 1976 - 1984 FERRARI 512BB 1:14 SCALE BY HE14 ENRICA, CIRCA EARLY 1990S. MADE IN ITALY.

This rare, hand-built limited edition model comes mounted in its original wood and acrylic display case.

This model features a healthy amount of detail including opening doors, and rear body panel exposing the detailed engine. The hand rubbed lacquer paint finish has great depth and still looks new. It was built over 20 years ago, and the edition is long out of production. HE14 Enrica, had originally planned to produce a numbered edition of 500 models, however.... it is believed that only half or less than that were ever produced, and split between a few differing color combinations. The piece offered is No. 79. It is signed and numbered on its underside.

\$1,400 - 1,900

104

1934 ALFA ROMEO 8C 2600 MILLE MIGLIA, SCUDERIA FERRARI.

Built from a rare and long out of production kit by Pocher of Italy. Please note that this is NOT just any built Pocher model, it is a beautifully finished Alfa Romeo miniature with gleaming hand polished dark red paint work. The model features a wealth of fine detail everywhere, including a fully detailed undercarriage, opening, doors, engine, rear storage compartments, along with working steering and suspension. The wheels alone with numerous individual spokes are works of art.

Note that there are two small (barely noticeable) cracks in the left and right bottom corners of the windshield.

\$2,000 - 2,500

105

A 1:12 SCALE MODEL OF A 1934 PACKARD TWELVE LEBARON RUNABOUT SPEEDSTER BY CARL SCHNEIDER 100 GRAND COLLECTION,

1 of 15 made, resin cast, scratch-built model by R.A.E. London for Carl Schneider '100 Grand collection', finished in red, featuring finely modeled beige interior, detailed dash and brightwork with accurate Packard highlights, displayed on a hardwood base.

Car 17 x 6½ ins.; Base 21 x 10 ins.

\$1,800 - 2,200

106

A 1:8 SCALE MODEL OF A DUESENBERG FERNANDEZ AND DARRIN CONVERTIBLE VICTORIA "GRETA GARBO" CAR BY CARL SCHNEIDER,

believed to be 1 of 6 made by R.A.E. London for Carl Schneider's 'Million Dollar Car Collection'. Scratch-built, resin model finished in Black and Blue just as the original. Nickel plated, cast aluminum head lamps, grille, and other brightwork fixtures embellish this handsome model. Mounted on a wooden display base.

Approximate Car 29½ x 9 ins.; Base 31 x 12 ins.

\$3,000 - 4,000

107

A 1:8 SCALE MODEL OF A 1929 DUESENBERG CONVERTIBLE VICTORIA COUPE BY CARL SCHNEIDER MILLION DOLLAR COLLECTION,

believed to be 1 of 6, resin cast, scratch built models by R.A.E. London for the 'Million Dollar Car Collection' line. Nickel plated, cast aluminum grille, exhaust, and other brightwork. Highly detailed dash and fixtures together with Burgundy upholstery and finished in a fine white. Missing its signature hood ornament. Mounted on a wooden base.

Car 28 x 9 ins., Base 31 x 12 ins.

\$3,000 - 4,000



97



98



99



100



101



102



103



104



105



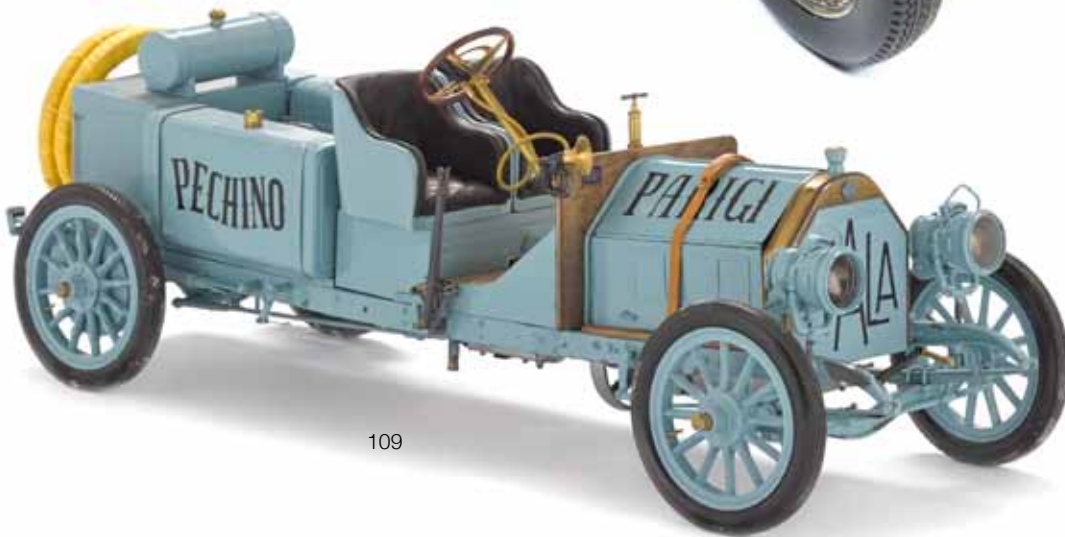
106



107



108



109

108
1931 ALFA ROMEO 8C 2300 MONZA. 1:8 SCALE. BUILT BY BRADY WARD OF SCALE AUTOWORKS, USA.

Built from a rare and long out of production kit by Pocher of Italy. Please note that this is NOT just any built Pocher model, it is a beautifully finished Alfa Romeo miniature with gleaming hand polished red paint work. The model features a wealth of fine detail everywhere, including a fully detailed undercarriage, opening engine, working steering and suspension. The wheels along with numerous individual spokes are works of art.
\$2,000 - 2,500

109²
A 1/8TH SCALE POCHER MODEL OF THE 1907 ITALA PECHINO-PARIGI,

this limited release of 350 was first produced in 1983, the model would consist of approximately 600 parts in brass, copper, pewter, high resistance plastic, aluminum, and leather.
\$400 - 600

110²
AN H.M.S. ENDEAVOUR WOODEN SHIP MODEL,

hull is constructed wood using a plank on frame method and completely hand built. Details include: wooden bowsprit, foremast, mainmast, mizzen mast, numerous fabric sails with detailed stitching, all rigging are fastened by hand in matching colors. On the main deck, you will see wooden boats, a wooden cabin, and a wooden frame with a metal bell. On the quarter deck, there's navigational area steering wheels for the captain and small cannons on the wooden railings surrounding the beak-deck area toward the quarter deck area. Cannons can also be seen on the main deck along with anchors and other detailed rigging. This model comes fully-assembled and ready to be displayed on an H.M.S. emblazoned stand.
\$500 - 700



110



111



112



113

111²

AN H.M.S. VICTORY MODEL WARSHIP,

museum-quality, fully assembled and finely decorated. Hand-built using a plank and rib method. this model has three decks, and three ferocious rows of metal cannons on each side of the ship. The front bowsprit and three large masts are connected securely using advanced rigging and lines painstakingly knotted and fastened by hand. Captain's dining and sleeping cabin are extremely ornate along with many other handcrafted ornaments. Together with wooden display base.

\$600 - 800

112²

A LA TOULONNAISE MODEL WARSHIP,

hull is constructed of wood using a plank on frame method and completely hand built. Details include: mainmasts, intricate rigging and a series of stationary cannons on the main deck.

This model comes fully-assembled and ready to be displayed on a stand.

\$300 - 500

113²

A SAN MATEO SPANISH GALLEON SHIP MODEL,

hull is a scratch-built, plank-on-rib construction, realistic cannons on deck with wooden carriage and metal barrel, detailed rigging throughout, old-looking, canvas sails and varnished wood. Finer details include decorative shields on Captains and Admirals quarters together with ornate lattice style windows. Complete with wooden display stand.

\$500 - 700

114²

A GREY JEEP PEDAL CAR FROM THE DAVISON TOY CO.,

constructed of wood and board, cast aluminum steering wheel, finished in flat grey. In original condition.

Approximately 47 x 22 ins.

\$600 - 800



115



116



117

GARAGE PARTS & SPARES

115
A ROUTE 66 SIGN,
large, single-sided, black numerals on reflective surface, some typical wear from the outdoor elements.
36 x 36 ins.
\$1,000 - 1,500

116
A NY THRUWAY SIGN,
reflective image on a die-cut, heavy gauge alloy sign, some condition issues due to outdoor use.
Diameter of 24 ins.
\$600 - 700

117
A NICELY RESTORED 'POLLY' BRANDED ERIE LUBESTER,
professionally restored, appears complete with chromed dipstick, filter and crank handle. Finished in classic Polly cream and green finish with decal on front.
Height approximately 52 ins.
\$1,000 - 1,500

118[□]
A JAGUAR MKII TOOL KIT,
complete with the exception of the adjustable wrench. In slightly used condition.
\$300 - 500

119[□]
A PAIR OF BUGATTI INLET MANIFOLDS – APPEAR TO BE REPRODUCTIONS.
\$200 - 300

120[□]
BUGATTI STEERING ARMS – MARKED PER ORIGINALS.
\$200 - 300

121[□]
ASSORTED BUGATTI SPARES.
Water pump housing, ring and pinion (13x54), supercharger oil reservoir, wheel hub.
\$300 - 400



119



120



121



122



123



124



125



126



127



128



129

122[□]
A SET OF EIGHT BUGATTI CONNECTING RODS.
 Roller bearing style suitable for Type 43/35 GP roller bearing engines. Markings indicate original parts.
\$200 - 300

123[□]
A PAIR OF BUGATTI CLUTCH PACKS.
 Appear to be modern with friction lined faces.
\$100 - 200

124[□]
A PAIR OF TYPE 43/35 CYLINDER BLOCKS AND EXHAUST MANIFOLDS.
 Manifolds appear to be sound reproductions. Blocks are untested. Numerous small spares included.
\$750 - 1,000

125[□]
A LARGE QUANTITY OF BUGATTI RELATED SMALL SPARES.
 Fasteners, instruments, radiator cap, lights, pedals, electrical equipment.
\$200 - 300

126[□]
A BUGATTI STEERING WHEEL. SUITABLE FOR TYPE 43 AS WELL AS OTHER BUGATTI MODELS.
 Original Molsheim item with correct wood rim and nickel-plated spider.
\$1,000 - 2,000

127[□]
A SET OF 5 BUGATTI TYPE 43/35 ALLOY WHEELS.
 Original items complete with hardware and knock offs.
\$1,000 - 2,000

128[□]
AN MG TF POSTER.
\$50 - 75

129[□]
AN ORIGINAL ROLLSTON TRUNK FROM A CONVERTIBLE VICTORIA.
\$100 - 200

130

1966 VESPA 150

Frame no. 253819

Engine no. VBB2M 248028

145cc 2-Stroke Single Cylinder Engine

Del'Orto SI 20/20D Carburetor

5.9bhp at 5,200rpm

4-Speed Manual Transmission

2-Wheel Drum Brakes

- Well optioned and nicely presented
- Outfitted with the larger 145cc motor
- Classic 1960s Mod-style



1960s as favorite transport of the fashion conscious. The end of hostilities in 1945 had left a number of companies that hitherto relied on military contracts looking for alternatives, Piaggio among them. Forbidden by the Allies from resuming his aviation business, Enrico Piaggio instructed his chief designer Corradino d'Ascanio to design a scooter, for which he believed a potential market existed, particularly among women. d'Ascanio's aviation background meant that he was well versed in techniques of stressed-skin construction, and these were deployed in creating the Vespa's monocoque chassis, a revolutionary development at the time.

The name 'Vespa' (wasp) is said to have been inspired by the buzzing sound made by its single-cylinder two-stroke engine. "Just like Henry Ford put the workers on wheels in

America," Enrico Piaggio told Newsweek, "we put automotive transport within the reach of people who never expected to travel that way." Since its introduction in 1946, millions have been made and countless different versions come and gone, yet the Vespa of today remains recognizably related to the first one made 60 years ago. Classic? Most definitely.

THE MOTORSCOOTER OFFERED

The fine example of the iconic Vespa offered here was built during arguably the most desirable part of the decades-long production run, where the classic design remained largely unaltered, but performance had been significantly improved. Propelled by the larger 150cc engine and equipped with 4-speeds and ten-inch wheels, these mid-sixties examples move along very well. Finished in a classic white paint with a black leather saddle, the 150 is outfitted with chrome guards, desirable twin saddle seating arrangement, and a rear mounted spare tire. Acquired from California 11 years ago by the vendor, it has only been used occasionally since purchase. Beautifully presented throughout, this classic Italian offered fun transportation for two in great fashion.

\$8,000 - 12,000
Without reserve

MOTORCARS

May 31, 2015

Lots 201-295



201

1929 FORD MODEL A ROADSTER PICKUP

Engine no. CA112717

200ci Flathead In-line-4 Cylinder Engine
 Single Zenith Updraft Carburetor
 40bhp at 2,200rpm
 3-Speed Manual Transmission
 4-Wheel Semi-Elliptic Lead Springs with Three Quarter Floating Rear Axle
 4-Wheel Mechanical Drum Brakes

- *Sporty and Practical*
- *Elegant color scheme*
- *The perfect Sunday Driver*



THE FORD MODEL A

On May 26, 1927, after having produced 15 million Model Ts, Henry Ford shut down his giant River Rouge complex to retool for the famous car's long-awaited replacement. More than six months would pass before a new Ford appeared. When it did, Americans crowded into showrooms to see a car so completely re-engineered that Ford named it the Model A.

The new Model A's engine was rated at 40 horsepower, double that of the Model T. A conventional three-speed manual transmission replaced the Model T's eccentric planetary-gear transmission. The Model A included a standard electric starter, but a back-up hand-crank was included, the vendor notes this item remains correctly stowed beneath the front seat cushion of the offered example.

The original Model A design continued, with running improvements, into 1929, the year this Open Pickup (or 'roadster pickup') was built. Originally priced at \$445, the Open Pickup featured a non-folding canvas top that could be easily removed. As with most Model A Ford commercial cars, the Open Pickup's radiator shell and headlamp buckets were finished from the factory in black; dealers and subsequent owners frequently upgraded the appearance by adding the passenger car's chromed radiator shell.

THE MOTORCAR OFFERED

Ford produced more than five million Model As from 1928 to 1931, of which only a miniscule number were Open Pickups. The enduring popularity of the Model A Ford among collectors has ensured that parts needed to keep surviving examples fully functional and road-worthy remain plentiful.

Finished in Desert Sand of tan leather with a black top, this lovely pickup was acquired by the present owner in the summer of 2008. Used sparingly for 'Sunday drives', it had been restored prior to their acquisition and has been regularly maintained and garaged.

The authentic American character of the Model A Ford is especially apparent in this Open Pickup. Presented with a patina befitting a well-kept vehicle that has faithfully earned its keep over the decades, it stands ready to serve its next owner.

\$18,000 - 24,000
Without reserve

202

From the Italian Vintage Cars Collection

1983 DE LOREAN DMC 12 TWIN TURBO TWO-DOOR COUPÉ

VIN. SCEDT26T7DD015315

2,850cc, OHC V6, Twin Turbo Charged Engine
Electronic Fuel Injection
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Power-Assisted Disc Brakes

- *Upgraded to Twin-Turbocharged Specification*
- *Under 33,000 miles from new*
- *Long-term current ownership*



THE MOTORCAR OFFERED

The DeLorean is one of the few exceptions to the common theme of Vintage Italian Automobiles in the Collection from which it hails, but here the Giugiaro body styling is the connection. On this occasion, its acquisition was more to do with the advice and encouragement of one of the mechanics who helped the owners with the cars who just loved the DeLorean.

Seeking a good honest car, the example that they found was a low mileage example with a modest mileage of 33,000 on the clock which was bought in around 1989/90. By that stage it already carried its Twin Turbo set up, and although unsubstantiated it is understood that the car came through a connection to Legend Industries who had at the time worked with DeLorean on turbocharging their cars, even to prototype stages, although that project had never materialized.

When acquired the car was fully exercised, on occasion at Bridgehampton, to test it and the owners soon found that it could do 0-60mph in 5.5 seconds and would top out at 160 mph! Aside from the track the car has been regularly used on the road, with longer journeys including driving to Florida and back, while its mileage has only risen to just less than 35,000. The car's condition can best be described as commensurate with its age and with having been enjoyed. Its interior shows some wear as does the engine compartment, it being more of a driver than a show queen. Over the course of the last 20 or so years the DeLorean has been maintained by DeLorean Specialists P.J. Grady Inc. for which there are bills on file approaching \$10,000 and in house with parts supplied by Specialty Automotive DeLorean Parts of Olympia, WA.

Arguably the definitive specification that might have made production, twin turbocharged DeLoreans are few and far between and as such it is recommended to all fans of this fascinating tale.

\$15,000 - 25,000
Without reserve

From the Italian Vintage Cars Collection

1964 LANCIA FLAVIA CONVERTIBLE WITH HARDTOP

Chassis no. 815334-2093

Engine no. 8158006196

1,800cc, 4-Cylinder Boxer Engine

91hp at 5,650rpm

4-Speed Manual Transmission

Independent Front Suspension by Wishbones, Rear, by Semi-Elliptic Leaf Springs

4-Wheel Disc Brakes

- Subject of restoration costing over \$100,000
- With soft and hard tops
- Offered from long term private ownership
- Sporty 'La Dolce Vita' motoring



THE LANCIA FLAVIA

Lancia were always at the forefront of innovation and in the true Italian tradition of ensuring that the maximum amount of power could be created from even the most modest engine sizes, a ruse that was from the earliest days dictated by the country's taxation policies, the pioneering Flavia made its debut in 1960. It was one of the first cars to have both front wheel drive combined with a flat engine. Unmistakably from the house of Vignale, Lancia's Flavia convertible resembled the ever-popular Maserati 3500 GT Convertibles with its similar pronounced nose treatment.

THE MOTORCAR OFFERED

Long fancied by the owners of this collection of cars, a Lancia Flavia joined their stable in more recent years, where it once sat alongside both a Flaminia and Aurelia. With the time freed up from managing the large collection of automobiles dispersed by Bonhams in 2010, the specialists who had worked on these cars were able to focus their attention on a thorough rebuild of this final Lancia convertible -- another good, original and sound basis.

The car has been completely stripped to bare metal, any attention required to the bodywork was carried out and it was then repainted in the elegant ivory white livery. Its interior was re-trimmed in contrasting red leatherette and a black top was fitted. Mechanically, the horizontally mounted engine has been rebuilt by a noted specialist on these cars and has

recently been refitted to the car. All told, it will have cost the seller some \$100,000 in expenses to bring the car to the fine order it is today.

In a year or two since the completion of its restoration, some of the standard debugging of use has been carried out, and the car is reported to be running and driving as well as it looks.

\$35,000 - 45,000

Without reserve

204

1967 ALFA ROMEO SPIDER 1600 DUETTO

Coachwork by Pininfarina

Chassis no. 10503 664804

Engine no. AR0053614416

1,570cc, DOHC, Inline 4-Cylinder Engine

Twin Weber Carburetors

107bhp at 6,000rpm

5-speed Manual Transmission

Independent Front Suspension by Coil Spring, Rear Suspension, Live Axle with Coil Springs

4-wheel Hydraulic Disc Brakes

- *Iconic Graduate-era Spider*
- *Original US Delivery*
- *Affordable project car*



THE ALFA ROMEO SPIDER

'A true sports car of impeccable manners and considerable performance.' – *Motor Sport* on the Alfa Romeo Duetto, 1967.

A modern classic by Pininfarina, the simple yet elegant spider bodywork that premiered on the 1966 Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. Under the skin, the Duetto's mechanicals were essentially those of the 105-Series Giulia saloon, with independent front suspension, coil-suspended live rear axle and four-wheel disc brakes. The power unit was the 1.6-liter, 109bhp version of Alfa's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 60mph reachable in around 11 seconds and a top speed of 116mph.

Testing a Duetto in 1967, *Motor* magazine noted that import duties had inflated the UK price some what, commenting: 'Nevertheless, the individuality of the car, the sheer fun of driving it and the fact that it does certain things better than other sports cars will probably tempt some people into paying the extra.' The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate*, but was produced for only two years before being superseded by the 1.8-liter '1750' Spider Veloce in 1967.

THE MOTORCAR OFFERED

This late, left-hand drive example of Alfa Romeo's classic Duetto Spider was originally delivered to the U.S. market, which is confirmed by an Alfa Romeo UK dating letter on file stating that it was manufactured on May 8th, 1967 and sold on April 16th, 1968.

Best described as an older restoration, today the car is showing signs of age and use with some star cracking to the paint, wear to the interior and the dash top original and much aged.

As the Alfa brand revitalizes itself in the U.S., here is a basic version of the car that created its following, which with some careful refurbishment could provide a budding enthusiast with some summer fun at an entry level.

\$12,000 - 18,000
Without reserve

1926 CHRYSLER 6 G70 SERIES ROADSTER

Engine no. G132473

218ci L-Head Inline 6-Cylinder Engine
 Single Ball Carburetor
 68bhp at 3,000rpm
 3-Speed Manual Transmission
 4-Wheel Semi-Elliptic Leaf Spring Suspension
 4-Wheel Mechanical External Contracting Drum Brakes

- *Single owner for the past 30 years*
- *Completely restored in the late 1980s and well-kept since*
- *The recipient of numerous concours and show awards*
- *An excellent tour car*

**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.

Not surprisingly, it was an outstanding success, 32,000 being sold in the car’s first year of production. The range soon expanded to encompass a ‘four’, a smaller ‘six’, and the Imperial, the latter larger and more expensive than the original, and intended to compete with the likes of Cadillac, Lincoln and Packard. The original Chrysler Model 70 six remained 3.3 liters in capacity until 1926 when it was enlarged to 3.6 liters. A smaller, 3.0-liter Model 60 six was introduced for 1927, becoming the Model 62 the following year.



THE MOTORCAR OFFERED

The raciest body available on the 70 Series was the Roadster, and presented here is a lovely example. Ordered new with a number of options including double bar front and rear bumpers, wind wings, and a running board mounted tool box (the period correct radiator stone guard and running board mounted spotlight were added later), the car was purchased by the vendor three decades ago. It was in complete, original shape but in need of some love. The Roadster was sent to Al Pruitt & Sons of Glen Rock, Pennsylvania at the start of 1986 and emerged at the end of 1988 looking as if it had just rolled off the showroom floor.

Toured and shown as part of a larger collection, the car has been regularly serviced and maintained by Olde York Classics in York, Pennsylvania. The recipient of numerous awards including eight first place trophies at local

shows and Chrysler events, it has continued to delight decades after its restoration most recently taking home a People's Choice Award from the York Concours d'Elegance in 2009.

More sparingly used in the past few years and complete with its original instruction handbook, the Chrysler is now ready to motoring into its next home.

\$25,000 - 35,000
Without reserve

This Chrysler is titled with its engine number.



1935 FORD MODEL 48 3-WINDOW RUMBLE SEAT COUPE

Chassis no. 181728180

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

- Well optioned example
- Lovely older restoration
- Rare, unmodified and unspoiled Model 48 Coupe



THE FORD MODEL 48

The 1935 Model 48 Ford lineup had many changes from the outgoing 1934 model, both stylistically and technically. The 1935 Ford featured revised front suspension and engine placement to afford more interior room and comfort. It was also the first year that Ford's legendary Flathead V-8 was the sole engine option, marking the end of the four-cylinder from the Model A.

fenders, and a curvier, more aerodynamic body. Several body styles were offered, including body 720, the sporty 3-window coupe. Arguably the least practical and most dramatic option with exaggerated proportions and curves, the three-window coupe could only accommodate two people without the rumble seat.

The side-valve 'flathead' V-8, first introduced in 1932, was the first affordable, mass-produced V-8 and has been touted as one of the greatest and most important engines of the 20th century. The 1935 Flathead V-8 produced 85 horsepower and 144 lb-ft of torque – an increase of 10 horsepower over its 1934 variant.

Visually, the Model 48 features a lowered body, extended front grille, integrated, smoother





THE MOTORCAR OFFERED

This 1935 Ford 3-Window Coupe, one of about 30,000 produced in 1935, is finished in a beautiful combination of Black with Bright Apple Green striping and a tan broadcloth interior. Inside, there are interesting details including the optional rearview mirror with an integrated clock, factory radio, banjo steering wheel, and Francisco heater. The impressive options list continues outside, featuring dual windshield wipers, an auxiliary spotlight, period-correct foglights, luggage rack, the original greyhound hood ornament and the desirable rumble seat option. This car also features the rare and coveted Columbia rear axle.

Unlike many 1935 Fords that have been modified into hot rods and streetrods, this coupe remains in its unmolested, original configuration. This all-steel coupe benefitted from an older restoration and is well

presented throughout, with vibrant chrome and brightwork, a well-sorted and highly optioned interior and its original wheels. This Coupe offers a great chance to acquire a well-sorted and well-optioned coupe featuring Ford's legendary flathead V-8 and a beautiful, elegant body.

\$60,000 - 80,000



207

Single family ownership since 1968

1966 AUSTIN-HEALEY 3000 MKIII BJ8

Chassis no. HBJ8L32079

Engine no. 29K/RU/H6808

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

150bhp at 5,250rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- *Highly original example with lovely original interior*
- *In ready to enjoy condition*
- *A Big Healey with personality*
- *In same ownership for many decades*
- *Desirable color combination*



THE AUSTIN-HEALEY 3000



With the introduction of the final 'Big Healey' 3000 MkIII model, the legendary British manufacturer of sports cars successfully retained the essence of its classic curvaceous long hood/short deck sports roadster, but had grown the car to accommodate 2+2 seating and loaded it with amenities directed towards the booming North American market.

Designed as a sports car and indeed quite successful in rallying and racing, the Austin-Healey 3000 had by the mid-1960s evolved into the fully civilized 3000 MkIII. Fitted with roll-up side windows and an easily operable soft top, the 2+2 tourer was quite enjoyable and safe for daily driving. Fitted with the potent 2,912cc 150bhp twin-carb six-cylinder engine, mated to a four-speed manual overdrive transmission, and equipped with disc brakes

in the front, the 3000 MkIII also provided performance worthy of its sporting heritage.

Shortly after the MkIII was introduced in 1964, 'Phase II' upgrades were added that would further enhance the ride and handling of all subsequent MkIII BJ8 Series chassis through 1967. Top speed was 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.



THE MOTORCAR OFFERED

This Austin Healey has been in the same family since 1968. It eventually passed into the hands of the owner's son, who had the car repainted and the engine rebuilt in 2009. Fortunately the nice original interior was kept and the rest of the car appears highly original.

Today the car drives very well, even better than most restored cars. The car is very solid and goes down the road beautifully. The overdrive works well and makes a huge difference when cruising along with modern traffic.

This charming BJ8 is a great driving example and is accompanied by a file containing the receipts for much of car's recent work. With excellent long-term ownership and great originality, this car stands out from the crowd.
\$55,000 – 70,000

1957 MORGAN PLUS FOUR 2+2 ROADSTER

Chassis no. 3506

1,991cc OHV Inline 4-Cylinder Engine
 Dual Weber Carburetors
 105bhp at 4,800rpm
 4-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 4-Wheel Drum Brakes

- *Classic example of Morgan's most popular model*
- *Period SCCA race history*
- *Beautifully finished in traditional British Racing Green*
- *Eligible for many tours and rallies*



THE MORGAN PLUS FOUR

Introduced at the 1950 Earl's Court Motor Show, the Morgan Plus Four was a lengthened version of Morgan's first four-wheel car, the 4-4, aimed to be a more luxurious and advanced car, featuring hydraulic brakes and Morgan's Sliding Pillar front suspension. In 1953, the original 2-liter Vanguard inline four was traded for the engine from the Triumph TR3 and in 1954, it gained its now-iconic domed, vertical bar grille.

THE MOTORCAR OFFERED

This Morgan Plus Four, chassis 3506, was purchased new in 1957 by Mr. Bob MacArthur with the intention of racing, and as new was fitted with its roll bar and also with the Brooklands 'Aero' Screens it still wears to this day. Mr. MacArthur frequently entered the highly competitive British Racing Green roadster in SCCA events for the next three decades. Then, after being tucked away since the 1980s, this roadster was given new life through a comprehensive restoration with the intention of making it a road car again, including a full rebuild of the original Triumph 4-cylinder engine fitted with twin Weber carburetors plus the addition of an oil cooler and a stainless steel exhaust. The Spartan yet purposeful interior was restored using green Connolly leather and green Wilton wool carpets and the ash-framed body was repainted in its original color of British Racing

Green. It is ready today to gobble up country roads in style.

\$38,000 - 45,000

209

1965 AUSTIN A35 VAN

Chassis no. AAV853922
Engine no. 10AB-U-L 39393

948cc OHV Inline 4-Cylinder Engine
Single Zenith Carburetor
34bhp at 4,750rpm
4-Speed Manual Transmission
Independent Front with Live Axle Rear Suspension
4-Wheel Hydraulic Drum Brakes

- *Charming and rarely seen Austin van*
- *The ultimate vintage racing pit car*
- *Recent full restoration in England*
- *Reliable and fun to drive*



THE AUSTIN A35

Austin's reply to the Morris Minor - the A30 - was launched at the 1951 Motor Show. A more cautious design than the Minor, the A30 was nevertheless Austin's first unitary construction car and the first to be powered by the famous A-Series engine. The A30's selling price undercut the Minor's by £10, thanks in part to such cost-cutting features as external door hinges, a solitary rear light, sliding windows and rear brakes operated by a single hydraulic cylinder via a mechanical linkage. A two-door model joined the four-door original in 1953, with van and estate versions following in '54. The model was updated in 1956 with a wider rear window, remote-control gearshift and the 948cc engine, becoming the A35. Saloon production ceased on the Mini's arrival in August 1959, though the A35 van would live on until 1968.

THE MOTORCAR OFFERED

This great example of an Austin A35 van was recently restored and imported from England. Receipts document a bare metal re-spray and a mechanical restoration. Finished in a charming blue with black interior, the colors compliment the charming nature of this little utility.

This little Austin is in good running order and generally presents well. Powered by the venerable Austin engine that would be the standard power for millions of British cars including the Mini, the Austin also has an interior that is surprisingly voluminous for such a small vehicle.

Easy to drive, reliable and supported by an excellent parts network, these Austins are easy to live with and great fun. It is the perfect advertising piece or a wonderful vintage race

pit car if given a proper vintage livery.
\$13,500 - 15,000
Without reserve

1967 MERCEDES-BENZ 300SE CONVERTIBLE

Chassis no. 112023-12-009508

Engine no. 189987-12-001298

2,996cc Inline 6-cylinder

Bosch Mechanical Fuel Injection

160bhp at 5,000rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Top of the range Mercedes-Benz cabriolet*
- *Subject of much recent restoration*
- *Supremely elegant touring car*

**THE MERCEDES-BENZ 300SE**

Mercedes-Benz took a bold step in 1960, phasing out the prestige 300 series that had been in production since 1951. The reason was as simple as rationalizing Mercedes-Benz production on platform chassis that had proven to be successful on the 220. The old 300's body-on-frame construction required separate assembly lines and increasingly under-utilized equipment to build old-fashioned frames. Production quantities had declined to only 603 in 1960 and 551 in 1961. Such volumes were not commercially viable, even in what was essentially an individually ordered semi-custom automobile.

The new 300SE was introduced in 1959 but production was delayed until early 1961. Built on the same 2,750mm wheelbase as the 220SE, it used the well-proved single overhead camshaft 2,996cc inline six with

Bosch mechanical fuel injection and featured advanced mechanical features like four-wheel disc brakes and coil springs with load-compensating air suspension on the independent front suspension and single-pivot swing axle rear suspension. Interior appointments were lavish, in keeping with the positioning of the 300SE as the successor to the limited production first generation 300s.

In March 1962, Mercedes-Benz added a cabriolet and coupe to the 300SE's model range, two highly-prized examples of quality, performance and luxury. Produced in very limited numbers (only 3,127 combined coupes and convertibles in six years' production) the 300SE was destined to have a very short life before they were superseded by the 280SE 3.5 and 600.

Some sources have maintained that the 300SE Cabriolets and Coupes may have had an additional advantage in their engines, which were assembled from components built for the 300SL and produced more than the stated 185 SAE horsepower. The engines were given different type numbers (M198 for the 300SL, M189 for the 300SE) but that doesn't preclude mixing some components in the interest of production economies and better performance.

In any event, the 300SE offered a stirring combination of luxury and performance along with technical specifications better than anything else of its era.



THE MOTORCAR OFFERED

The car we present here has had much restoration work carried out over the course of the last 4 years and is showing very well as a result of it. The work was handled by people renowned for these cars: firstly, the body, suspension and interior were restored by Bob Platz Precision Auto and subsequently, mechanical servicing and detailing was completed by Bruce Adams. The car's seller reports that the paint and interior are excellent, though the wood is noted not to have been redone and shows signs of its age.

Combining healthy performance and a distinctive appearance with a number of 300SE-specific exterior trim features, comfortable interior and superior road holding, comfort and braking, the 300SE Cabriolet is one of Mercedes-Benz's more rare and unusual models and body styles.

Indeed this is the rarest of all W111/1112 series coupes and cabriolets, with just 708 built it accounted for less than 2% of the total production of these stylish cars.

\$100,000 - 140,000

1949 MG TC ROADSTER

Chassis no. TC/8868EXU

Engine no. XPAG9639

1,250cc OHV Inline 4-Cylinder Engine

Two SU Semi-Downdraft Carburetors

54.4bph at 5,200rpm

4-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Springs with Front and Rear Live Axles

4-Wheel Hydraulic Drum Brakes

- *Single family ownership from new*
- *Has lived the majority of its life in Southampton, New York*
- *The car that launched the post-WWII sportscar craze*

**THE MG TC**

The first of MG's T-Series Midgets - the TA of 1936 - retained the classic lines established by the J2 and its successors. Announced late in 1945, the TC Midget was based on the 1,250cc XPAG-powered TB of pre-war days and possessed comparable performance (top speed was around 78mph) while featuring a widened (by 4") body and improved suspension incorporating Luvax-Girling hydraulic dampers. More than any other car, it was the MG TC that was responsible for starting the American love affair with the British sportscar, many of the 10,000 produced up to the end of 1949 finding customers in the United States.

THE MOTORCAR OFFERED

This single family ownership from new TC was acquired by the patriarch of the family while on his honeymoon in England in 1949. Finished in black over red leather, he and his new bride drove across the UK and continental Europe for a month before returning to Southampton, New York with the car. Enjoyed for pleasure and driven only during the summer months, it remained in the luxurious environs of Southampton until his death 2001 whereupon the car went to his son in Lenox, Massachusetts. Driven and enjoyed in a similar fashion during the warm months only, it has earned its period correct motoring badges over the last 66 years.

Faithfully maintained since new, the car shows well with just right amount of 'driven and loved' patina. Evidence of its long history of travels, beyond its motoring badges, include a pair

of dash plaques that advise one not to lower the flaps if the indicated speed is in excess of 120mph (something that should nary be a problem) and—in French, Italian, and German—not to spit in the car.

Offered publicly for the first time, this example of the car that put America in European roadsters is now ready for its new home.

\$22,000 - 26,000

212

1939 FORD MODEL 91A DELUXE COUPE

Chassis no. 18-4899568

265ci Flathead V-8 Engine (see text)
Dual Downdraft Carburetors
150bhp at 3,800rpm (approx.)
3-Speed Manual Transmission
Semi-Elliptic Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- *Subject of a five year, frame-off restoration*
- *Fitted with numerous period-correct performance upgrades*
- *A classic mid-century style hotrod*



THE FORD MODEL 91A

The 1939 Ford Deluxe once again had a new frontal design distinguished by a new, lower grille that sat firmly between redesigned front fenders which now positioned the covered headlights farther apart and in the very front of the fenders for better, broader illumination of the road, a factor that was becoming even more important now that sealed beam headlights, some 50% brighter and much more reliable than the earlier separate bulb and reflector headlight assemblies, were standard.

Hydraulic brakes were the most important development for 1939's Fords, however, finally catching up with the rest of the automobile industry. The 85hp engine in the Deluxe employed a technique perfected in 1938 on the Lincoln-Zephyrs, mounting the cooling fan low on the crankshaft where it could efficiently pull air through the new lower grille opening.

THE MOTORCAR OFFERED

This nicely restored and very mildly uprated DeLuxe Coupe is a perfect example of how it was done back in period. The subject of a complete, frame-off restoration, the original steel body was refurbished while the flathead V-8 that has always been in the car was rebuilt to have a bit more juice. Bored .125" over, the 4" Mercury steel crank pushes the Eggy custom 4-ring pistons up to Offenhauser finned heads that make for a 9:1 compression ratio against Isky $\frac{3}{8}$ stainless steel street cams. Induction is achieved via an Edelbrock twin-dual carb intake manifold. Mallory electric ignition has been installed for smoother running. Power is funneled through the original transmission but with a 12 pound aluminum flywheel and 10" pressure plate. Out back is a rebuilt rear-end with Getz ring and pinion gears fixed with a 3.54:1 ratio. Finally, the original electrical system has been updated from 6 volts to 12 volts.

Finished in 6 coats of True Black high gloss paint and skinned inside with bright red vinyl, this classic Ford hotrod took five year to complete. It is a car you can show with pride and have a ball driving.

\$52,500 - 57,500

213

1936 FORD MODEL 68 CONVERTIBLE SEDAN

Chassis no. 182947764

221ci L-Head V-8 Engine
Single Two-Barrel Carburetor
85bhp at 3,800rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Drum Brakes

- *Beautifully restored inside and out*
- *Rare Model 68 Convertible Sedan*
- *Excellent touring car with room for the family*
- *Peppy V-8 Power plant*
- *Classic styling and reliable engineering*



THE MODEL 68 FORD

For 1936, the new Ford Model 68 was a freshened version of the previous year's car. Most noticeable was the new grille and revised hood side louvers, as well as the sleeker fenders, both front and rear. However, some of those changes went beyond the cosmetic. The louvers improved engine cooling and worked in conjunction with a larger capacity radiator. During the course of production, aluminum pistons were replaced with steel and the main bearings were revised.

As delivered from the factory, power came from an 85 horsepower flathead V-8 mated to a 3-speed manual transmission which had been revised with helical gears for first and reverse, in addition to those already used for second and third.

THE MOTORCAR OFFERED

Among most collectors soft-top automobiles command far and away the most attention, both for their style and for their suitability to the way today's collectors use their cars. Convertible sedans, like the car offered here, are particularly appreciated for their practicality and ability to accommodate an entire family and all the gear needed for a day's touring within the passenger compartment.

The 4-passenger, 4-door Convertible Sedans were nearly the lowest production Ford body style built in 1936, with only 5,601 examples built. Elegantly finished in a cream exterior color over a correct brown interior, this Model 68 appears to have been treated to a thorough restoration some time back. Offered from a Canadian-based collection of fine American and European collector cars, this

smart Convertible Sedan offers great use and collectability.

\$50,000 - 60,000
Without reserve

214

1927 PACKARD EIGHT CLUB SEDAN

Chassis no. 230939
Packard Car no. 230711

288ci L-Head Inline 8-Cylinder Engine
Single Carburetor
81bhp at 3,200rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Drum Brakes

- *Beautifully presented Packard*
- *High-quality American motorcar*
- *Torquey straight-eight performance*
- *Nicely appointed interior*
- *Great Packard for local shows and tours*



THE FOURTH SERIES PACKARD

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton Company, Packard set up shop in his electrical engineering factory in Warren, Ohio, from which the first Packard car - the single-cylinder Model A runabout - emerged in November 1899. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D. Rockefeller purchasing two at the New York Automobile Show in November 1900. "Ask The Man Who Owns One," was adopted as the company's advertising slogan.

Cars powered by two-, four- and six-cylinder engines quickly followed, before Packard became the first manufacturer to introduce a series production V12 with the launch of the Twin Six for 1916. An immense success for the company, the Twin Six lasted until the arrival of the new-for-'24 Packard Single Eight, the company's first car to employ four-wheel brakes. The nine-bearing sidevalve straight-eight engine developed 85bhp from 5.9 liters, and the line-up initially comprised ten models on two wheelbase lengths. With the introduction of custom models in 1926 the Eight range increased dramatically. "Original Creations by Master Designers" according to Packard, the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook and Judkins among others.

THE MOTORCAR OFFERED

Completed at the famed Detroit, Michigan based Packard Motor Car Company plant in May of 1927, this beautiful example offered here carried body number 306 4523, indication it was indeed delivered new with the same Club Sedan coachwork it carries today. Although the car's history remains unknown, it is evident upon close inspection that a restoration has been performed in the not too distant past.

Beautifully finished in a smart two-tone livery of Silver over Black fenders and beltline, this well-built Packard features whitewall tires and a neatly appointed interior in grey cloth. With many Packard club events every year, Packard ownership is both entertaining and purposeful. These great cars remain some of the finest of the pre-war era.

\$45,000 - 60,000
Without reserve

Please note this car is titled as a 1928.

215

1949 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Chassis no. 7410234

Engine no. C46-18557

324ci L-Head Straight-8 Engine

Single Downdraft Carter Carburetor

135bhp at 3,200rpm

3-Speed Presto-matic Semi-Automatic Transmission

Independent front and semi-elliptic leaf spring rear suspension

4-Wheel Hydraulic Drum Brakes

- Extensive service work and improvements
- America's last wood-bodied convertible
- Documented ownership from new
- One of less than 1000 examples produced



THE CHRYSLER TOWN & COUNTRY



What did it mean to be affluent in Depression-era America? A weekend home a few hours away was not an uncommon blessing for the aristocratic. Station wagons in particular reflected a certain level of prestige for the select few, and the names of Buick's Estate Wagon and Chrysler's Town & Country reflected this lifestyle.

In Chrysler's case, the Town & Country was introduced in 1941 as a wagon in the Royal Six series. It used a steel top and body covered with white ash framing and mahogany veneer panels over metal doors. After the war effort, Chrysler promoted the 1946 Town & Country as a complete line of cars, eliminating the wagon but introducing a 4-door sedan, convertible, and 2-door sedan and hardtop variants (the latter two not going beyond prototype/pilot production). Only the convertible would survive Chrysler's first post-war redesign in 1949.

Despite a redesign that could be considered dowdy in comparison to the competition, the 1949 Town & Country was quite possibly the sportiest car in the American auto industry at the time. Built on the C-46 series chassis – the same as the 8-cyl. New Yorker and Saratoga – the Town & Country continued to use ash trim but the body panels were now metal. However, woodies were falling out of favor in burgeoning post-war America, and the Town & Country's swan song would continue as a 2-door hardtop for 1950. The 1949 model, as offered here, ended up being the last wood-bodied convertible built in the U.S. and, with only 993 produced, a scarce one.



THE MOTORCAR OFFERED

A Presbyterian minister in Spokane purchased this Gulf Green example from a farmer in Colfax, Washington around 1951-52. He drove the car until his death in 1958, upon which his wife drove it through the early-1960s. Their daughter subsequently paid \$100 and used it as her driver while attending college. She sold it in 2001 as a well-kept original with 101,599 miles, at which time it was refurbished cosmetically while receiving an engine rebuild as well as other maintenance items. In 2005 it was purchased by the secretary for the Town & Country chapter of the National Woody Club. During his ownership, a host of improvements were made including new brake master cylinder, a rebuilt fuel pump and water pump, new wheel cylinders and front brake shoes, new oil pump seal, and new trunk carpeting, among other items. The present owner acquired the car in August 2012 and has used it sparingly since then.

This 1949 Town & Country boasts an unbroken chain of ownership, and its inviting Antique Green leather interior beckons the driver to indulge in some relaxed cruising around town or out in the country.
\$70,000 - 80,000



1969 PORSCHE 911 CARRERA RS REPLICA

Chassis no. 129023001

Engine no. 6130603

2,687cc SOHC Flat 6-Cylinder Engine (see text)

2 Weber Carburetors

Approximately 200bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- A striking recreation of the 1973 Carrera RS legend
- Built with many modern performance and safety upgrades
- Period-correct details and finishes inside and out
- A regular participant on Rich Taylor's Vintage Rallies
- All the fun of a real Carrera RS at a fraction of the cost



THE PORSCHE 911 CARRERA RS

Porsche's air-cooled 911 is one of the world's great sports cars, and the greatest air-cooled Porsche 911 is the 1973 Carrera RS. In order to homologate a high-performance variant to compete in FIA Group 4 racing, Porsche engineers hot-rodged the 911S to create the Carrera RS: a car with a more powerful engine, stiffer suspension, larger brakes, wider tires and wheels, flared fenders, and front and rear spoilers. Today, the Carrera RS has become one of the most coveted Porsche road cars; prices have skyrocketed beyond the \$1-million barrier.

THE MOTORCAR OFFERED

The Porsche 911 on offer is not a Carrera RS... it's much better than that! Over the past four decades, Porsche mechanics have learned how to make an air-cooled 911 even quicker, better handling, more durable and more fun. This striking 911 Carrera RS Replica was created by the experts at PAR Porsche in New Rochelle, New York. It looks exactly like a 1973 911 Carrera RS, but offers greatly superior engine and chassis performance.

PAR started with the engine case from a 1973 911T. This was shuffle-pinned and line-bored, had the oil circuit updated and fitted with a 930 Turbo oil pump. The 9.5:1 JE pistons are on Pauter connecting rods that attach to a magnafluxed and micro-polished crankshaft. The new cylinders are topped with ported and polished Big Valve heads from a 1973 2.7-liter engine, E cams and Weber 40 IDA

carburetors fed by a pressure-regulated 100 gph Holley fuel pump.

A Euro Carrera distributor with MSD 6200 electronic ignition, K&N air filters and stainless steel exhaust with dual 3 inch outlets are among the finishing touches, along with Club Sport motor mounts and a 911S oil tank with remote front oil cooler. The classic boxer six drives through a Centerforce clutch and Porsche 901 5-speed transaxle with close-ratio gears.

The front brakes consist of oversize rotors from the 3.2 Carrera and calipers from the 944 Turbo. The rear brakes are 911S with vented rotors. All brake lines are braided stainless steel. The suspension includes Carrera front struts and rear shock absorbers and 911 Turbo tie-rod assemblies. Weltmeister supplied front control arm bushings, adjustable rear spring



plates, front and rear torsion bars and steering rack spacers. Cornering is sharpened by an adjustable front shock tower brace.

The Porsche body supplied by Reutter has received steel Carrera RS factory fender flares, Carrera RS front bumper and Carrera RS “duck tail” rear spoiler. European-spec turn signals, taillights, driving lights and H4 headlights have been fitted. The exterior is painted Light Ivory, a correct 1973 Porsche color, with blue Carrera RS graphics. Original Fuchs alloy wheels—polished rims with matching Blue spokes and proper Porsche center caps—are precise to the 1973 Carrera RS—15x6 front, 15x7 rear. They’re fitted with high-performance directional Yokohama tires, size 195/60-15 front, 215/60-15 rear.

The Black interior features Carrera RS door panels, new carpeting with floor mats, new

headliner, new Sparco competition bucket seats, classic Momo leather-wrapped steering wheel and a six-point bolt-in Safety Devices roll bar. An Alpine AM/FM/CD with Boston Acoustic speakers is the only non-period-correct interior deviation. Happily, the Alpine face plate detaches, leaving an unobtrusive black face. Four-point G-Force racing seat belts—blue to match the Carrera RS graphics—highlight the interior. Even the front trunk carpeting is new and correct for the 1973 model year.

This Carrera RS Replica was built in 2005 and immediately purchased from PAR Porsche by nationally-known auto expert Rich Taylor. Since completion by PAR, it has had just one knowledgeable owner. Taylor has driven it only on the 1000-mile Vintage Rallies he and his wife Jean organize in New England and West Virginia. The odometer showed 36,589 miles at

the time of purchase and shows 46,686 now – literally one 1000-mile drive each year. During Taylor’s ownership, he reports that it has never failed to proceed magnificently.

Mr. Taylor has had this car regularly serviced by Porsche expert Kurt Palmer at Autosport in Sharon, Connecticut. It comes with all receipts and paperwork since 2005. Master painter John Van Alphen of Hillsdale, New York gave it a \$15,000 Concours-quality repaint in 2010, and it remains impeccable inside and out. It has never been raced, wrecked or abused, spending most of its time in a climate-controlled shop. It will be a perfect car for tours, rallies or track days, not to mention delightful drives on a New England summer Sunday.

\$70,000 - 90,000

1961 MERCEDES-BENZ 190SL

Chassis no. 121040-10-020314

Engine no. 121921-10-020404

1,897cc SOHC Inline 4-Cylinder Engine

2 Weber Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Purchased by the seller in 1969
- Two owners from new
- Extensively documented
- Recently completed mechanical and cosmetic refurbishment
- Numbers matching and accompanied by both hard and soft tops

**THE MERCEDES-BENZ 190SL**

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

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four,

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

THE MOTORCAR OFFERED

This 190SL has a long history that is fully documented from the present owner's acquisition of the car in 1969 up to today. According to the data card, this 190SL was delivered new in its current configuration of DB190 Graphitgrau (grey) over red leather with match red carpets and a black top. Delivered new to John J. Termini of Southampton, New York, Mr. Termini kept the car the summer of 1969 when he sold it to the present owner on June 24th. For the next three decades the roadster would be a stylish driver used as a car should be, commuting to work, country clubs, and events in the owner's hometown on Long Island. At some point early in its life, the original Solex carburetors were replaced with more performance oriented Webers. Photos from when the car was originally purchased and throughout its history document its progression through the years.



In 2003, a comprehensive refurbishment was performed on the Mercedes. Brought down to bare metal, rust repairs were made in the areas that required it and the car was completely mechanically gone through. In restoring the car's mechanicals, the entire drivetrain was torn down with any parts requiring attention either refurbished or replaced. After over thirty years of ownership, there was little hurry to complete the work which was not finished until last year. Photos and receipts documents the tens of thousands of dollars of work completed.

Complete with dozens of New York registrations tracing its history, old photos, and receipts in addition to its original owner's manual, tool roll, service booklets, and more. Extra parts accompanying the car include its original hardtop, two old spare Weber carburetors (the original Solex carbs are no longer with the car),

a new extra muffler, extra Mercedes emblems, and a bevy of parts from the restoration. Documented to indicate that the 93,000 miles currently showing on the odometer is mileage since new, this two owner 190SL is now primed for its third enthusiastic keeper.
\$75,000 - 100,000

Please note this 190SL is titled under chassis number 020314.



218²

1964 MERCEDES-BENZ 220SB SEDAN

Chassis no. 111012-12-108912

Engine no. 180941-12-005316

2,195cc SOHC Inline 6-Cylinder Engine

Dual Zenith Carburetors

110bhp at 5,200rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

Hydraulic Front Disc and Rear Drum Brakes

- *Two owners from new*
- *In beautifully preserved condition*
- *Multiple 1st Place award winner*
- *An elegant and luxurious 'Fintail'*



THE MERCEDES-BENZ 220Sb

The Mercedes-Benz 220Sb was introduced as an all-new replacement to the earlier 'Ponton' cars in favor of a decidedly more modern Paul Braq design language that Mercedes would use for the next fifteen years. The 220Sb featured a 2.2-liter inline-6 OHC engine with dual Solex carburetors, with its 110 horsepower driving the rear wheels through a swing axle. Along with being the first model to present the iconic Mercedes' new design, the 220Sb was the first production car to feature front and rear crumple zones and retractable seatbelts, starting an ongoing tradition of innovative safety features debuting on Mercedes S-Classes.

THE MOTORCAR OFFERED

This 1964 220Sb 'Fintail' is presented in original condition, featuring its original Grey-Beige paint, brightwork, and striking grey striped cloth interior. Benefitting from over three decades with the vendor, this rust-free two owner car is in great working order and has been successfully shown in Canada, winning First Place at both the Antique and Classic Car Club of Canada and the Historical Automobile Society of Canada.

The original build sheet along with the owners and parts manuals accompany this handsome sedan. This 'Fintail' is a testament to Mercedes' legendary build quality and is a wonderful example of an original, luxurious automobile.

\$25,000 - 35,000

Without reserve

Please note this car is titled under chassis no. 12108912.

219

1975 PORSCHE 911S TARGA

Chassis no. 9115210050

Engine no. 645 0094

2,687cc SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic Fuel Injection

157bhp at 5,800rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Silver Anniversary Edition no. 100*
- *Single ownership from – 1975-2012*
- *40 years old this year*
- *Increasingly collectible era for the 911*



THE PORSCHE 911S

In 1974 all 911 variants received the 2.7-liter unit, hitherto reserved for the Carrera, when the latter went to 3.0 liters. Although in non-Carrera tune the 2.7-liter unit made slightly less power than the old 2.4, it had been skillfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to tolerance of low-lead fuel, vastly superior fuel consumption and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.

In 1975, Porsche commemorated its first 25 years in business with a special Silver Anniversary series of 911S numbering 1,500 units in total, including coupes and targa variants. All cars were finished in Diamond Silver, with an interior of silver and black tweed fabric and carry a Ferry Porsche Signature plaque on their dash.

THE MOTORCAR OFFERED

This Silver Anniversary 911S Targa is number 100 of that series. By then, the model was comparatively in its infancy when it is considered that they remain in production in some form today, 40 years after this was built and more than 50 since the arrival of the model.

The present owner acquired the car in 2012, from a long term Woodbridge, Connecticut based owner who had reportedly owned the car from the first year of its life. According to its old title document it was supplied to that former owner by TNM Lathrop Inc. of Niantic, Connecticut. Its mileage, which is a modest number of just over 31,300 was reported to be from new, but is not supported by maintenance files.

In its current ownership it has received a replacement of the front seats in a sports

specification fashion with blue inserts, but remains otherwise in the edition guise.

Viewed today, this is a usable driver quality example of the 911 from one of its landmark years, and it is offered with a tool roll and 911S handbook.

\$35,000 - 45,000

220

Matching numbers, original color combination

1964 PORSCHE 356C 1600 COUPE

Chassis no. 130625

Engine no. 714437

1,582cc OHV Flat 4-Cylinder Engine

2 Zenith Carburetors

75bhp at 5,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Final, most improved version of the 356*
- *Original color combination*
- *Matching numbers example*
- *Long term ownership*
- *First-year 356C incorporating disc brakes all-around*



THE PORSCHE 356C

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.

By the time the 356B arrived in September 1959, Porsche's first sports car had gained a one-piece rounded windscreen and 15"-diameter wheels, the newcomer's introduction bringing with it further styling

revisions and an engine now standardized at 1,600cc. Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting four-wheel disc brakes – first seen on the 2-liter Carrera 2 – among numerous detail improvements, notably a new ZF steering gear and a compensating spring at the rear to calm the swing axle rear suspension. Engines available, both of 1.6 liters, were the 75bhp 'C' and 95bhp 'SC', the latter replacing the Super 90.

THE MOTORCAR OFFERED

This matching numbers 356C has come from long-term ownership. Finished in its original color scheme of white over black leatherette, close examination reveals a very sound car that has most importantly had some cosmetic restoration over the years. The body is nice and straight and the pan is clean and solid. All indications are of a very tidy car that has never been apart – even the date codes on the wheel confirm the car's originality.

This 356C is believed to have been bought new by a Duke University law professor and later bought by one of his students who has had it since then. Always well maintained and used regularly but sparingly, the Porsche shows just 70,000 miles of use. Today the car presents very well: the paint is nice, the interior nicely mellowed and the car is in good, ready to use condition.



It is getting more and more difficult to find late 356s that have matching numbers and original colors. For years, many of these cars were modified and changed to suit the owners' whims. To find a nice, honest example of the most evolved 356 – like the one offered here – is a rare thing indeed.
\$65,000 - 80,000



1972 ROLLS-ROYCE CORNICHE COUPE

Chassis no. CRX 9306

6,750cc OHV V8 Engine
220bhp
3-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Offered from the stable of a noted connoisseur of the marque
- Original Italian delivery, 2 owner, left hand drive Corniche
- Low mileage example, freshly serviced
- Comfortable long distance touring car for four passengers



THE ROLLS-ROYCE CORNICHE

Recalling its glamorous *Grands Routiers* of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder, Mulliner, Park Ward - were limited to just two: a two-door coupe or similar convertible. The former arrived in March 1966 and the latter in September the following year. The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hides and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadows. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadows were strong right

from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. The well tried aluminum V8 engine was adopted, displacing 6,750cc, driving through a Turbo Hydramatic 400 three-speed automatic gearbox sourced from General Motors.

For the Corniche model, power output was enhanced by about 10%, providing greater torque and giving the car a top speed on the order of 120mph. The independent coil spring suspension provided the smoothest of rides, complemented by a hydraulic self-leveling system to the rear. Perceived early shortcomings in the braking department were eliminated in 1972 with the introduction of ventilated disc brakes.

THE MOTORCAR OFFERED

Presented in arguably the most handsome and appropriate livery for these cars, Brewster Green, this is a fine example of the eminently usable and perennially elegant Corniche.

As new, the car was delivered to an Italian based in Northern Italy, and it remained in that same family until recent times, passing to the nephew of the original owner in Switzerland and latterly moving with him to Florida. Approximately 20 years ago, the Rolls received a bare metal repaint, bringing it to the present livery, and the leather on its front seats have been replaced in their original color of black. Otherwise the interior is original and has only modest age on it. Over the course of a little over 40 years, the mileage that the car has accrued has been a mere 19,200 kilometers. When the time came to part with the Corniche, it was entrusted



to Richard Gorman's respected Vantage Motorworks dealership in Florida and it was there that the current owner acquired the car.

Throughout its life the car has retained the pertinent documentation, dating back to its earliest days, including handbooks (even their European language versions), as well as receipts for much of the work carried out and photographs of its repaint.

Today, its paint has gained a little age, but it is otherwise an extremely cleanly presented example that has received a service within the last year. It is reported to be in good running order.

\$35,000 - 45,000



From the Italian Vintage Cars Collection

1954 JAGUAR XK120 DROPHEAD COUPE

Chassis no. 678344

Engine no. F-3004-8

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

- An original West Coast U.S.A. delivered car
- In original 'pure' guise for model
- A great project car to bring back to its former glory
- Highly versatile and usable model, eligible for tours and rallies
- Offered with Jaguar Heritage Trust Certificate



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, which was 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 around. The body was the work of Jaguar boss William Lyons himself. One of the most beautiful shapes ever to grace an automobile, the body was 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. Coupé and drophead coupé versions followed.

THE MOTORCAR OFFERED

Offered from a fine Northeast Collection known as the Italian Vintage Cars Collection, the majority of which were sold with Bonhams here in Greenwich in 2010, this Jaguar was clearly an anomaly in a very focused group of cars. But it is perhaps not too surprising that a collection with strong themes of design and quality should have a few extensions as comparisons. Collectors with tastes for such things can’t overlook exquisite ground breaking artworks such as an XK120.

The model that the brothers who own the collection chose is a particularly good and honest example. According to Jaguar Daimler Heritage it was delivered new precisely 61 years ago on May 31, 1954, through West Coast Jaguar Agents, Hornburg of Los Angeles. Then, as now, it wore black paintwork, had a biscuit interior and French Grey top.



The XK joined the collection in 2002, by which time it had already been refurbished in those original colors. These aspects when contrasted with the plethora of chrome, and in the standard form with disc wheels and rear wheel spats, make for a great look and in essence the purest guise of an XK120.

The owners report it to be a very strong running car, and a nice driver.

\$70,000 - 90,000



1958 FIAT-ABARTH 750 GT COUPECoachwork by *Carrozzeria Zagato*

Chassis no. 100586161

Engine no. 100.000 594421

920cc DOHC Inline 4-Cylinder Engine (see text)

Single Abarth Carburetor

70bhp at 6800 rpm

4-Speed Manual Transaxle

Independent Front Transverse Leaf Springs and Coil Springs Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Delivered new to California*
- *Rebuilt, uprated motor*
- *Compact but comfortable for all drivers*
- *The perfect car for road and track*

**THE FIAT-ABARTH 750GT**

From high efficiency exhaust systems in the 1930s, Karl (later Carlo) Abarth branched out into other performance parts for Italian cars small and large. In the early years after WWII he became the Italian distributor of Porsche and through that connected Ferry Porsche with Piero Dusio of Cisitalia to realize the Type 360 Grand Prix racer project. Cisitalia was forced into bankruptcy shortly thereafter and as a consultant to the company, Abarth was awarded most of the assets of Cisitalia as payment for his work. He developed the last of the Cisitalia chassis as Abarths, and then turned to building original Fiat-based cars.

Abarth hit his stride when the Fiat 600 of 1955 was launched, for in addition to supplying tuning parts, he developed an enlarged 750cc version of the 633cc engine, selling "derivazione" or "derivation" kits to dealers and

garages for fitting into stock 600s. He also built complete cars in his factory, the best known of which were sleek, lightweight Zagato-bodied competition cars. The Fiat 600 Derivazione 750 Abarth Zagato made its debut at the 1955 Turin Auto show and began its racing career in 1956. It quickly established itself as a winner in European events and made a sweep of the first three places in the 750cc class at the 1957 Mille Miglia. The cars were equally successful in the US, on all types of tracks across the country. Later versions were nicknamed "Double Bubbles" for the distinctive roof humps made for enhanced headroom. Abarth was also a very clever businessman. His affordable miniature GT car was ideal for the private entry racer, the perfect "drive to the track, race and drive home" car. Through a sponsor partnership deal secured with Fiat, he was paid for every win or second place a "Fiat Abarth" scored.



THE MOTORCAR OFFERED

This little Abarth was delivered new to a college student in California and used as a daily driver. Originally trimmed in dark blue, it would eventually end up with his mother in Dike, Iowa. The car remained in Iowa, sparingly used but maintained, for the next thirty years before passing through two subsequent owners and then acquired by another California collector in 2011. At some point the elegant blue paint was replaced with a racy Italian red but the original California black plate has remained with the car.

During the penultimate keeper's tenure, the car was extensively mechanically overhauled and uprated. The 750cc engine was punched out to nearly a liter with the fitment of an 850 crankshaft, new pistons, a ported and polished head fitted with oversized Abarth valves and heavy duty springs. The enlarged motor is supported by an auxiliary Abarth radiator,

aftermarket Abarth valve cover and sump, and hotter exhaust and intake manifolds. The changes were made carefully though, and the parts removed were retained should a return to the original specifications be desired.

Acquired by the present vendor a few years ago, this Abarth has received more recent restoration work by the Sports Car Shop in Eugene, Oregon where new brakes were fitted, the front suspension was overhauled, basic tuning, and brake master cylinder service. Inside, newer, period correct seats have been fitted while the seats that were removed come with the car. A close inspection reveals a car that has been nicely kept and is largely original down to the glass which date codes to March of 1955. A spirited drive in the car proved it to be a strong runner that is perfectly suited to cruising down curvy mountain road.

It is not difficult to understand why values of these cars have been steadily rising. The opportunity to own a hand-built Zagato-bodied car with a superb competition heritage, completely usable on today's roads at such a reasonable price can't continue forever. Whether admired on the show field or blasting down a scenic road, this superb Fiat Abarth 750GT is sure to provide enjoyment far out of proportion to its compact size.

\$100,000 - 125,000

224

1938 BANTAM BOULEVARD DELIVERY

Chassis no. 60365
Engine no. M-63544

747cc L-Head Inline 4-Cylinder Engine
Single Updraft Carburetor
15bhp (rated)
3-Speed Transmission
Solid Axles with Front Transverse Semi-Elliptic Spring and Twin Quarter Elliptic Springs Rear
4-Wheel Mechanical Drum Brakes

- *Very rare Boulevard Delivery*
- *Exquisite, practical little vehicle*
- *Styled by Alexis de Sakhnoffsky*
- *Recipient of the highest possible awards*



AMERICAN BANTAM

Reorganized by the charismatic Florida dealer Roy Evans, the American Bantam Car Company rose from the ashes of the attempt to build a licensed version of the British Austin 7. Importantly he kept one of the key ingredients of potential, its elegant body designs commissioned from Alexis de Sakhnoffsky, best known for his work on the Auburn Speedster. With new financing and updated styling, the new Bantam car entered production late in mid-1937. In addition to the familiar roadster and coupe, models included a pickup, station wagon and panel delivery trucks. Speedster and Riviera models had seating for four, later cars moving the headlamps out to the fenders. Prices ranged from \$399 to \$565 in 1939, but customers still weren't buying. Only about 6,000 Bantams were built through 1940, and leftover cars were sold as '41s.

THE MOTORCAR OFFERED

Undoubtedly one of the most appealing American Bantams was the Boulevard Delivery, which flaunts the genius of de Sakhnoffsky. A clear novelty, not surprisingly it was frequently employed more for promotional than practical uses. All told it is thought that a mere 72 only of these attractive vehicles were built, with a high attrition rate accounting to just 5 known survivors. Of those, this must be one of the best that exists, a car that is believed to have been sold new in Florida and carries title history back to 1944.

In restored order, it is painted tastefully in a deep metallic burgundy with the sweep panel finished in lighter hue. A wide crimson stripe separates the two, and the cozy cockpit is done in matched leather. The overall presentation is enhanced by a plethora of detail features such as triple chrome stripes

down the wheel spats, carriage lamps on the quarters, dual wipers and horns.

Since its restoration, the Bantam was awarded the AACA Senior National First Prize, and the AACA awarded it a Grand National First Prize Winner in 2010. The Bantam has also received the American Austin Bantam Club "Roy Evans Award" for Best of Show.

Contemporary marketing for these cars described them as a 'jewel box on wheels.' It is hard to better such sentiments, particularly in respect of this example.

\$35,000 - 40,000

225

1963 FIAT 600D SUNROOF CONVERTIBLE

Chassis no. 100D*1635434

Engine no. 1795919

633cc OHV Inline Four Cylinder Engine

Single Carburetor

28.5bhp at 4,600rpm

4-Speed Manual Transmission

Independent Coil-Spring Front and Trailing Coil-Spring Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Desirable full-length sunroof*
- *Repainted and reupholstered*
- *Excellent smiles to dollar ratio*



THE FIAT 600

In 1955 FIAT replaced its revolutionary Topolino small saloon, which had been around in one form or another since 1936, introducing the successor '600' model at that year's Geneva Salon. Historically significant as the first rear-engined FIAT, the 600 was a masterpiece of automotive packaging, cramming accommodation for four into the same 2,000mm wheelbase as the outgoing two-seater Topolino, which it undercut on price. The integral chassis/body featured independent suspension all round, while the 633cc water-cooled four-cylinder overhead-valve engine produced 22bhp, which was good enough for a top speed of 100km/h. The most significant upgrade to this outstandingly successful design occurred in 1960 with the introduction of the 600D, which featured a 767cc engine, altered gearing and greatly improved performance. Although conceived as basic transport for the

masses, the 600 would prove to be extremely capable on the racetrack, where examples modified by Carlo Abarth regularly turned in giant-killing performances, dominating their class and humbling larger-engined rivals.

THE MOTORCAR OFFERED

This yellow over green leather 600 is the perfect car for the upcoming motoring season. Repainted and reupholstered in the not too distant past, it features the desirable Sunroof Convertible that allows for virtually open air motoring. Reported to be a strong runner and numbers matching example, these little Fiats provide oodles of fun and plenty of eyeball. Sure to get more thumbs up and smiles than a yellow Ferrari, this little 600D is just the thing to motoring around town.

\$25,000 - 28,000

Please note this Fiat is titled under chassis no. 1635434.

**LOTS 226–249:
PROPERTY FROM THE EVERGREEN COLLECTION**

226

1902 OLDSMOBILE MODEL R CURVED DASH RUNABOUT

Chassis no. 7325

95ci Single Cylinder Engine
7bhp at 600rpm
Single Speed Planetary Transmission
Full Length Leaf Spring Suspension Front and Rear with Solid Axles
Single Mechanical Drum Brake on the Axle

- A popular example of early motoring
- Older, well preserved restoration
- Perfect for Horseless Carriage tours



THE OLDSMOBILE MODEL R

Ransom Eli Olds established the Olds Motor Works in Lansing, Michigan in 1897 building his first series produced car, the Model R Curved Dash, until four years later, long before Henry Ford.

The Curved Dash Olds was in many respects exactly what the American market wanted: simple, effective, high off the ground. It looked like a buggy with its elegantly curved dashboard, a term applied first to buggies to ward off the mud and manure thrown up by horses' hooves. With its tiller steering and 2-speed planetary gear transmission it looked and operated in ways familiar to farmers.

Over the years the Curved Dash Olds has been loved by generations of new collectors who want to experience the automobiling their [great] grandfathers knew.

THE MOTORCAR OFFERED

This 1902 Oldsmobile Model R Curved Dash Runabout is powered by a 7bhp single cylinder engine (rated 4½hp by ALAM) and has no truss rods, relying on the simple leaf spring suspension characteristic of the earliest Model Rs. Its black livery with maroon accents on the wooden body is completed with black leather upholstery and a red cloth lined black leather top. Lighting comes from a pair of Neverout brass kerosene lights and it has chrome spoke wheels with white rubber tires.

It is believed to have been restored by Curved Dash Olds expert Leonard Davis many years ago, then passed from Ronald Basseby to John E. Morgan from whose collection it was acquired by Evergreen in 2003. It is likely this was a sound and largely complete original car when restored. The paint on the wooden bodywork has some cracks and a few chips on

the edges of the rear body but the upholstery, top, brass and nickel plated tiller are in very good condition, a tribute both to the quality of Olds Motor Works' craftsmen and to the skill of Leonard Davis.

As offered this Oldsmobile needs attention to its ignition system and is not running but the engine turns over freely and faithful operation should not present undue issues. The body number strongly supports its 1902 dating which, if verified by Great Britain's Veteran Car Club, would make this Curved Dash Olds eligible for the fascinating London to Brighton Veteran Car Run.

Driving America's first "production" automobile is an experience that every enthusiast should enjoy.
\$60,000 - 80,000
Without reserve

227

1905 QUEEN MODEL B RUNABOUT

Chassis no. 850

143.1ci Twin Cylinder Engine

12bhp (ALAM rated)

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension with Solid Front Axle and Live Rear Axle

Rear Wheel Mechanical Drum Brakes

- *Rare surviving Queen*
- *Old but generally sound paint and upholstery*
- *Unrestored engine and drivetrain*



THE QUEEN MODEL B

According to the exhaustive *Standard Catalog of American Cars 1805-1942* by Beverly Rae Kimes and Henry Austin Clark, Jr., C.H. Blomstrom's Queen is the only vehicle starting with the letter "Q" built in series in America. Total production is estimated at only about 1,500 units over Queen's short three years in business.

The first Queen was built in 1904 with an imposing 143 cubic inch single rated at 12.1 ALAM horsepower and advertised with 8 brake horsepower or a 294 cubic inch opposed twin with 24.2 ALAM horsepower, impressive numbers for either a single or a twin at the time, matching Packard's contemporary Model G.

Production of the Queen twin continued only through 1906 when the company was merged with Car De Luxe and Mr. Blomstrom went on to other endeavors.

THE MOTORCAR OFFERED

The 1905 Queen Model B Runabout is an intriguing survivor that had new paint and upholstery some years ago. It has been displayed for many years and enjoyed its status as an example of C.H. Blomstrom's prolific attempts to find success in the automobile industry in the early years of the last century.

With righthand drive wheel steering and a gearshift lever outside the body next to the driver, chain drive, black paint and leather upholstery, black metal mudguards, cream wood spoke wheels, black Non Skid tires and a single kerosene taillight, it has full elliptical leaf spring suspension with radius rods for axle location and a conventional style hood and front-mounted radiator. The paint and upholstery are sound but showing age, the brass is dull. There are no headlights on the dashboard brackets and the folded trumpet

bulb horn on the steering column is in need of a bulb.

The chassis and running gear are unrestored and both the engine and transmission are locked up, requiring investigation and mechanical work to decipher its workings, aided by an original 1907 Queen manual applicable in part to the twin that comes with it. The body and upholstery are good enough not to require restoration to driving, touring condition, making its resuscitation a straightforward mechanical task that will be its own reward on veteran car and two-cylinder tours.

\$35,000 - 55,000
Without reserve

1916 ELGIN SIX TOURING

Chassis no. 174093

Engine no. M3075

180ci Falls Valve-In-Head Inline 6-Cylinder Engine

Single Stromberg Carburetor

21.6bhp

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Independent Suspension

2-Wheel Mechanical Drum Brakes

- AACA Historic Preservation Award winner
- Accompanied by an array of period accessories and related documents
- One of only eight known survivors



THE ELGIN SIX

The largest Illinois watchmaker was the Elgin National Watch Company, started in 1864. Its principals entered auto manufacturing in 1916 by taking over the New Era company in Joliet and moving it to a 210,000 square foot factory in Argo, Illinois.

Elgin produced only six-cylinder overhead valve automobiles, the 1916 Six having 21.6 NACC horsepower and 180 cubic inches, with lefthand drive, 3-speed sliding gear transmission and electric starting. It proudly advertised itself as "The car of the hour", trading on the reputation for quality and reliability of Elgin watches, and equally proudly noted "The Elgin Six is the only car in its price class having the fashionable center cowl of the high-priced European models" and "Its beautiful yacht line design".

THE MOTORCAR OFFERED

This 1916 Elgin Six Touring is one of only eight 1916 Elgins known to exist. It is an AACA Historic Preservation Award winner which speaks to its remarkable survival. It has newer upholstery and top, a preservation quality old repaint and otherwise is charmingly original and overall very sound.

It also is unusually well-equipped including an extending luggage fence on the right running board, an Old Sol spotlight, rear mounted spare, kerosene hand warmer near the steering wheel, a coal foot warmer and an old canvas water bag hanging on the radiator. A set of side curtains comes with it along with a reproduction Care and Operation manual and an original Elgin Motor Car Corporation stock certificate.

While its greatest appeal is its rarity and startling preservation this Elgin also is notable

as an example of the nearly boundless euphoria in America at the beginning of the last century for auto company startups. It will rarely meet another of the same make, and only a few contemporaries so well and completely preserved.

\$20,000 - 30,000

Without reserve

1927 FALCON-KNIGHT MODEL 10 SPEEDSTER

Chassis no. 1914
 Engine no. 29056

158ci Knight Sleeve-Valve Inline 6-Cylinder Engine
 Single Tilloston Carburetor
 46bhp at 3,000rpm
 3-Speed Manual Transmission
 4-Wheel Semi-Elliptic Leaf Spring Suspension
 4-Wheel Internal Expanding Mechanical Drum Brakes

- *Rare Falcon-Knight*
- *Unique speedster coachwork*
- *Intriguing early ownership history*

**THE FALCON-KNIGHT MODEL 10**

John North Willys, prolific seller and builder of automobiles in the Twenties, recognized the value of a good idea, and was not reluctant to try it out. John North Willys' 1913 acquisition of Edwards Motor Co. brought him the license to build Charles Yale Knight's sleeve valve engines, famed for their quiet, valve-less operation.

Willys then used Knight engines prolifically, first in the Willys-Knight and then establishing a new marque, Falcon in Elyria, Ohio in 1927, to build a less elaborate Knight-engined line, the Falcon-Knight. Power came from a 158 cubic inch inline six advertised with 46 brake horsepower, three-speed manual transmission, live axle suspension with semi elliptical leaf springs and four-wheel three-shoe mechanical brakes.

Production continued for only two years but during that time 11,041 Falcon-Knights were built.

THE MOTORCAR OFFERED

This 1927 Willys-Knight Model 10 has a one-off two seat speedster body believed to have been commissioned by James Harvey Howe III, grandson of the inventor of Tums. He donated it to the St. Louis Museum of Transportation in the 1970 and was later part of the John O'Quinn collection before being acquired by the Evergreen Collection.

The body is as elemental as a good speedster should be, light in weight and burdened with only essential features like electric head and tail lights, a stylish monacle windshield, cylindrical bolster fuel tank behind the pair of bucket seats, rear-mounted spare, red artillery wheels and blackwall 4.75-5.00x20 tires. The color is a jaunty yellow with black mudguards, running boards and upholstery on a bright red frame and running gear.

It recently has had important work to keep it in good operating condition including new intake and exhaust manifold and water chamber gaskets, a cylinder block and radiator cleanout and some new period-correct fabric covered headlight wiring.

The collection reports it runs well, quietly and once warmed up to reduce engine clearances displays only minimal smoke despite the sleeve valve's common conception.

A Falcon-Knight is a rare automobile under any circumstances; this may very well be the only one blessed with lightweight speedster coachwork that maximizes its performance and sporting appearance.

\$18,000 - 25,000
Without reserve

1926 PIERCE ARROW MODEL 80 RUMBLE SEAT ROADSTER

Chassis no. 8015876

Engine no. 8013711

289ci L-Head Inline 8-Cylinder Engine

Single Downdraft Carburetor

70bhp at 2,600rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel Vacuum-Assisted Internal Expanding Mechanical Drum Brakes

- *CCCA Full Classic™*
- *Sporting open two-seat rumble seat coachwork*
- *Quality older restoration*

**THE PIERCE-ARROW MODEL 80**

One of America's oldest and most prestigious auto manufacturers, Buffalo, New York based Pierce-Arrow was a leader in quality, design, style and luxury since it began building automobiles in 1901. It quickly progressed from the single cylinder Motorette to the four-cylinder Great Arrow in 1904, a model that was so successful and prestigious it caused the company to add Arrow to its name.

The first Pierce-Arrow with a six-cylinder engine was 1907's Great Arrow; the last four-cylinder was built in 1909 and six-cylinder engines in various sizes powered all Pierce-Arrows until 1929. Pierce-Arrow pioneered many important features like the fender-mounted headlights designed by Herbert Dawley in 1913. Pierce-Arrow also formed an alliance with another Buffalo-based company, Aluminum Company of America, to pioneer cast aluminum body

panels. Light, corrosion resistant and not subject to the joint wear and squeaks of contemporary wood-framed, steel or aluminum panel coachwork, Pierce-Arrow's aluminum bodies contributed to the marque's reputation for quality, strength and long life.

Another Pierce-Arrow innovation were power brakes from 1924 using a vacuum booster developed by Pierce-Arrow engineer Victor Kliesrath and noted racer Caleb Bragg.

Pierce-Arrow had a deserved reputation for huge six-cylinder T-head engines such as the 415 cubic inch Model 33 and 525 cubic inch Model 51 but recognized that it was missing the chance to give a younger clientele a taste of Pierce-Arrow prestige and quality that would make them loyal customers. The Model 80 was the answer.

Introduced in 1924 the Pierce-Arrow Model 80 was a major departure with a 289 cubic inch L-head six-cylinder engine and a price that was barely half that of the T-head 425 cubic inch Model 33. Despite giving away 129 cubic inches to its big brother the Model 80's 70 brake horsepower was only 30 less than the Model 33. Weighing some 1,200 pounds less than the Model 33, the Pierce-Arrow Model 80 actually outperformed its more established stablemate.



THE MOTORCAR OFFERED

This 1926 Pierce-Arrow Model 80 Roadster is most definitely not typical of Pierce-Arrow production. Instead it is a jaunty and sporting car in sharp contrast with the staid sedans, touring cars, coaches and limousine bodies that graced most Pierce-Arrows. Its open roadster body with rumble seat sits gracefully on the Model 80's 130 inch wheelbase. The tops of the small doors are in line with the body break, giving it a continuous, sleek flow from radiator to tail that emphasizes its sporting character, a character accented by the opening windshield, tubular bumpers (single at the front, double at the rear on each side of the covered rear-mounted spare wheel and tire) and the golf bag door in the body side.

Similarly, the molded Herbert Dawley headlights are in keeping with the Model 80 Roadster's sporting character. Finished in beige with brown

fenders, frame covers and body side accent, its character is highlighted by 6.00x22 Lincoln whitewall tires on flamboyant orange centerlock wire wheels and the Pierce-Arrow archer radiator mascot atop the chrome radiator shell. Upholstery is green leather contrasted with a beige cloth top bound in green. Bright aluminum running boards and step plates for access to the rumble seat emphasize Pierce-Arrow's adoption of aluminum for much of their coachwork.

This example is a well-maintained older restoration with good paint, chrome and interior. The restoration's quality is evident in how well it has survived, particularly as the engine compartment shows age and use, although it is still orderly. The interior trim shows some wear where the driver's and passenger's elbows and forearms have rested on numerous tours and events.

Befitting their quality and performance, all Pierce-Arrows from 1925-1937 are recognized by the Classic Car Club of America as Full Classics™, according them participation in the Club's many shows, events and tours as well as endorsing the marque's stature as one of the pre-eminent automobiles of the classic era.

This 1926 Pierce-Arrow Model 80 Roadster is a charming example of Jazz Age style and flair. It continues to exude character and exuberance as well as having freeway-standard performance.

\$75,000 - 125,000
Without reserve

1931 CADILLAC 355-A V-8 CONVERTIBLE COUPE

Coachwork by Fleetwood

Chassis no. 801187

353ci L-Head V-8 Engine

Single Updraft Carburetor

95bhp at 3,000rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel Internal Expanding Mechanical Drum Brakes

- *Beautiful Harley J. Earl inspired Art and Colour coachwork*
- *Fleetwood and Cadillac quality*
- *Quality older restoration*
- *Beautiful colors*
- *Lavishly accessorized*

**THE CADILLAC 355 SERIES**

In 1931 Cadillac turned over a new page in American classic car history. Harley Earl, after cutting his teeth at his father's Earl Automotive Works in Los Angeles while later working at Don Lee Motors had attracted Cadillac president Lawrence P. Fisher's attention for his creative and innovative designs for Hollywood moguls, stars and starlets. Fisher brought Earl to the attention of General Motors' Chairman Alfred P. Sloan.

Earl submitted a design for a new Cadillac-based automobile. It took its inspiration from Europe's Hispano-Suiza and the first LaSalle's long, low design captured Sloan's imagination. Although a precise, meticulous, even dour, professional manager Sloan realized that design and styling had been overlooked in Detroit realizing that the company that capitalized on the public's desire for design could eclipse its competition. In 1927 Sloan announced a new GM department, Art and Colour,

to his executive committee. He brought Harley J. Earl from Los Angeles to Detroit to head it.

Earl's efforts were supported by GM's controlling stockholder, DuPont, which in 1924 introduced polychrome synthetic lacquers. Fast drying and available in a multitude of hues, DuPont lacquer reinforced design with color, liberating coachwork from dull, earthen tints that took days to dry.

After a false start with the 1929 Buick Earl and his Art and Colour Department hit their stride with the 1931 Cadillacs, helped by the introduction of unprecedented overhead valve V-12 and V-16 engines. All had longer, lower bodies set low on wider frames with batteries and tool compartments under the front floors instead of in the frame covers. Their introduction was as much of a sensation as had been the Duesenberg Eight two years before, starting a multi-cylinder war

among American luxury automobile builders that would define the classic era of the 1930's.

The 355-A V-8 put the proven 353 cubic inch 95 brake horsepower Cadillac L-head V-8 engine in the shortest of Cadillac's chassis at 134 inches while adopting the new frame and Art and Colour's lower body designs. Finely balanced between hood, passenger compartment and rear deck volumes, the 355-A V-8 is a pleasing two-door package that emphasizes the adaptability of Art and Colour's design metaphor, contributing to its inclusion in the Classic Car Club of America's exclusive Full Classic™ list. Coming in at some 700 pounds less than the longer wheelbase V-12, not to mention over half a ton less than the imposing V-16, the larger cars were more handicapped by mass than advantaged by their greater horsepower, giving the V-8 an altogether more sporting, responsive demeanor.



THE MOTORCAR OFFERED

Presented in rich deep burgundy with black fenders, frame covers and running boards, tasteful red coachlines with black leather upholstery and black cloth top this 1931 Cadillac 355-A V-8 Convertible Coupe is a beautiful example of Fleetwood's craftsmanship and the emerging design talents of Harley Earl's Art and Colour Department.

Restored some time ago, it is resplendent with choice details like the body color wheel hubs and rims joined by chrome spokes, 7.00x18 wide whitewall tires, optional large headlights, Pilot-Ray driving lights and a radiator stoneguard. Body details include a golf bag door in the body side, rumble seat, dual vacuum-operated windshield wipers and elegant heron radiator cap mascot.

The paint, interior and chrome are all very good with only a small paint crack by the right

windshield post. The chassis is exceptionally well presented in nearly show quality condition with only a little age and use. It will be proudly shown locally and hold its own with confidence after tours, an example of the style, design, quality and performance of Cadillac's 1931 milestone automobiles.

\$130,000 - 170,000
Without reserve



1931 LINCOLN MODEL K CONVERTIBLE COUPE

Coachwork by LeBaron

Chassis no. K68062

Engine no. 45754

385ci L-Head V-8 Engine

Single 2-Barrel Downdraft Stromberg Carburetor

90bhp at 2,800rpm

3-Speed Manual Transmission

4-Wheel Internal Expanding Mechanical Drum Brakes

- *Beautifully proportioned LeBaron convertible coachwork*
- *Generously equipped with one of the first mobile radios*
- *A quality older restoration in excellent condition*
- *CCCA Full Classic™*

**THE LINCOLN MODEL K**

Since the Lincoln marque's inception in 1921, and through its subsequent acquisition by the Ford Motor Company, it had relied upon the superbly engineered 60° V-8 engine and chassis designed by Henry Leland, Detroit's "Master of Precision." The Lincoln Model L recognized in its name the debt owed to Leland and to his son Wilfred. It was explicit acknowledgment that in the 1920's the only concession to fashion in Lincolns was the contribution of Edsel Ford and the coachbuilders he selected to bring style and design to the marque, replacing the frumpy coachwork of the Leland era, with modern, sleek bodywork. There was simply no need to replace, other than a moderate bump in displacement in 1928, the rugged, smooth-running Leland driveline and chassis.

Competition in the American luxury market was heating up in the early Thirties, however, and

Lincoln responded in 1931 with the Model K, signaling a move beyond the Leland legacy. The respected Leland-designed V-8 with its fork-and-blade connecting rods remained for 1931 but with new cylinder heads, manifolding and a downdraft 2-barrel carburetor (the first appearance of a downdraft 2-barrel on any American automobile.) Its horsepower increased dramatically, now being rated at 120 brake horsepower, up 1/3 from the same displacement's 90bhp rating in 1930.

More significantly, Lincoln introduced an all-new drop-frame chassis with up to the minute features and 145 inch wheelbase, nine inches longer than 1930. Nineteen inch wheels complemented the dropped frame while a new gearbox with freewheeling and synchromesh on the two top gears, a double disc clutch, Houdaille double-acting shock absorbers and

Bendix Duo-Servo brake booster reflected how thoroughly Lincoln was being transformed.

The reason for all this updating would become apparent in 1932 when Lincoln dropped into the new frame a new, 448 cubic inch V-12 to create the Model KB, but in 1931 it meant Lincoln Model K buyers got a new level of comfort, performance, safety and design flexibility to complement the vastly improved Leland-designed V-8 engine.



THE MOTORCAR OFFERED

Edsel Ford had excellent taste and expressed it by commissioning the best American coachbuilders to contribute bodies for Lincoln. Dietrich, Willoughby, Brunn, Judkins and LeBaron all were featured in Lincoln's cataloged custom coachwork offering with LeBaron contributing two All-Weather four-door cabriolets and the only two-door convertible coupe in the Lincoln line.

LeBaron Carrossiers had been established in New York in 1920 by Ray Dietrich and Tom Hibbard who had been designers at Brewster. Until 1924 LeBaron was a designer only, creating and selling designs to private clients, dealers and manufacturers but their work was so well received that the LeBaron name became a mark of distinction.

LeBaron created its first cataloged designs for Lincoln in 1925 and in 1927 was sold to Briggs

Manufacturing Co., the primary outside supplier of bodies to Ford, and moved to Detroit as custom body builder, design center and coachbuilder.

LeBaron's coachwork and coachwork designs are some of the most honored in the classic period, as this 1931 Lincoln Model K convertible coupe illustrates.

It is finished in rich tan with brown fenders and body accent with tan leather upholstery and a beige cloth top. It is equipped with fender color wire wheels, wide whitewall tires, dual sidemounted spares and a rumble seat. There are several attractive accessories including a pair of Pilot-Ray driving lights, greyhound radiator mascot, dual remotely operated Unity Sportlite spotlights, wind wings, folding luggage rack and a nearly irresistible early radio with "Mobility Sparks Industries" branded steering column mounted controls.

It benefits from a quality older restoration that remains in very good condition including under the hood where the new for 1931 2-barrel downdraft carburetor Lincoln V-8 engine shows some age, but little use and very good continuing care. The lines of the LeBaron coachwork are superb and the fender-color wire wheels are a subtle touch that focuses attention on the body's features and tastefully proportioned masses.

A Classic Car Club of America Full Classic™, this 1931 Lincoln Model K LeBaron convertible coupe exudes the quality and style embodied in the term "classic" and will more than hold its own when shown or toured.

\$120,000 - 150,000

Without reserve

Please note this car is titled with chassis number 68062.

1932 DUESENBERG MODEL J TOURSTER

Coachwork by Billings in the Derham Tourster style

Chassis no. 2571

Engine no. J-356

420ci DOHC Straight 8 Engine

Single Stromberg Downdraft Carburetor

265bhp at 4,000rpm

3-Speed Warner Manual Transmission

4-Wheel Semi-Elliptic Leaf Spring Suspension

4-Wheel Internal Expanding Hydraulic Drum Brakes

- *Fastidiously bodied by Ted Billings*
- *A meticulous and accurate re-creation of the Derham Tourster*
- *Exceptional provenance among acknowledged Duesenberg aficionados*
- *Beautifully maintained and presented*

**THE DUESENBERG MODEL J**

E.L. Cord gave Fred Duesenberg a simple instruction when designing the Model J Duesenberg, build the best automobile in the world, capable of mounting the most luxurious coachwork, with enough power to propel a fully-loaded, multi-passenger Duesenberg with luggage for a family faster than any other automobile on the road.

When the Duesenberg Model J was introduced on December 1, 1928 at the 1929 New York Auto Salon it nearly brought New York City to a halt. The Model J was powerful: at 265 horsepower its dual overhead camshaft 420 cubic inch inline eight cylinder engine was easily twice as potent as the next most powerful American automobile. Its short wheelbase chassis measured a township-spanning 143½ inches. Four wheel hydraulic brakes balanced the massive engine's power. No expense was

spared in the materials, methods and processes used in constructing every Model J.

During the Twenties and Thirties the finest coachbuilders in the world vied for the chance to display their talents on Duesenberg Model J chassis. The list is a who's who of coachbuilders including Holbrook, Derham, Murphy, Rollston, LeBaron, Murphy, Locke, Willoughby, Weymann, Dietrich and Bohman & Schwartz in the U.S. European coachbuilders included Barker and Gurney Nutting in the U.K., Franay, LeTourneur & Marchand, Hibbard & Darrin and its successor Fernandez & Darrin, Figoni, Saoutchik and Kellner in France, Castagna in Italy, Graber in Switzerland, d'Ieteren Freres and van den Plas in Belgium

In the U.S. as the Depression deepened Duesenberg hired Gordon Buehrig to create





THE DERHAM BODY COMPANY

its own line of semi-custom bodies which were built for Duesenberg and marketed under the coachworks name LaGrande. Buehrig's design department at Duesenberg also created designs that were built and sold under other coachbuilders' names, creating an integrated design theme for the Duesenberg Model J that solidified its recognition. One of the best of these were the famed Tourster four-door phaetons built by Derham.

First established in Rosemont, Pennsylvania along Philadelphia's Main Line in 1887 by Joseph J. Derham, the Derham Body Company's quality quickly gained it a reputation comparable with Brewster in New York. By the early Twenties its business expanded through an unusual model. Derham would take a body design to luxury car dealers and distributors and contract for short production runs of semi-finished "bodies in white" that could quickly be finished and trimmed to customers' orders. There might be five or there might be fifty, but the short run series production created economies in tooling and production that made Derham's work highly competitive.

Both Duesenberg and Derham hit the market's sweet spot in 1931 with the Tourster, an original name for a body style never seen before. While having four seats and four doors, it achieved

a low, sleek beltline by tucking the rear seats, usually positioned above the rear axle on a touring car, in front of the axle. Passengers' feet nestled in pans dropped between the frame and driveshaft. Derham packaged into the front seat back a rollup windscreen raked at the same angle as the windshield. Skirted front fenders emulated Gordon Buehrig's vision for a Duesenberg style and a compact top mechanism folded nearly flat behind the rear seats to emphasize the low beltline and close coupled passenger compartment.

The first Derham Tourster was displayed at the 1931 Chicago Auto Salon held in 1930 to herald the new year's models. Finished in yellow with pastel green fenders, after its debut it went to the Los Angeles Salon where suave Gary Cooper, then finishing the film version of Ernest Hemingway's "A Farewell to Arms", bought it



THE MOTORCAR OFFERED

off the show stand. A famous publicity photo of six foot-three "Coop" leaning casually against the Tourster's window sill accentuates the low Tourster beltline.

According to Duesenberg expert Fred Roe only eight Derham Toursters were built. Prominent owners in addition to Gary Cooper include comedian Joe E. Brown and Helen Payne Whitney. An apocryphal story has a Tourster owned by Johnny Weismuller (movies' *Tarzan of the Apes*) but no documentary evidence supports that attribution.

In common with many other Duesenberg Model Js, J-356/chassis 2534 has been meticulously reconstructed from an original Model J frame (2332) restamped with its current number. The bellhousing bearing the engine number is from J-356 while the firewall is numbered 2571. The carefully constructed Derham Tourster style body is believed to have been built by Ted Billings who constructed several similar Derham Tourster-style bodies.

Finished in a discrete Olive Green (known among Duesenberg aficionados as "Envy Green") with a light green beltline accent, it has light olive leather upholstery and a heather cloth top bound in light olive matching the upholstery. It rides on chrome wire wheels with Martin wide whitewall tires. The body is accented with dual enclosed sidemounted spares with mirrors, Pilot-Ray driving lights, dual multi-function

taillights, olive leather covered luggage trunk tucked between the rear fenders behind the close-coupled passenger compartment, mesh hood side vents, outside exhaust headpipes and wind wings on the windshield.

A 1975 AACA National First Prize winner, its provenance is impressive: Ken Behring, Jerry J. Moore, Charles Cawley, Sterling McCall and John O'Quinn.

It has been impressively maintained by its recent, knowledgeable, stewards and driven sparingly so its paint, upholstery, top and chrome are in very good condition. The engine compartment and chassis are in very good condition, showing only some age and limited use.

There are a few Duesenbergs which define the Model J. The Derham Tourster is front-



and-center among them. A milestone in American classic coachwork on the classic-defining Duesenberg Model J chassis, there is no better way to enjoy the Duesenberg Model J experience than at the wheel of a Derham Tourster.

This is a transcendental automobile.
\$625,000 - 875,000

Please note this car is titled under its engine number.



1936 AUBURN 852 PHAETON SEDAN

Chassis no. 4652H
Engine no. GG3890

280ci Lycoming Straight 8-Cylinder Engine
Single Stromberg Duplex Downdraft Carburetor
115bhp at 3,600rpm
3-Speed Manual Transmission
4-Wheel Semi Elliptic Leaf Springs
4-Wheel Bendix Hydraulic Internal Expanding Drum Brakes

- *Rare example of the final year of Auburn production*
- *Powerful Lycoming straight eight engine*
- *Dual Ratio rear axle*
- *Attractive and adaptable Gordon Buehrig/Al Leamy designed Phaeton Sedan coachwork*



THE AUBURN 852

It is indicative of just how hard times were during the Depression that the best, most powerful and most attractive automobiles the Auburn Automobile Company ever produced were sold in the final two years of the company's existence. Yet even the Auburn 851/852, even with a supercharger developed by Augie Duesenberg and Gordon Buehrig's coachwork, and even at a highly favorable price, wasn't enough to resuscitate Auburn's fortunes. Word of the company's deteriorating financial position spread, scaring off possible Auburn buyers who didn't want to be left driving an orphan marque.

1936's Auburn 852 was the final model built by the company. It was a great value with a strong Lycoming-built 280 cubic inch inline eight cylinder engine with a two-barrel carburetor producing 115 brake horsepower and 210 lb-ft

torque. The three-speed manual transmission often drove through a 2-speed rear axle that leveraged the engine's ample torque for quiet high speed running and fuel economy. Gordon Buehrig updated the coachwork in 1935, adopting the existing passenger compartment but created a stylish new radiator surround in body color sheet metal and a revised hood to create an entirely new look that was, and still is, very successful. The only change Auburn could afford to make for 1936's model 852 was to change the model number on the radiator grille.

Each Auburn 851/852 came with an engraved brass dash plaque reminding owners of the marque's association with Ab Jenkins, who in 1935 set numerous American and world records with an Auburn 851 Speedster at the Bonneville salt flats including the first

American stock car to complete a 12-hour endurance run at a speed over 100mph, 102.9mph, to be exact.

Auburn's convertible sedan, known in company literature as a "Phaeton Sedan", took full advantage of the refinements Gordon Buehrig worked on Al Leamy's basic design. It was exceptional adaptable, with rollup windows and a tight fitting top for bad weather but capable of being fully open to enjoy fair weather driving opportunities. It is one of the most rare and desirable automobiles of the Thirties.



THE MOTORCAR OFFERED

This 1936 Auburn 852 Phaeton Sedan is a handsome older restoration finished in Cigarette Cream with a brown beltline accent, brown leather upholstery and a tan cloth top. It is fitted with Auburn's Dual Ratio two-speed axle, has brown wire wheels, wide whitewall tires, dual enclosed sidemounted spares, folding windshield and Trippie driving lights.

Paint, chrome and interior are good. The top is lightly soiled but otherwise sound, functional and presentable. There are, as usual for a restoration of this age, some chips at the hood edges. The center-hinged doors close tightly, easily and align well with the bodywork. Engine and chassis have been restored to show quality standards and now evidence some age and use but good care and attention.

It has been part of the Evergreen Collection for about ten years during which time it has been sparingly used but well maintained in climate controlled display by the collection's full time staff.

Rare and much appreciated for its combination of performance, style, adaptability and flair, this 1936 Auburn 852 Phaeton Sedan is a sound, attractive and highly presentable example of the quality and value on which Auburn built a deserved and continuing reputation. Whether on display or on tour, it will be a valued part of any collection and a car which will return many times its investment in enjoyment.

\$100,000 - 140,000

Without reserve



235

1938 MERCEDES-BENZ 320 LONG WHEELBASE KOMBINATION ROADSTER

Coachwork by Sindelfingen

Chassis no. 408153

Engine no. 408153

3,405cc SOHC Straight 8-Cylinder Engine

Single Solex Downdraft Carburetor

77bhp at 4,000rpm

4-Speed Manual Transmission

Independent Front and Trasverse Leaf Spring with Live Axle Rear Suspension

4-Wheel Hydraulic Drum Brakes

- *Sindelfingen open two-seat coachwork*
- *Perhaps unique chassis/coachwork combination*
- *Lavishly accessorized*
- *Highly original and well preserved*
- *CCCA Full Classic™*



THE MERCEDES-BENZ 320

The integration of Daimler and Benz was never easy, despite the best efforts of the leadership of both companies to smooth relations among employees fiercely loyal to their parent companies and the diverse factories which built Daimler and Benz automobiles.

Gradually, in a careful process that started even before the 1926 merger of the two German titans relations cooled from hot to simmering in the interest of maintaining production and jobs in the depths of the worldwide Depression that made integration even more difficult. Production was rationalized to cars at Mannheim and Stuttgart, commercial vehicles at Gaggenau and Marienfelde. Strategic decisions, like the choice of the Benz diesel engine over a similar project at Mercedes, reinforced the determination to build a single, dominant German auto manufacturer in the face of

moderately priced competition from Ford and GM's Opel subsidiary.

While the former Mercedes facility at Stuttgart concentrated on limited production, high performance cars like the S, SS, SSK and later supercharged 380K, 500K and legendary 540K, the Benz factory at Mannheim produced moderately priced L-head six-cylinder cars. Built in significant volumes (for the time) they were solidly constructed, decent performers that kept the Mercedes-Benz star and laurel (the three-pointed star from Mercedes and the laurel band from Benz) accessible to merchants, professionals and mid-level bureaucrats in the burgeoning government of Thirties Germany.

Gradually features like swing axle independent rear suspension became common to both Mannheim and Stuttgart Mercedes-Benzes

as the formerly competing factories became integrated and began sharing designs and ideas. Just a few years after the merger Mercedes-Benz introduced the 290, no longer featuring in its designation the factory location. It had an L-head 2,867cc inline six-cylinder engine, hydraulic brakes and swing axle independent rear suspension and continued in production until 1937.

It was succeeded by the Mercedes-Benz Typ 320 (W142), an improved and more powerful model with longer 2,880mm wheelbase chassis and 77 horsepower 3,208cc L-head six with a fully synchronized four-speed transmission with overdrive fourth gear, hydraulic brakes and swing axle rear suspension. In 1938 the engine grew to 3,405cc and a long wheelbase chassis of 3,300mm was made available. Rated horsepower remained the same due to a





reduction in compression ratio to accommodate lower octane fuel.

Mannheim offered several open and closed body styles for the Typ 320 but also rolling chassis for clients who wanted individualized coachwork. Performance was sedate, but entirely capable of taking advantage of the Autobahns being built across Germany. Production was never large, some 885 3,405cc Mercedes-Benz 320s being built in the years leading up to the wartime transition of Mercedes-Benz factories in 1942.

THE MOTORCAR OFFERED

This is one of the most rare and unusual prewar Mercedes-Benz automobiles unearthed in recent years.

A 3,405cc 3,300mm wheelbase 1938 Mercedes-Benz 320, series W142/II, it has possibly unique "Kombination Roadster" coachwork by the Mercedes-Benz coachworks at Sindelfingen responsible for the monumental Special Roadsters on 500K and 540K chassis. Its 3,300mm wheelbase is slightly longer than the standard 540K's 3,290mm. Its coachwork combines roadster features with a cabriolet A style top that folds atop the rear bodywork.

The interior is appointed as a 500K or 540K would be with mother of pearl instrument panel, banjo spoke steering wheel and opening panels in the steeply raked vee windshield. Its features – Bosch headlights



and fog lights, fitted luggage, recessed rear deck spare wheel and tire with a chrome cover, backup light, dashboard-mounted radio – mirror those in Mercedes-Benz's supercharged eights. It rides on steel wheels with hubcaps and blackwall tires.

The hood is shorter than an eight's, appropriate for the shorter six-cylinder engine under it, but the passenger compartment sits in a more balanced position midway on the chassis giving it more subtle proportions.

Its history is known only from 1948 when it was bought in Germany by an American serviceman and brought to Connecticut. Sold to another Connecticut resident in the early 50's, it was driven for a short time – there is a 1953 Connecticut safety inspection sticker on the windshield – and then tucked away until it

was discovered in 2012 and acquired from the owner's estate.

Since then it has been sympathetically serviced in order to retain its marvelous originality. There is some lacquer repaint on the burgundy and red body, estimated to be 65% original paint. The chrome and trim items are original and have never been off the car. Mechanically gone through to return it to running, driving condition, it has as much as possible been left in as-found condition with the faults – aged paint, deteriorated chrome, cracked upholstery, fragile top – expected of its history. The body is impressively sound and by all appearances the engine has never been out of the chassis. The starter recently failed, but is being rewound and rebuilt and will be supplied to the new owner if not ready by the date of sale.

Sindelfingen-bodied Mannheim-built Mercedes-Benzes are not just rare, they are all but nonexistent. Finding one so complete, so thoroughly equipped, in open Kombination Roadster coachwork is cause for celebration among classic car collectors.

This is, of course, a Classic Car Club of America Full Classic™ and one of the most significant preservation class discoveries in recent years. **\$750,000 - 850,000**

1939 DELAHAYE 135M COMPETITION CONVERTIBLE COUPE

Coachwork by Henri Chapron

Chassis no. 48700
Engine no. 48700

3,557cc OHV Straight 6-Cylinder Engine
Single Downdraft Solex Carburetor
95bhp at 3,800rpm
4-Speed Manual Transmission
Transverse Semi-Elliptic Leaf Spring Front and Live Axle with Semi-Elliptic Leaf Spring Rear Suspension
4-Wheel Mechanical Drum Brakes

- Beautiful Henri Chapron coachwork on the Competition chassis
- Impressively complete, unrestored condition
- A preservation class contender, or straightforward concours restoration
- CCCA Full Classic™



THE DELAHAYE 135

A few, notable, automobiles are powered by engines that step outside the bounds of convention to serve multiple purposes. Ford's Model A/B four, powering everything from street cars to farm tractors, is a prime example. Jaguar's XK six, while it never served a commercial vehicle purpose, proved its mettle in LeMans winning sports cars and staid saloons.

But, taking a large look at adaptability, no engine had more diverse applications than the pushrod overhead valve inline six that Jean François laid out for Delahaye's model 135 in the early Thirties. It powered *camions*, but also powered a LeMans winner, placing 1, 2, 4 in 1938. It won the most grueling rallies and cruised sedately in limousines and luxurious sedans. Its creation was almost an accident.

The post-WWI recession hit Delahaye hard.

Delahaye's director, Charles Weiffenbach, "Monsieur Charles" – some say at the urging of Ettore Bugatti – initiated a drastic change in Delahaye's product strategy to create a performance image.

The vehicle for Delahaye's new direction was the Superluxe and its sports sibling, the Delahaye Type 135. Designed by Jean François under the direction of Delahaye's technical director Amédée Varlet the Superluxe and Type 135 engine, a long stroke, four main bearing inline six with pushrod-operated overhead valves, became one of the most versatile, long-lived engine designs in history.

Jean François was hard at work on a new chassis, the Type 135, to complement the more powerful engine. The chassis was particularly advanced for its time, with boxed rectangular rails, a central crossmember weldment and a welded-

in floor that contributed additional stiffness and rigidity. The front suspension was independent using its transverse leaf spring as the lower control arm. The semi-elliptical leaf spring live rear axle was conventional, but also reliable and well controlled for predictable handling and the underslung frame dropped Delahaye's chassis and center of gravity so close to the ground it became a favorite of the finest coachbuilders.

Introduced at the 1935 Paris Salon, Delahaye offered the new Type 135 with both single and triple downdraft carburetor induction systems in addition to two engine sizes, 3,227cc (18 CV) and 3,557cc (20 CV), giving buyers the choice of 95hp, 120hp and two 110hp configurations. The Type 135 remained Delahaye's mainstay into the 1950's, a strong and powerful basis for both sedans and sporting vehicles, not to mention the company's recognized line of trucks.



THE MOTORCAR OFFERED

While Figoni & Falaschi, LeTourneur et Marchand, Guilloché, Pourtout, Saoutchik and Franay graced Delahaye Type 135 chassis with some of their best and most imaginative work it is Paris coachbuilder Henri Chapron whose prolific work defines the Delahaye style with long hoods, teardrop fenders and sleek, compact passenger compartments.

This 1939 Delahaye 135M Competition Convertible is a beautiful example of Henri Chapron's work. Built on the Competition chassis with single Solex carburetor 3,557cc 95 horsepower engine, it has a 4-speed manual transmission with synchromesh on the top three gears and sits low and tight to the ground with teardrop fenders, round hood side vents between chrome accent strips, free-standing BLC headlights with sealed beam bulbs, Marchal fog lights, cowl-mounted trafficators,

leaf spring 4-spoke steering wheel, centerlock wire wheels with wide whitewall tires, rear-hinged doors and a sharply raked one piece windshield. The covered spare is inset on the deck lid. A chrome beltline molding extends from the radiator surround back through the doors, then falls smoothly to the tail.

It is a wonderful, unrestored car that is essentially complete and ready for restoration. The driver's door has an 11/21/53 lubrication sticker from Froelich Oil Company in Junction City, Kansas showing 28,900 as the mileage, the same reading the odometer shows today. The metallic green paint is what would be expected from an old car painted in the Fifties, and may have been applied over black original paint. The green leather upholstery is cracked but usable for patterns and the old beige cloth top should serve the same purpose.

The Delahaye Type 135 in all its variants is recognized by the Classic Car Club of America as a Full Classic™ and this is a rare opportunity to acquire one of the finest French classics of the Thirties with open four-seat coachwork by Henri Chapron offering the prospect of a concours-winning restoration. Better than that, it runs and drives despite some four decades in storage and could be toured after mechanical attention to the delight of onlookers and collectors.

Its availability in such well preserved, highly complete, largely original condition is a singular opportunity.

\$300,000 - 500,000

1939 PACKARD TWELVE 1708 CONVERTIBLE SEDAN

Chassis no. 12532017

Engine no. B602387

473ci Flathead V-12 Engine

Single Stromberg Dual Downdraft Carburetor

175bhp at 3,200rpm

3-Speed Manual Transmission

Independent Coil Spring Front and Leaf Spring Rear Suspension

4-Wheel Vacuum Servo-Assisted Internal Expanding Drum Brakes

- Last year of Packard Twelve production
- Highly desirable Convertible Sedan coachwork
- Thoroughly restored and consistently maintained
- Column shift
- CCCA Full Classic™



THE PACKARD TWELVE

One of the most admired of all classic cars, the Packard Twelve ended production in 1939. With only 446 built in this year, a 1939 Packard Twelve is a rare and highly desirable automobile, an important milestone in America's automobile history.

Packard had built a V-12, the Twin Six, from 1916-1923, then reintroduced a new V-12 in 1932 as American luxury marques competed to offer the largest, smoothest and most complex multi-cylinder engines. V-12s from Packard, Lincoln and Cadillac were never built in quantity but they created a halo of luxury and opulence that infused series production eights with their image. The 1939 Packard Twelve's powerplant was impressive not just for the smoothness of its 473 cubic inch 67° V-12 engine but also for its 175 horsepower, only ten fewer than Cadillac's V-16 and 25 more than

Lincoln's Model K. The Twelve was available in two chassis of 134 3/8 inches (1707) and 139 3/8 inches (1708) and offered with a list of fourteen different catalog bodies including three coachbuilt formal cars by Brunn and Rollston.

Vacuum servo assisted hydraulic brakes complemented the V-12 engine's power. Even the clutch had a vacuum servo to lighten its operation.

The most expensive standard cataloged body was style number 1253, the elegant 5-passenger convertible sedan on the long wheelbase chassis and it offered accommodations, comfort and luxury not often seen on an open automobile including burl walnut dashboard facings, window caps and other details. Although Packard now fitted a standard column shift to its six- and eight cylinder models the 1939 Twelves

offered column shift only as an option, and an expensive one at that, for \$240. The convertible sedan was the only 5-passenger body offered on the long wheelbase chassis, all the others having 7-passenger seating, and is notable for its blind rear quarters when the top is erected, a feature which gives its already impressive body a refined, elegant presence. A rollup division window incorporated in the back for the front seats was a standard feature, adding privacy when the top is up and protecting the rear seat passengers from the wind with the top down.



THE MOTORCAR OFFERED

This 1939 Packard Twelve 1708 Convertible Sedan is beautifully restored in the correct and very attractive Indium Grey metallic with bright red leather upholstery and interior trim and a black Haartz cloth top bound in matching red leather. It is impressively equipped with the optional column shift, radio, dual enclosed sidemounts with mirrors, Packard Road and Fog lamps, folding rear seat center armrest, trunk rack, correct Packard accessory heater and running board courtesy lights.

The quality of the older restoration is apparent in the way it has survived and in the quality of details like the door and window seals and gaskets. Paint, chrome and the rich leather interior are all very good. The engine, underbody and chassis have been restored to show quality standards and still are in excellent condition. The solid fit and function of the doors

also attest to the quality of the workmanship and materials that went into this Packard Twelve's restoration.

With 175 horsepower this 1939 Packard Twelve Convertible Sedan will cruise effortlessly at modern highway speeds, cossetting its occupants in silence and luxury. It is of course a Classic Car Club of America Full Classic™ and is ideal for enjoying CCCA's many highly regarded display and particularly touring events.

Very few classic automobiles combine the rarity, comfort, luxury, refined appearance and performance attributes of this Packard Twelve.
\$160,000 - 200,000

1940 LASALLE 40-50 CONVERTIBLE COUPE

Chassis no. 2325607

322ci L-Head V-8 Engine
 Single Carter Carburetor
 130bhp at 3,400rpm
 3-Speed Manual Transmission
 Independent Front and Semi-Elliptic Leaf Spring Rear Suspension
 4-Wheel Bendix Hydraulic Drum Brakes

- One of only nine believed to survive
- First owned by Rear Admiral Frank D. Berrien, with period documents
- Cadillac-LaSalle Club Senior Award winning restoration



THE MOTORCAR OFFERED

This 1940 LaSalle 40-50 Convertible Coupe is a Cadillac-LaSalle Club Senior winning older restoration that has been consistently and carefully maintained and only lightly used, one of just nine believed to survive.

It is finished in Marquette Gray, a light gray that shows the refined lines and tasteful decoration of LaSalle's 1940 coachwork to advantage. The interior is upholstered in rich Oxblood leather under a beige cloth top. It is attractively equipped including a pushbutton radio, column-mounted shift linkage, turn signals, biplane grille guard and 7.00-16 wide whitewall tires on Oxblood steel wheels with hubcaps and trim rings. LaSalle's commonality with its senior marque is evident from the heater under the dashboard: it is Cadillac badged.

Despite being restored some time ago, this 1940 LaSalle convertible coupe is in very good condition. There is an area on the hood where the paint shows flawed preparation, edge chips near some of the opening panels that are to be expected from even the most careful use, and the body and glass seals are aged but sound. The interior is very good and the engine compartment is orderly and well maintained.

It is accompanied by the original LaSalle identification card in the name of Admiral Frank D. Berrien, a letter from Admiral Berrien and a photograph of the Admiral. Admiral Berrien was football coach of the Naval Academy from 1908-1910 with a 77.6% winning percentage. He later commanded the destroyer Nicholson (DD-52) and the pioneering aircraft carrier Lexington (CV-2). Admiral Berrien retired in 1941.

This LaSalle was a suitable vehicle to carry Admiral Berrien into a well-deserved retirement, as it will also be a wonderful, powerful, comfortable car for tours and events 75 years later.

\$40,000 - 60,000
Without reserve

239

1949 TRIUMPH 2000 ROADSTER

Chassis no. TRA1576
Engine no. TRA1597B

2,088cc OHV Inline 4-Cylinder Engine
Single Solex Carburetor
68bhp at 4,850rpm
3-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *The last series-produced automobile built with a rumble seat*
- *One year only model*
- *Sound and complete*



THE TRIUMPH 2000

The Standard Motor Company enjoyed success building modestly priced saloon cars and after the Second World War purchased Triumph, itself an outgrowth of the motorcycle company of the same name. Triumph had made something of a success with small sports cars, then fell afoul of egregious ambitions with the fabled, but fabulously expensive, Dolomite patterned after Alfa Romeo's famed 2300 Monza.

Triumph drove into reorganization just before the onset of hostilities and Sir John Black's Standard picked up the pieces. At the time MG was highly successfully exporting its TC Midgets, earning badly needed dollars for Britain's postwar economy. Black wanted a sports roadster to compete for the American market. "Triumph" had a more appealing ring to it than "Standard", so it was under the Triumph name that development began.

Introduced in 1946 the Triumph 1800 featured rollup windows and a top that folded completely out of sight. Its most significant feature, however, was the dickey seat under the rear deck with a cover that had two glass panels, forming a protective windshield for the two passengers when the cover was opened. The Triumph 1800 was the last production automobile to be built with a rumble seat.

It was succeeded in 1949 by the vastly improved 2000 with 2,088cc Standard Vanguard overhead valve four-cylinder engine, a single Solex carburetor and 68 horsepower. Coil springs replaced the 1800's transverse leaf spring in the independent front suspension and the column shifted gearbox was synchronized on all three gears.

THE MOTORCAR OFFERED

This 1949 Triumph 2000 Roadster is powered by the more powerful 2,088cc Standard Vanguard engine and is nicely fitted with hubcaps, trim rings and 6.00 x 16 bias ply whitewall tires, Lucas headlights with stoneguards, wing mirrors and a Raydyot spotlight affixed to the windshield post.

Under the hood it retains its standard grease gun and starting handle and, rarely for the period, an electric windshield wiper motor.

It has survived in largely complete and original condition with an old repaint and upholstery that has been replaced at some time.

The rumble seat with windows is always a conversation starter making this a potentially rewarding project.

\$15,000 - 23,000
Without reserve

240

1951 MG TD ROADSTER

Chassis no. TD/3899

Engine no. XPAG/TD/LHX3616

1,250cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

55bhp at 5,400rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Lovingly maintained*
- *Tastefully accessorized for appearance and enjoyment*
- *Characteristic Light Yellow livery contrasting with Black leather*
- *Proven XPAG twin-carburetor engine*
- *Classic British roadster styling*



THE MG TD

The penultimate T-Series Midget, the TD, appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, upon which sat an all-new body - roomier than before but retaining the classic looks of the traditional MG sports car and the proven 1,250cc XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants compared to that of the TC. It became the 'gateway drug' for an entire generation of sports car enthusiasts and became a staple of early post-war American sports car racing competition.

THE MOTORCAR OFFERED

This 1951 MG TD Roadster is finished in characteristic light yellow with a black cloth top and very good recent black leather upholstery. It is fully equipped with standard weather equipment including side curtains and a tonneau cover. Along the way it has acquired a number of accessories including a Moto-Lita woodrim steering wheel, chrome wire wheels with 165-15 narrow whitewall radial tires, Lucas driving lights on a badge bar, wood dashboard, black cloth spare tire cover, wind wings, aluminum valve and pushrod covers, headlight stoneguards, Warneford Design air filters for its pair of SU carburetors and engine turned generator and starter covers.

Showing only 286 miles on its odometer, probably since restoration, both in its presentation and in its older restored condition

it manifests appreciative owners who have attended thoughtfully and sympathetically with its needs, the mark of an automobile that can be relied on with confidence.

\$20,000 - 30,000

Without reserve

This MG is titled by its engine number.

241

Previously owned by country legend Jim Owens

1957 FORD THUNDERBIRD E-CODE CONVERTIBLE

Chassis no. E7FH257378

312ci OHV V8 Engine
2 4-Barrel Carburetors
270bhp at 4,800rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- The last year of the two-seat Thunderbird
- Desirable 270hp Thunderbird Special E-code dual quad engine
- One of just 1,363 believed built with this engine
- Previously owned by country music legend Jim Owen



THE MOTORCAR OFFERED

This 1957 Ford Thunderbird convertible is one of the highly desirable 270 horsepower "E-code" cars with dual four-barrel carburetors one of just 1,363 believed to have left Ford with this power out of production of 21,380.

It was owned previously by Jim Owen, a country music artist of unusual accomplishments, recognition and achievements. Jim wrote and starred in the one-man TV special, "Hank" celebrating the life of Hank Williams, Sr., has been named Las Vegas Entertainer of the Year and has written hit songs for many country music legends as well as starring in his own show in Branson, Missouri for 23 years.

The Thunderbird is finished in Colonial White with white and black upholstery and interior trim, equipped with Ford-O-Matic automatic

transmission, power steering, power brakes, Town & Country radio, power windows, chrome wire wheels, bias ply whitewall tires, rear fender skirts and a porthole hardtop.

It benefits from an older comprehensive restoration that has been driven subsequently by Jim Owen and remains in very good condition both cosmetically and mechanically.

The new owner will be able to perform like Jim Owen on the road, if not on the stage.

\$55,000 - 65,000

Without reserve

1954 ALLARD K3 ROADSTER

Chassis no. K3-3261
 Engine no. 526208987

331cu OHV Cadillac V8 Engine
 Single Carter 4-Barrel Carburetor
 230bhp at 4,400rpm
 3-Speed GM Hydra-Matic Automatic Transmission
 Independent Split Axle Coil Spring Front and deDion Rear Suspension
 4-Wheel Hydraulic Drum Brakes

- One of only 62 Allard K3s built
- Powered by the legendary 331 Cadillac ohv V-8
- One of few Allards equipped with the GM Hydra-Matic transmission
- Lovingly restored by Allard historians and carefully preserved



THE ALLARD K3

Sydney Allard at a young age began to put Henry Ford's flathead V-8 into specials for what the British call "trials".

After the Second World War Sydney Allard seized upon even larger American engines, putting Cadillac and Chrysler V-8s into his own chassis with deDion rear suspension and a split Ford beam front axle with coil springs and radius rods that gave a semblance of independence to the front wheels. Housed in slender torpedo bodies with cycle fenders, Allards – and particularly those powered by the new 331 cubic inch Cadillac overhead valve V-8 – thundered around American race tracks driven by an elite corps of eager speed demons.

Proving that Allards' performance was not confined to North America, in 1950 Sydney Allard and Tom Cole drove a Cadillac-Allard

J2 to third overall at the 24 Hours of Le Mans. In 1952 the A.C.F. changed its regulations to handicap the cycle fenders of the J2 and J2X (extended wheelbase) and Allard commissioned a new envelope body that showed the way for future Allards. Allard joined with Zora Arkus-Duntov to race the new envelope bodied Allards at Le Mans in 1952 and 1953.

The new full-envelope body on the high performance 100 inch wheelbase J2X chassis warranted its own model designation. Intended for touring use, it succeeded the earlier pontoon fendered, flathead V-8 powered K2, becoming the K3 upon introduction in 1952.

The steel tube ladder frame copied the J2 and J2X suspension with coil spring deDion rear suspension and Allard's split beam front axle with coil springs and tube shocks. The bodies

were constructed of aluminum looking very contemporary and sleek.

K3s exported to the U.S. usually arrived with their engine compartments empty and the open space would be filled upon arrival with the American overhead valve V-8 and transmission of the first owner's choice, usually Cadillac or Chrysler.



THE MOTORCAR OFFERED

Allard K3 s/n 3261 was completed on September 16, 1953, only sixteen chassis numbers from the end of K3 production of just 62 examples. Dispatched from the UK, it was taken up by dealer Kirk Motors and it was presumably Kirk that fit the 190hp 331 cubic inch 1952 Cadillac Series 62 V-8 which powers it today. Finished in Powder Blue over Red leather with a black cloth top, its first owner is was D. Sanderson, believed to have been an engineer involved in development of the Nike air defense missile project at the White Sands Joint Guided Missile Test Range near Las Cruces, New Mexico.

The next owner known to the Allard Register was Gary Peacock who acquired it in 1977. A decade later, in the late 80's, he commissioned a complete restoration, then kept his prize Allard K3 until his passing in 2009. Bob Lytle, Allard

Register historian, bought it from the Peacock estate and started to freshen its condition, work that was completed after his death by his Allard-owning friends. It was acquired by the Evergreen Collection in 2012 and since then has been maintained by Evergreen's staff in a climate controlled environment.

Allard K3 s/n 3261 is unusual in several respects, notably its GM Hydra-Matic automatic transmission, a practical and enjoyable alternative to the standard Allard 3-speed manual gearbox that is more than capable of handling the 230hp of the stock Cadillac V-8. It also rides on a set of chrome wire wheels with all season narrow whitewall radial tires that beautifully complement the Peacock Blue paint, Red leather upholstery and Black cloth top. The hood is louvered for heat dissipation. Several details, including

the banjo spoke steering wheel with machined aluminum hub, aluminum steering column cover and automatic transmission shifter appear to be of recent origin but are consistent with the Allard's heritage. The instruments all have been rebuilt recently.

It sounds like a Cad-Allard should, guttural and throaty, and will make a wonderful weekend driver that also would be ideal for long distance high speed tours.

\$120,000 - 150,000
Without reserve

243

1963 DAIMLER DART SP250 CONVERTIBLE

Chassis no. 104112

Engine no. 97156

2,548cc OHV Hemi-Head V8 Engine

Dual SU HD8 Carburetors

142bhp at 5,800rpm

4-Speed Manual Transmission

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

4-Wheel Hydraulic Disc Brakes

- *Rare home-market righthand drive example*
- *B-specification with stiffer body and bumpers*
- *Factory hardtop included*



THE DAIMLER SP250

Edward Turner, designer of the Triumph Speed Twin motorcycle, had recently joined Daimler as Managing Director and the new car was his baby. The new car adopted a chassis layout based very closely on Triumph's TR3A. The power unit was a 90° V8 and the new car was offered with either manual or automatic gearbox. The new car offered genuine 120mph performance with 0-60mph acceleration in just 10.2 seconds. With such performance the SP250 was adopted by police forces for traffic patrol and also enjoyed competition success, particularly in the USA and Australia, in sports car races. Styling reflected unashamedly some American influence with its cascading bonnet, shark's mouth grille, prominent tail fins and wrap-around windscreen, the bodies being manufactured by Daimler in fiberglass. The SP250 was short-lived following the takeover of Daimler by Jaguar.

THE MOTORCAR OFFERED

Most SP250s were lefthand drive examples intended for the U.S. market. This 1963 Daimler Dart SP250 Convertible is a righthand drive example delivered through Strastones of Mayfair, London. Finished in Royal Red with replaced Grey leather upholstery and a matching Grey cloth top, it comes with the rare optional hardtop.

Being a later B-spec example it has the stiffer fiberglass body and bumpers to protect its projecting grille that Daimler phased-in in 1961. The paint is protective, but shows some flaws in preparation of the underlying fiberglass. The upholstery and chrome are generally good, and the underbody and chassis are encouragingly dry and lightly surface rusted, suggestive of fair weather use in a dry climate.

It runs with a pleasing burble from the little V-8's dual exhausts, hinting at the delight it would be on the road.

\$50,000 - 70,000

Without reserve

1975 JENSEN INTERCEPTOR III CONVERTIBLE

Chassis no. 23111623

7,212 OHV Chrysler V8 Engine

3 2-Barrel Carburetors

385bhp at 4,700rpm

3-Speed TorqueFlite Automatic Transmission

Independent Coil Spring Front and Beam Axle Semi-Elliptic Leaf Spring Rear Suspension

4-Wheel Hydraulic Dunlop Disc Brakes

- *The ultimate combination of American V-8 power and quality British coachwork*
- *One of only 263 Interceptor III convertibles built*
- *Loaded with amenities including air conditioning*



THE JENSEN INTERCEPTOR

With the Interceptor's introduction Jensen switched from fiberglass to steel for its car bodies, though underneath the preceding C-V8's chassis, running gear and 6,276cc Chrysler engine remained substantially unchanged. With around 280bhp on tap, performance was more than adequate, *The Motor* recording a top speed of 140mph with 100mph arriving in 19 seconds. Four-wheel servo-assisted Dunlop discs looked after the braking while the ride quality could be varied by the Armstrong Selectaride dampers' dashboard control. Leather upholstery, reclining front seats and walnut veneer were all standard features of the Vignale-styled, Anglo-American Grand Routier, while automatic transmission was the choice of almost all buyers. The Series II incorporated revised front suspension, Girling brakes and a redesigned interior, while the Series III, introduced in 1971, came with a 7.2-litre engine, better seats, central locking and GKN alloy wheels.

THE MOTORCAR OFFERED

This 1975 Jensen Interceptor III is one of those rare and highly prized 263 convertibles built, the crowning achievement of the Interceptor's nine years in production. Equipped with the 385 horsepower (230 net) Chrysler 440 and TorqueFlite automatic transmission it has a Moto-Lita woodrim steering wheel, power windows, Pioneer CD stereo, 5-spoke alloy wheels with polished spokes and rims, power steering, power four-wheel disc brakes, air conditioning and a pair of electric fans for radiator cooling.

Finished in red over tan leather with a tan leatherette convertible top, the upholstery and chrome are sound and it has had an older repaint with some overspray. The engine compartment has had little attention over the years, but it represents an excellent opportunity to experience the exclusivity,

performance and luxury of the ultimate Jensen Interceptor III convertible while rewarding attention to its cosmetic needs.

\$45,000 - 65,000

Without reserve

245

1966 MORGAN PLUS FOUR 4-SEATER DROPHEAD COUPE

Chassis no. 6155

Engine no. 161586ME

2,138cc OHV Triumph TR4A Inline 4-Cylinder Engine

2 Stromberg Carburetors

105bhp at 4,700rpm

4-Speed Moss Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Commodious four-seat coachwork*
- *Powerful TR4A 105hp engine*
- *Classic Morgan design and execution*
- *Meticulously restored and preserved*



THE MOTORCAR OFFERED

This 1966 Morgan Plus Four is a four-seater from late in the production run before Morgans changed over to the lower body of the Super Sports across the board. It is powered by the 2,138cc Triumph TR4A engine with 105 horsepower with 4-speed Moss gearbox and sits proudly on a set of four chrome wire wheels with blackwall radial tires. Finished in classic British Racing Green, it has black fenders, black leather upholstery and a black leatherette top with matching side curtains. The chrome wire spare wheel and tire are carried at the rear of the body under a projecting chrome tubing luggage rack. Braking is by 11-inch Girling discs at the front with drums at the rear.

It has been treated to a number of accessories that add to its driving pleasure including front wing mirrors, a pair of Lucas driving lights, H4 halogen headlights and a padded leather hood

strap. A pair of Brooklands aeroscreens nestle behind the fold flat windshield for serious open air motoring and a thoughtful and ingenious owner has fitted a woodrim steering wheel with a small Bulova Accutron watch in the hub.

Restored some years ago, it is still in excellent condition, showing attentive preservation in the Evergreen Collection since 2009 and only limited evidence of careful use. The 105hp TR4A engine is, in performance and sound, capable of motivating the less than a ton curb weight of the four-seater with alacrity, exactly what the Morgan family and the craftsmen who build Morgans have intended since the first 4-4 in 1936.

\$25,000 - 35,000
Without reserve

246

1976 MG MIDGET MK IV ROADSTER

Chassis no. GAN6UG174202G

Engine no. FM123638UE

1,493cc OHV Inline 4-Cylinder Engine

Single Zenith CD4 Carburetor

55.5bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front and Quarter Elliptic Leaf Spring Suspension

Hydraulic Front Disc and Rear Drum Brakes

- *The final MG Midget series*
- *Restored to showroom condition*
- *Carefully preserved and sparingly used*



MG MIDGET

MG introduced its version of the Austin-Healey Sprite in 1962, reviving the legendary Midget name to add to its luster and give it a sense of history. Starting out with only 948cc and 46 horsepower, gaining a 1,098cc 55hp engine and front disc brakes in 1963, rollup windows with the Mk II in 1964, four more horses in 1965 and a 1,275cc 65hp engine in the Mk III in 1967.

American bumper impact standards forced MG to redesign the Midget in 1975, raising the ride height and adding black polyurethane deformable front and rear structures, adopting the Triumph Spitfire 1,493cc engine with a single carburetor giving 55 horsepower and, finally, adding synchros to first gear. It would remain in production for five years and be a fun, sprightly, economical automobile that introduced many to the pleasures of tiny, responsive sports cars, just as the MG TC and TD had done for an earlier generation.

THE MOTORCAR OFFERED

Rarely has an entry level automobile been treated to the kind of detailed, accurate attention that is manifest on this 1976 MG Midget. If it were a Corvette it would be NCRS Top Flight, it is that good and meticulously detailed to new car condition.

Finished in Primrose yellow with black body sills to complement the black deformable bumpers, it has black leatherette upholstery and a black top. The exterior has the stock 4-spoke steel styled wheels with chrome trim rings, Michelin tires dual outside mirrors and a chrome tubing luggage rack. The interior has a cassette tape stereo system.

It is absolutely immaculate under the hood with every detail carefully rendered as it would have been from the factory.

The odometer shows about 230 miles, an indication of the mileage it has been driven (carefully) since it was completed.

This MG Midget Mk IV will be owned, shown and driven with unusual pride and confidence in its amazing quality and attention to detail. It looks like it was driven off the showroom floor this weekend.

\$10,000 - 14,000
Without reserve

1988 LAMBORGHINI JALPA 3.5 TARGA

VIN. ZA9JB00A4JLA12376

- 3,485cc DOHC V8 Engine
- 4 2-Barrel Weber DCNF Carburetors
- 255bhp at 7,000rpm
- 5-Speed Manual Transmission
- 4-Wheel Independent Coil Spring Suspension
- 4-Wheel Servo-Assisted Hydraulic Ventilated Disc Brakes

- One of the final Lamborghini Jalpas built
- Total production of just 410 cars
- One high quality repaint and meticulously preserved
- Odometer shows just under 500km



THE LAMBORGHINI JALPA



In the early 70's Ferrari, Maserati and Lamborghini all brought out new, smaller cars both to compete with each other and to deal with the nemesis Porsche 911. Maserati's entry in the supercar ranks, the Bora, had V-8 power so its 911-competitor took its power from the company's V-6. Ferrari and Lamborghini had another four cylinders in their line-topping supercars and opted for V-8s to trump the 911's flat six.

Lamborghini's first was the Uracco P250 first produced in 1972 with a single overhead camshaft 220hp 2,463cc V-8 mounted transversely behind the driver. 1974's P300 added half a liter to 2,996cc, two more camshafts and gained 45hp. The Targa-roofed Silhouette debuted at Geneva in 1976.

Five years later both Uracco and Silhouette were supplanted by the targa-roofed Jalpa,

with 3,485cc 4-cam V-8 that produced 250hp even in smog-limited U.S. form. More importantly for U.S. drivers it put out some 235 lb-ft of torque. With unit body construction and costing about half as much as the fabled Countach its rigid body, four-wheel independent suspension, 5-speed transaxle and 154mph top speed earned high marks from the automotive press for its sure-footed driving characteristics. *Road & Track* magazine called it "one of the most exciting cars to drive we've come across in recent years" and commended its Marcello Gandini designed Bertone coachwork and the interior. *Motor Trend* said, "If Magnum ever has to chase villains fleeing in a Jalpa, he might as well park the Ferrari."



THE MOTORCAR OFFERED

This 1988 Lamborghini Jalpa 3.5 is a remarkable, original, beautifully maintained and preserved example that shows just under 500km on the odometer, and no more than that on the car.

Finished in sinister black with matching black leather upholstery and interior trim, it is equipped with air conditioning, power windows and an Alpine CD stereo.

It has been repainted but appears to have been driven no more than around the block a few times since leaving Sant'Agata Bolognese almost thirty years ago. However it is no barn-find, it is better than that, a car that has never been neglected or abused but rather sympathetically maintained in pristine condition.

\$70,000 - 100,000

Without reserve



One of 100 sold exclusively through Nieman Marcus

1996 BMW Z3 JAMES BOND EDITION ROADSTER

VIN. 4USCH7325TLE00762

- 1,796cc SOHC Inline 4-Cylinder Engine
- Bosch Motronic M 1.7 Fuel Injection
- 114bhp at 5,500rpm
- 5-Speed Getrag Manual Transmission
- 4-Wheel Independent Coil Spring Suspension
- 4-Wheel Power-Assisted Hydraulic Disc Brakes

- Number 62 of 100 launch edition Z3s
- Offered exclusively through Nieman Marcus
- Identical to the Z3 driven by James Bond (Pierce Brosnan) in Goldeneye
- The most successful new vehicle launch and co-promotion in history
- The first BMW model produced solely in the U.S. for world markets
- Showroom condition



THE BMW Z3

BMW had not built a two-seat roadster since the famous 507 of the 1950's. That changed in 1996 with the introduction of the Z3 roadster.

Its design echoed the classic BMW 507 in a modern package designed by Joji Nagashima and drivetrain and chassis based on the already highly successful E36-series 3-series sedan.

Adding to the Z3's significance was BMW's decision to put it into production solely at BMW's factory in Greer, South Carolina, the first BMW product line to be built from inception solely in the U.S.

BMW then embarked upon an unusual, complex and extensive marketing program to introduce the Z3 to the public centered around MGM's 1996 James Bond movie *Goldeneye* starring Pierce Brosnan.

THE MOTORCAR OFFERED

Bond, famous for driving exotic cars from a Blower Bentley through a series of Aston Martins, chose the new Z3 for *Goldeneye*, kicking off a highly successful marketing introduction.

As a result the first year's Z3 production of about 15,000 cars was sold out before the first one arrived at BMW dealers. A special promotion in Nieman Marcus's famed Christmas catalog brought one hundred exclusive James Bond Edition Z3s to lucky buyers. Offered in the same Atlantic Blue and Taupe leather livery as 007's *Goldeneye* Z3, the James Bond edition Z3s were lavishly equipped including 5-speed gearbox, air conditioning, power seats, power windows, wood grain interior trim, trunk-mounted CD changer, custom 007 Edition floor mats, unique exterior chrome accents, a rear deck luggage rack with luggage shell containing fitted cases and discrete model identification.

Even at a cost of \$35,000, the James Bond Edition Z3s quickly sold out.

The introductory marketing campaign was so successful it won the national "Super Reggie" award from the Brand Activation Association which describes the accomplishment as being "the crème de la crème of the marketing world."

This BMW Z3 James Bond Edition Roadster has been collector owned throughout its life. Today it displays just over 5,700 miles on its odometer and after years in enthusiast hands in climate controlled environment is in essentially showroom condition. It offers BMW collectors the chance to acquire a singularly significant and instantly recognizable BMW Z3.

\$20,000 - 25,000
Without reserve

249

1979 PORSCHE 928 COUPE

Chassis no. 9289101276

4,474cc SOHC V8 Engine
Bosch K-Jetronic Fuel Injection
240bhp at 5,250rpm
4-Wheel Independent Suspension
4-Wheel Power-Assisted Hydraulic Disc Brakes

- A watershed front engine, rear wheel drive Porsche
- One of only 4,706 built in 1979
- Unique and desirable Pasha interior fabric
- Euro-spec example



THE MOTORCAR OFFERED

This 928 is a private import 1979 with full EPA and DOT releases in its file. Finished in Casablanca Beige, it has a wonderful brown leather interior accented by wavy checkerboard brown and black Pasha velour seat inserts that would make M.C. Escher proud. It is equipped with Porsche's Mercedes-Benz sourced 3-speed automatic transmission, air conditioning and a Blaupunkt cassette stereo.

Its private import status illustrates just how enthusiastically Porsche's first front-engined V-8 powered car was received; there weren't enough available for U.S. buyers. Its odometer displays under 125,000km, 77,670 miles. It has a quality clearcoat repaint but otherwise is in clean, orderly original condition appropriate to the displayed mileage.

As Porsche has pushed further into wider markets the V-8 powered 928 stands as a watershed moment. Undertaken as a clean sheet of paper project, its influence is felt in the Panameras and Cayennes that today make up the bulk of Porsche's sales.

It is a milestone in Porsche history, increasingly recognized by collectors for its superb handling, performance and comfort.

\$18,000 - 24,000
Without reserve

Please note this Porsche is titled as a model year 1980.

OTHER PROPERTIES

250

1957 PONTIAC STAR CHIEF SAFARI SPORT WAGON

Chassis no. P757H55759

350ci OHV V8 Engine (see text)

GM Performance "Ram-Jet" Fuel Injection

350bhp

Richmond 5-Speed Manual Transmission

Independent Coil Spring Front and Longitudinal Leaf Spring Rear Suspension

4-Wheel Power-Assisted Hydraulic Drum Brakes

- One of only 1,291 produced—5 times rarer than a Nomad
- Subject of a complete, nut-and-bolt restoration
- Stock good looks, modern mechanicals
- A fabulous and seldom seen sleeper



THE PONTIAC STAR CHIEF

As the U.S. automotive market matured in the 1950s, the upwardly mobile dreams of consumers began to be addressed more directly by Detroit manufacturers. "Longer, lower, wider" was the word and by the middle of the decade the low- and mid-priced brand offerings rivaled the luxury cars of a few years before. When 'Lucy & Ricky Ricardo' bade farewell to New York City to drive to Hollywood on the *I Love Lucy* TV show in 1955, they did so in a 1955 Pontiac Star Chief convertible. It was sure proof that the brand had well and truly arrived and that it had been carried there by its new standard bearer, the Star Chief.

Much like its more famous sibling, the Chevrolet Bel Air, the Star Chief was offered in a range of body styles including Coupe, Convertible, and two-door wagon. The wagon, like the Chevy Nomad, received its own moniker—Safari. The

Safari name would be applied to all Pontiac wagons but the Star Chief Safari represented the most upmarket version of GM's unique, sporty wagon concept.

Retailing for 20% more than the Nomad, the Safari was loaded to the gills with luxury features and a bigger engine than the Nomad. Produced from 1955 to 1957, only 9,094 Star Chief Safaris would roll off the line relative to 20,092 Nomads.

Arguably the best looking version of the Star Chief Safari, the '57 model year did away with the Indian motifs and Silver Streaks in place of a cleaner design with elegantly incorporated fins. While 6,534 Nomads would be made in 1957, only 1,291 Safaris would enter the market that year.

THE MOTORCAR OFFERED

This rare Star Chief Safari is a classic, tastefully executed sleeper. Starting two years ago with a rust-free survivor, the wagon was torn down to the bare metal and a complete nut-and-bolt restoration flush with NOS parts was done. Externally, the car was kept bone stock with black paint and beautifully finished chrome—the product of over \$20,000 spent on the chrome work alone. The modern radial wide whitewall tires are a hint at what lies beneath.

In place of the original 347ci OHV V8 is a fuel injected 350ci V8 married to a Richmond 5-speed manual and laying the power down through an original Pontiac Posi-traction rear end. Inside the interior has been finished in black and white vinyl with the unique Pontiac asymmetrical pattern. The original steering wheel has been replaced with a Corvette-style tilt steering wheel connected to a self-contained



power steering box that replaced the leak-prone original. The gears are rowed with a chrome Hurst floor shifter while the revs are recorded on a knee knocker tachometer. All this get up and go is harnessed by the already quite adequate original drum brakes, but their pressure is now applied through an updated, power-assisted dual master cylinder. Tucked away out of sight is an air conditioning system by Vintage Air to keep things cool in the summer while a Custom Autosound AM/FM radio has been installed and plays through the original-style transmission tunnel mounted speaker.

With all the style of the Star Chief, the practicality of the wagon, and the get-up-and-go of a modern car, it has ample power to get a move on when encouraged and will happily cruise at highway speeds all day. The perfect car for local cruise nights, getting groceries, or

embarrassing people at stop lights, if there is one thing you can be practically assured of it is that you're unlikely to see another one like it!

\$35,000 - 45,000

Without reserve

1973 PORSCHE 911 RS 2.7 M472 TOURING

Chassis no. 9113600463
 Engine no. 6630393
 Transmission no. 7830455

2,687cc Air-cooled SOHC Opposed-Six Cylinder Engine
 Bosch Mechanical Fuel Injection
 210 bhp at 6300 rpm
 5-Speed Manual Transmission
 Independent Front and Rear Suspension
 4-Wheel Disc Brakes

- *A matching numbers Series 1 RS Touring*
- *Originally delivered to Brazil*
- *Attractive color scheme*
- *Many desirable options*
- *Completely restored*



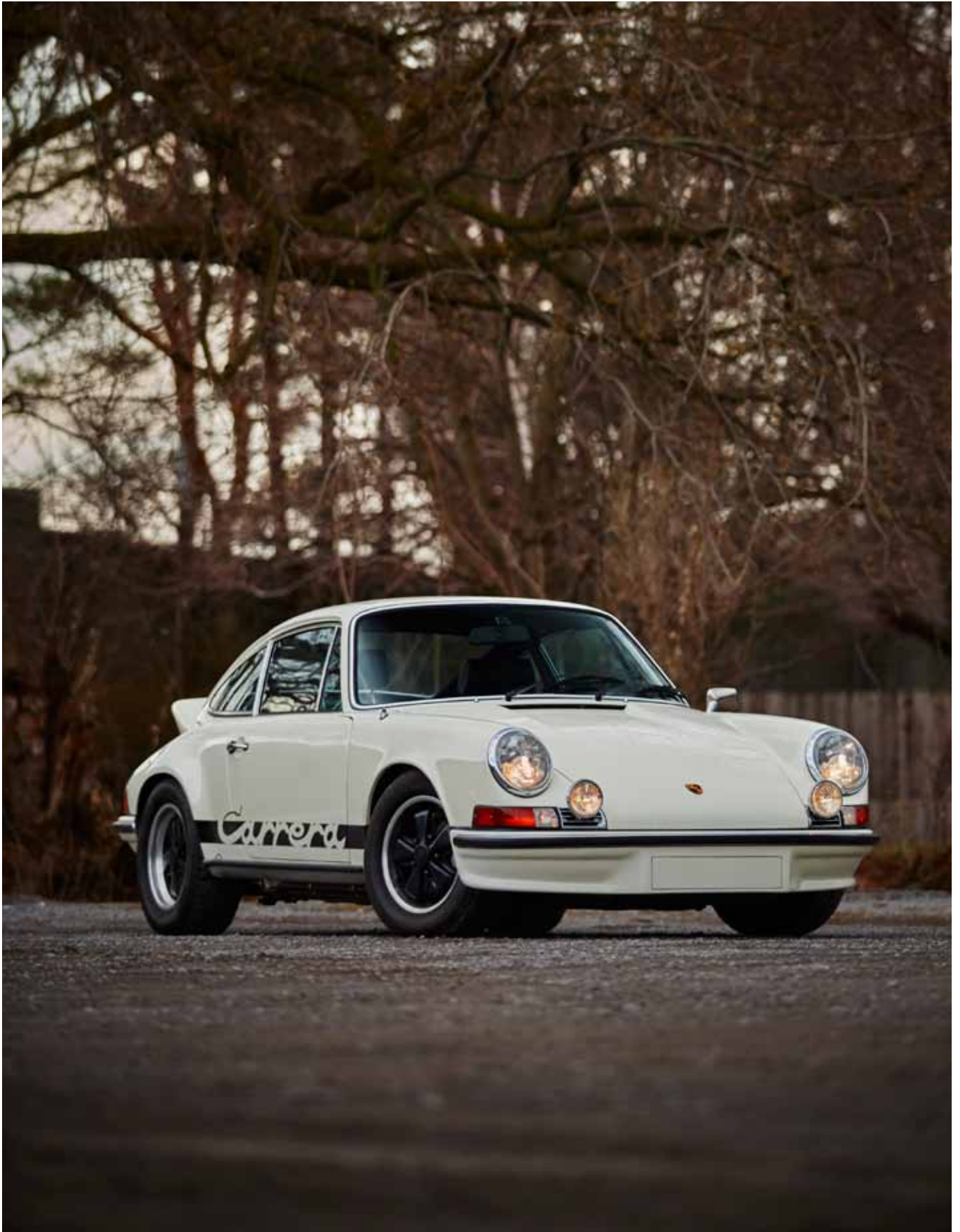
THE PORSCHE 911 RS 2.7

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

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

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

The heart of the new RS was a new and much more powerful engine. The standard 190hp 2.4 of the 911S was given larger cylinders with 90mm pistons, taking the displacement to a hair under 2.7 liters. The cylinder bores were coated with a new anti-friction material called Nikasil, which had been developed in Porsche's racing department to allow aluminum pistons and cylinders to co-exist. With a compression ratio of 8.5:1 and Bosch mechanical fuel injection, the new engine developed a lusty 210 bhp at 6300 rpm along with 202 foot-pounds of torque at 5100 rpm. The RS retained Porsche's proven Type 915 five-speed manual transaxle and powerful four-wheel disc brakes. The fully independent suspension featured McPherson struts, longitudinal torsion bars, and an anti-roll bar, while the independent rear suspension used trailing arms with transverse torsion bars, tubular shock absorbers, and an anti-roll bar.





This impressive package provided the lucky owner with a car that offered brilliant acceleration (0-60 in 5.5 seconds) and a maximum velocity of 149 mph with excellent stability and road behavior, numbers that are admirable today but were nothing short of amazing when the RS first appeared. Contemporary road testers raved over the car's performance.

As word of the new model emerged, orders began pouring in, and the first production run of 500 units was sold out even before the car's formal unveiling at the 1972 Paris Auto Show. Porsche management quickly realized it had a winner on its hands, so a second run of 500 was quickly approved, at a higher price, and those too, were quickly snapped up. A third series of 500 even more costly cars got the green light; eventually a total of 1590 RS 2.7 coupes were produced.

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



THE MOTORCAR OFFERED

This handsome first-series 2.7 RS coupe was originally delivered to Brazil, where it lived until about nine years ago. The second owners, who kept the car for about 20 years, were a father and son team that operated an automotive restoration shop in Sao Paulo. Well-known California collector and auto broker David Mohlman knew the family through his business, and relates that the car was completely rebuilt, the owners intending it for their own use. They worked to ensure that the car was as correct as possible utilizing only original and new/old stock parts where necessary. Mohlman says he bought the car from the family in April of 2006, and a few months later sold it to a Mr. Cal Turner of Nashville, Tennessee. In 2009, the car was offered for sale at Bonham's annual Quail Lodge auction, where it was purchased by the current owner. It has been

driven regularly in the years since; with the owner frequently commuting to his California recreational property.

This car carries a host of factory options which it is believed to have had from new, including power antenna, heated rear window – two stage tinted, a limited slip differential, head restraints on both seats, fog lamps, an engine bay light, shoulder/lap safety belts, air conditioning, electric sunroof and electric windows, all of which greatly enhance the already enjoyable nature of the car. Its rear spoiler and black Carrera striping package are thought to have been added shortly after the car's arrival in Sao Paulo. Instruments are metric, including a 250 kph speedometer.

Today, this wonderful car is offered in its original paint scheme of Light Ivory with black

leatherette Sport Seats and interior and black "negative" Carrera striping. It is supplied with a correct maroon vinyl document pouch containing an English-language owner's manual and other documentation, spare wheel and compressor, tool roll, and jack. The Bosch MFI and a relatively low-restriction exhaust provide both crisp engine response and a wonderful song under hard acceleration. Although it is not in Concours condition, its leather has lovely patina and presents beautifully. This very nice RS 2.7 offers its next owner a thrilling driving opportunity.

\$550,000 - 700,000

252²

1959 AUTOBIANCHI BIANCHINA FIRST SERIES TRANSFORMABLE COUPÉ

Chassis no. 110B-017116
Engine no. 110.000-084377

479cc Vertical Twin Cylinder Engine
Single Weber Carburetor
16bhp at 4,000rpm
4-Speed Manual Transmission
Transverse Leaf Front and Coil Spring Rear Suspension
4-Wheel Hydraulic Drum Brakes

- Nicely present example of the upmarket FIAT 500
- Open air motoring with a full length sunroof
- Sporting color scheme
- Perfect for enjoying La Dolce Vita



THE AUTOBIANCHI BIANCHINA

Originally a bicycle manufacturer and arguably best known as a maker of fine racing motorcycles, Edoardo Bianchi built his first automobile around 1900.

In 1957 Bianchi joined partners FIAT and Pirelli to form Autobianchi. Production commenced at a new purpose-built factory in Desio, Autobianchi's debut model being the FIAT 500-based Bianchina, named after Edoardo Bianchi's first ever automobile.

The Bianchina debuted as the Transformabile coupé with a full-length folding sunroof. Positioned up-market from the FIAT 500, which had been conceived as basic transportation for the impecunious masses, the Bianchina was marketed as a 'second car' or luxurious 'recreational vehicle'. Appealing strongly to affluent middle class ladies, it reflected Italian

society's increasing prosperity. In 1960 the newly introduced and more powerful FIAT 500D engine became standard equipment on the Bianchina range.

THE MOTORCAR OFFERED

This little Bianchina spent most of its life in California before heading to France several years ago. The red paint job gives the little car a sporting verve while the red and white interior completes the package. Showing nicely inside and out, and with fuel economy in the 50+ miles per gallon range and top speed claimed by original sales brochures as "over 55 miles per hour", this stylish microcar awaits its next owner to stretch its little legs and show all those folks in Smart Cabrios what a *real* city car is!

\$25,000 - 35,000
Without reserve

This vehicle is titled under serial number 017116.

LOTS 253 AND 254: PROPERTY FROM THE ESTATE OF GUS DE GAZIO

253

Sold to benefit multiple charitable organizations, one owner from new

1970 CADILLAC DEVILLE CONVERTIBLE

Chassis no. F0292371

472ci OHV V8 Engine

Single Rochester 4-Barrel Carburetor

375bhp at 4,400rpm

3-Speed Turbo Hydra-Matic Automatic Transmission

- *Bought new by Gus De Gazio*
- *69,000 original miles*
- *From the final year of DeVille Convertible production*
- *The envy of Mad Men everywhere*



THE CADILLAC DEVILLE

The DeVille debuted in 1958 as a new moniker for the Series 62, slotting just below the range-topping Eldorado. Carrying with it the famed Harley Earl styling of that era, it had big fins, aeronautic-inspired styling details, and plenty of chrome. The second generation of DeVilles released in 1961 gave way to a less rounded shape before the creased figures of the third generation penned by the Art & Colour Department now run by Bill Mitchell were unleashed in 1965.

By 1970, the headlights had gone from one on top of the other to side by side and the engine had increased from 429 cubic inches to a massive 472 cubic inches. The DeVille was offered as a full model range encompassing sedans, coupes, and convertibles. A total of 181,719 DeVilles of all types would roll off the assembly line in 1970,

accounting for 76% of the total production—a feat never again accomplished by another Cadillac model.

THE MOTORCAR OFFERED

Gus De Gazio ordered this DeVille Convertible—the only droptop Caddy available in '70—from Brennan's Cadillac in Mt. Vernon, New York and took delivery on May 6, 1970, just in time to enjoy the summer weather. Finished in Adriatic Turquoise over black leather and black top, it was one of 15,172 DeVille convertibles produced, less than 10% of the total production.

A faithful motoring companion, Gus used his Cadillac as a fair weather driver, often using it to fetch parts for his DeSoto. Sparingly used and regularly maintained, it shows just a hair over 69,000 miles from new.

Footnote: Special thanks to Passport Transport and the Collector's Car Garage for the shipping and storage of this lot.

\$16,000 - 22,000
Without reserve

254

Sold to benefit multiple charitable organizations,

1956 DESOTO FIREFLITE INDIANAPOLIS PACESETTER CONVERTIBLE

Chassis no. 50383118

Engine no. S2420602

330ci OHV Hemi V8 Engine

Single Carter Four-Barrel Carburetor

255bhp at 4,400rpm

3-Speed Powerflite Pushbutton Automatic Transmission

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

4-Wheel Hydraulic Drum Brakes

- *Single family ownership from new*
- *60,626 miles from new*
- *Beautifully preserved*
- *One of only 400 Indianapolis Pacesetter produced and around 30 surviving*



THE DESOTO FIREFLITE

Introduced in 1955, the Fireflite was the top of the range model for Chrysler Corporation's DeSoto brand. A stellar example of Virgil Exner's forward look design, two tone paint with chrome accented trim, elegant fins topping fang-shaped panels, and a long, low look made the car a favorite with consumers. Inside, the aeronautic inspired cockpit featured a gull theme creating a driver and passenger dashboard that was beautiful in its simplicity, leather seating, and plenty of power features controlled by chromed switchgear. A pushbutton Powerflite transmission, optional in '55 and standard in '56, controlled the Hemi V8 under the hood. Debuting with 200bhp, another 55 ponies were summoned in 1956—enough to propel the Fireflite from zero to 60mph in just eleven seconds.

The radical shape would eat away at Chevrolet and Ford market share and propel the DeSoto

brand to the number 11 spot among car makers in the US.

With its fins growing with its power, the 1956 Fireflite was the perfect car to set the pace of the era, and that it did in the 1956 Indianapolis 500 as the official pacecar. To mark the occasion, 400 examples of the fully loaded, top-of-the-line Fireflites were branded 'Indianapolis Pacesetter' and each one was finished in the two-tone white and gold color scheme of the car that paced the race.

THE MOTORCAR OFFERED

This Indianapolis Pacesetter Convertible was ordered new by Gus De Gazio's brother Patrick and first registered on January 24, 1957 in New Rochelle, New York. Sadly, Patrick would only be able to enjoy the car briefly before he passed away suddenly in October of '57. Gus kept the car in the family though, driving it sparingly in the summer months only. With his Cadillac, he would hunt for parts for the DeSoto, carefully maintaining it in beautiful, original condition.

Today, the DeSoto is surely one of the most original and well preserved examples of the rare Indianapolis Pacesetter. Showing only 60,626 miles from new, its gold leather interior with brown tweed inserts is nicely finished and minimally worn. The paint is nicely preserved as well while the chrome and gold accents show well. Recent service



work has been done to ensure proper running order after the car sat follow Gus's passing.

Complete with a copy of its original New York vehicle registration, this single family owner from new DeSoto is ready to go a new owner for the first time since 1957. Among the most sought after models to come from DeSoto—a marque that would cease production a mere four years after this car rolled off the line, only about 30 Indianapolis Pacesetters are believed to survive and this is doubtlessly the most honest and original among them.

\$60,000 - 80,000

Without reserve

Please note that this lot is titled under its engine number. Also, a special thanks to Passport Transport and the Collector's Car Garage for the shipping and storage of this and the previous lot.



OTHER PROPERTIES

255

Featured in the Motion Picture *The Two Jakes*

1949 HUDSON COMMODORE CONVERTIBLE

Chassis no. 49487337

Engine no. 304474

255ci L-Head Inline 8-Cylinder Engine

Single Carter 2-Barrel Carburetor

128bhp at 4,200rpm

3-Speed Manual Transmission with Overdrive

- Restored to correct specification
- Featured in the Jack Nicholson movie *The Two Jakes*
- Fantastic late 1940s style
- One of only 596 built and a handful surviving
- Extensive recent mechanical service



THE HUDSON COMMODORE

Hudson was among the first of the Detroit automakers to introduce new models after World War II, and they were without question the most dramatically different of all the new designs.

Hudson's innovation for 1948 was the "step-down" chassis with the footwells recessed between the body stiffening members, an early expression of the "unit body" concept which merged the body and frame in a single, welded unit. The rear frame members passed outside the rear wheels: the Hudson's rear wheel skirts were functional, not pointless embellishment. The first "step-down" Hudsons were only five feet high. They were the fastest, best handling cars around, combining Hudson's competent six- and eight-cylinder engines with the low center of gravity and relatively light weight of the "step-down" design.

The "step-down" Hudson's distinctive design and exemplary road-holding were presumably enough to attract Steve McQueen's attention. He appreciated idiosyncratic design and distinctive appearance – "off-beat" might be a more appropriate characterization. The "step-down" Hudson met the "distinctive" criterion easily.

Convertible step-down models, released late in 1948, went into full production for 1949. Topping the 1949 Hudson line was the Commodore Eight Convertible. Only 596 Commodore Eight Convertibles would eventually roll off of the production line.

THE MOTORCAR OFFERED

One of the few surviving examples of the less than 600 Commodore Eight Convertibles produced, this Hudson has also been immortalized on film.

Acquired in 1985 from New York by Hudson enthusiast W.D. Albright of Fontana, California, the car was restored to correct specification at Albright's Hudson specialists shop Vintage Coach. An advanced and luxurious car when new, many authentic Hudson accessories and features were retained in the restoration. On the outside, bumper guards front and rear, turn signals, script exhaust extensions, fog lights, wide whitewall tires, and script exhaust extensions have all been included. Inside, there is a radio, heater, overdrive transmission, extra ashtray, and power features galore such as an electric top and power windows.



Jack Nicholson with the offered Hudson in *The Two Jakes*.
Credit: Paramount Pictures/Photofest.



Beautifully finished, the car was chosen to be the ride for Jack Nicholson's character J.J. "Jake" Gittes in the 1990 film *The Two Jakes*. The sequel to the famed 1974 film *Chinatown*, Nicholson's private investigator Jake Gittes once again was tasked with solving a convoluted mystery. In this very car, Nicholson's character is prominently seen driving through Southern California as he used his gumshoe instincts to get to the bottom of the case.

Following its Hollywood debut, the Hudson was acquired by a prominent German collector before coming back to the US about a decade later. Purchased by the vendor in June of 2007, it has been carefully stored and very sparingly used since acquisition. In March and April of this year, a thorough mechanical overhaul was conducted with the fuel system being completely rebuilt including a new fuel pump,

tank, and lines; the carburetor was rebuilt; fluids, hoses, and belts were replaced; and the brake system was gone through with rebuilt brake wheel cylinders, turned drums, repacked front wheel bearings, and new rear axle seals.

Get on the case, hit the road, solve the mystery, and drive off into the sunset in style in this lovely Hudson.
\$45,000 - 55,000



1957 MGA ROADSTER

Chassis no. HDR43/34157
 Engine no. 18GB-U-H 38924

1,798cc OHV Inline 4-Cylinder Engine
 2 SU Carburetors
 95bhp at 5,400rpm
 4-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- Beautifully presented MGA Roadster
- Charming Silver over Black and Red color combination
- Wonderful Roadster for Sunday drives or car rallies
- Upgraded with MGB 1800 power plant
- Arguably the best-looking MG model produced



THE MGA

Although the MGA 'EX182' prototypes debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalized, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed B-Series engine chosen as the power plant. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league.

Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production. After reliability issues plagued the

Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

THE MOTORCAR OFFERED

Built in 1957, this MGA was equipped from new as a left hand drive Roadster, destined for the North American market, and was finished in Old English White Cellulose paint. The car's history until being purchased by the vendor remains unknown, although the car is believed to have remained on the American continent since its arrival here in 1957.

Finished in a sporting Silver metallic color over a Black and Red interior, this charming MGA Roadster presents beautifully inside and out. Upgrades have been done to the interior, and a later, 1,800cc MGB engine has been installed, replacing the cars original 1,500cc power plant. These quintessential British sports cars offer much driving pleasure on the open road and make great entries into local rallies and club events.

\$25,000 - 30,000
Without reserve

257

1950 JAGUAR MKV 3½ LITER DROPHEAD COUPE

Chassis no. 647341

3,486cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
126bhp at 5,000rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Rare Drophead Coupe version of the elegant MkV*
- *Beautifully restored example*
- *More powerful, 3½ Liter version*
- *Clever three-position top*
- *An important feature in any Jaguar Collection*



THE JAGUAR MK V

When Jaguar resumed motorcar production after World War II, its new cars were revised versions of the 2½ and 3½ Liter saloons and dropheads from the prewar period. In 1948, Jaguar introduced the MkV, firmly moving out of its pre-WWII roots.

Although Jaguar's new MkV had a strong resemblance to its predecessors, much was new. Most noticeably, the new model featured headlamps gracefully integrated into fenders, and it was now possible to fit full rear fender skirts which only increased the substantial elegance of the MkV saloon or convertible Drophead Coupe version. The final touches for the body came in the form of substantial dual-plane bumpers, which signaled that this was a car to be exported to North America.

What new owners and admirers couldn't see was that the pressed steel wheels completely hid a new hydraulically activated braking system. But there were far more changes: the chassis was entirely new and featured independent front suspension consisting of double wishbones, torsion bars and tubular shock absorbers. Power came from a 2,664cc straight six producing 104 horsepower or a 3,485cc six rated at 126 horsepower.

The standard saloon was attractive, but the three-position Drophead Coupe was truly magnificent. The lovely canvas top had working landau irons and could be fully fastened, folded half way back to give a Sedan appearance, or lowered into a full convertible position. When open, it was easy to see the opulent leather and wood interior.

THE MOTORCAR OFFERED

Few people had the chance to own a MkV Drophead Coupe not only because just over 1,000 were built, but also due to the astonishing \$3,850 price tag. The left hand drive 3½ liter Drophead Coupe on offer here was likely the subject of a thorough, older restoration, and is believed to have been delivered new to the US. Little history is known about the car prior to the vendor's acquisition, a Montreal, Canada based collector of fine European and American collector cars.

Finished in an elegant shade of Old English White with a neatly contrasting beige interior and top, the Jaguar presents beautifully inside and out. A candidate for local concours judging, or open-top touring with room for four, this wonderful machine is ready for its next caretaker.

\$60,000 - 80,000
Without reserve

1979 JAGUAR XJ12 SEDAN

Chassis no. JBVLV49C307607

Engine no. 7P40614LA

5,343cc SOHC V12 Engine

Bosch-Bendix-Lucas D-Jetronic Fuel Injection

283bhp at 5,750rpm

3-Speed GM Turbo Hydro-Matic Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- *Single owner from new*
- *Fewer than 7,000 original miles*
- *99.99 point JCNA winner*
- *Believed to be one of only 6 Series III XJ12 delivered new to the US*
- *One of the finest examples extant*

**THE JAGUAR XJ**

Although introduced with XK six-cylinder power under the bonnet, it had always been Jaguar's intention that its flagship saloon would accommodate the new all-alloy V12 engine that had debuted in the E-Type, and the resulting XJ12 duly appeared in July 1972. With a top speed of over 135mph courtesy of the 5.3-liter V12, the newcomer combined high performance with a level of luxury unmatched by many a less-accommodating Grand Tourer costing several times as much. A longer wheelbase version was introduced in August 1972, becoming the standard bodysell when the model was up-graded to Series II specification the following year, while the 'Sovereign' version took its name from the range-topping Daimler variant and came with just about every conceivable optional extra incorporated as standard. Forced to withdraw its 12-cylinder cars from the United States

market in 1980 because of their inability to meet fuel consumption targets, Jaguar responded with new cylinder heads, designed by Swiss engineer, Michael May, and a revised ignition system. Combined with the existing Lucas/Bosch fuel injection, the result was a reduction in fuel consumption of up to 20% for the new 'HE' (High Efficiency) engine. A truly magnificent car, the original XJ12 bowed out in Pininfarina-styled Series III guise in 1992.

THE MOTORCAR OFFERED

This Tudor White over Biscuit leather XJ12 was purchased new by the vendor in September of 1979. With the Series III XJ only offered with the 4.2-liter straight six in the US, this is believed to be one of only six Series III XJ12s sold new to the United States.

Immediately recognizing its rarity, the long term owners of this car have meticulously maintained it. Always garaged and driven infrequently, it has fewer than 7,000 original miles on the clock. Complete with its service records, books, tools, and Heritage Certificate, it has won numerous shows and been judged at 99.99 points by the JCNA.

Surely one of, if not *the*, best examples extant, this low mileage, one-owner from new XJ12 is now ready for its next careful owner.

\$30,000 - 40,000

Without reserve

1965 CHECKER MARATHON TAXI “JANIE”

Chassis no. A11299882936E

230ci OHV Inline-6 Cylinder Engine
 Single Zenith Downdraft Carburetor
 140bhp at 4,400rpm
 3-Speed Automatic Transmission
 Independent coil spring front and longitudinal leaf spring rear suspension
 4-Wheel Hydraulic Drum Brakes

- *The last Checker Cab in active service in New York City*
- *Fewer than 1 million miles on the odometer*
- *Preserved in ‘as retired’ condition*
- *Over \$12,000 in recent service*
- *A piece of New York history*



THE MOTORCAR OFFERED

Checker ceased production of Marathon Taxi in 1982 and hard lived lives of taxi cabs combined with the consolidation of taxi from owner-operated cabs to mass fleets meant fewer and fewer graced the streets, replaced by Chevy Caprices and Ford Crown Victorias. There are always holdouts though, and Earl Johnson and his taxi ‘Janie’ would end up being the longest lived ones.

Johnson acquired ‘Janie’ in 1978 and during their 21 years together would drive countless New Yorkers, tourists, and celebrities including Jacqueline Onassis, Muhammad Ali, Elizabeth Arden, and Walter Cronkite. Driven nearly a million miles and going through three engines, ‘Janie’ carried fares a few blocks or—on one occasion—to Ithaca, New York some 225 miles away. By 1999, the hard life of daily taxi use had taken its toll though

and ‘Janie’ was officially decommissioned by the Taxi and Limousine Commission on July 26, 1999 at a ceremony in Times Square. Profiled in a *New York Times* article the day after her retirement, ‘Janie’ sold at auction for \$134,500 in December of 1999.

The present owner acquired ‘Janie’ in 2006. In ‘as used’ condition, she is preserved in the same shape as when she last carried passengers. In 2013 a thorough mechanical overhaul was undertaken with a rebuild of the steering mechanism, heater, and brakes system—the latter including new rear cylinders, new brake lines, new rear differential seal and oil. Additionally, the fuel system was flushed and new lines were installed, a new water pump and thermostat were fitted in addition to new radiator hoses and fan belts. Finally, the electrical system

was refreshed with a new alternator and wiring harness ensuring that all of the taxi lights and meter are now operational.

Now several generations removed from the Nissans that ply the streets as the new ‘official’ New York cabs, the Checker still stands out as *the* taxi cab of the 20th century—and ‘Janie’ is the last of the breed to actively due her duty carrying passengers in New York City.

\$10,000 - 15,000
Without reserve

1963 BMC TECHNICAL SUPPORT VEHICLE

Chassis no. 144972

Body no. 31291

6.1 Liter, Inline Perkins Diesel Engine

Fuel Injection

5-Speed Manual Transmission, with 2-Speed Rear Axle

Front and Rear, Semi-Elliptic Leaf Spring Suspension

4-Wheel Air Assisted Hydraulic Drum Brakes

- *Believed to be one of only 20 such vehicles built, 2 of which came to USA*
- *Charismatic British tender/support vehicle*
- *Ideal paddock support for historic racing*



THE BMC SUPPORT VEHICLES

As countless manufacturers have before and since, in the late 1950s the amalgamated British Motor Corporation went racing to sell cars. They established a Competitions Department led by Marcus Chambers, based at Abingdon and created a series of cars which put Great Britain at the forefront of high profile road rallying and racing. This program gave birth to the legendary Works 'Healeys, Mini Coopers and MGs, providing numerous wins for the group and creating cars that have been prized and copied by countless enthusiasts ever since.

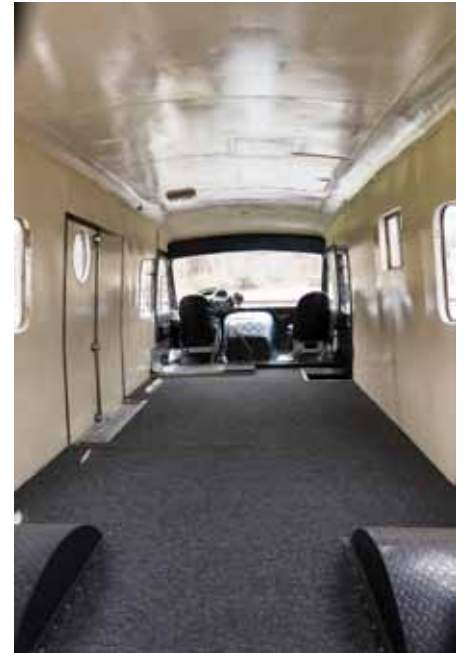
Alongside this program, BMC built a series of approximately 20 support vehicles. Commissioned by the company's management to serve as mobile Service Schools, they travelled around the dealership network training mechanics in the procedures required to

maintain the newly introduced, front-wheel-drive Minis. The vehicles were designed by Pinin Farina and built by Marshall's of Cambridge with all-aluminum coachwork, and were equipped to a very high specification.

These vehicles were underpinned by the mechanical aspects of another part of the group, its commercial vehicle division. The amalgamation of Austin and Morris in 1952 to form the British Motor Corporation (BMC) had also resulted in some rationalization of the two commercial vehicle ranges. It led to Austin and Morris badges appearing on otherwise almost identical models, including the Morris-designed forward control FE, which had first appeared in FV form in 1948. Successive versions of these forward control trucks followed and versions with 'Austin', 'Morris' or 'BMC' badges were offered.

With distinctive styling and high quality bodies built on aircraft principles, the support vehicles combined both a large cabin for storage or in some cases the ability to carry cars and were housed in an outwardly appealing and comparatively aerodynamic shell, particularly when compared to the same vehicles in their standard guise.

Once their original work was completed, BMC sold them on, with privateers frequently converting them to become car transporters or race support.



THE MOTORCAR OFFERED

Heralding from relatively later on in the series, this 1963 vehicle is understood to be based on a Morris FFK 140 commercial chassis, and is thought to be one of only two that were supplied to the U.S. market, therefore being built to left hand drive specification.

This particular one is believed to be the vehicle that was displayed at the 1964 Chicago Auto Show, where period images show it neatly parked at the back of the MG show stand alongside the new MGB's. By the late 2000s it had found its way to California and had received a sympathetic rebuild and colorful paintjob to keep with period BMC styles.

A well-known vehicle, in more recent times it has been a much loved part of the personal collection of television's star of Chasing Classic Cars, Wayne Carini. Always known for his wide

ranging tastes in vehicles, it was during the 2010 January Arizona auction season that he found the BMC and couldn't resist it. From the moment of his acquisition it has been something that he has both shared and enjoyed with others (one episode of his popular show was even devoted to its purchase). It was also subsequently toured in the West Coast before bringing it was brought back to his home base in Connecticut.

Over the course of the last five years, the BMC has been shown at numerous local concours events including the Fairfield County Concours. Always a popular sight, it would perhaps lend itself best to being a paddock support vehicle for vintage race meets such as the Lime Rock Classic on Labor Day weekend.

Its tasteful refurbishment now aged a little, the vehicle has a charming patina and a 'real' feel

to it. Better still, it has received an upgraded Perkins diesel engine which is mated to a two-speed rear axle. It is comparatively usable and remains in running order, so much so that it is expected to be driven to the auction venue.

With a fascinating early history and continued touring and exposure in recent years, the vehicle is an important part of the BMC story and is ready for the next chapter in its life.

\$75,000 – 100,000

261

1986 PORSCHE 911 CARRERA

VIN. WPOAB0917GS122556

Engine no. 64G07216

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

200bhp at 5,900rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable colors*
- *Matching numbers example*
- *90,000 original miles*
- *Offered with extensive history file, books, and Porsche COA*



THE MOTORCAR OFFERED

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

First, it has had an uncomplicated chain of ownership. The Porsche is documented as being sold on October 17th, 1986 by Bramen European Imports Inc. of Miami, Florida to Manny Figueroa of nearby Coral Gables. Mr. Figueroa kept the car for more than a decade, by which time he had covered roughly 73,000 miles. Shortly after this in February 1999 it passed to Frank Tortelli of Safety Harbor, Florida and the immediate past owner was Bob Liotine. Through those careful owners, its complete set of factory books, dealer stamped maintenance log and service records were retained, all of which support its current mileage of approximately 90,000.

Next, in addition to its fine file of documentation, the car benefits from its presentation in one of the most desired color schemes: Iris Blue Metallic, which is matched by a dark blue leather interior. Finally, as verified by its Porsche Certificate of Authenticity, its specification from new included full power seat for the driver, cruise control, sports shock absorbers, automatic heating control, a 'Monterey' Radio and central locking as well as one of the most appealing options on any closed Porsche -- a factory electric sunroof.

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

\$30,000 - 40,000

Without reserve

262

1955 FORD THUNDERBIRD

Chassis no. P5FH148999

292ci OHV Y-Block V8 Engine
Single Holley Four-Barrel Carburetor
193bhp at 4,400rpm
3-speed Manual Transmission
Front Independent Wishbone and Rear Live-Axle Leaf Spring Suspension
4-Wheel Hydraulic Drum Brakes

- *Racy red color scheme*
- *Equipped with both a hard and soft top*
- *Perfect summer cruiser*



THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the classic Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected. Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles.

THE MOTORCAR OFFERED

Finished Torch Red over red and white leather interior, this T-Bird from the first year of production is emblematic of the clean, sporty design that made the car so popular. Loaded with options it is fitted with both a hardtop and a softtop—the latter of which was a no cost option but the combination of the two cost extra, an AM radio, power windows, wide white-wall tires, and full polished wheel hubcaps it has a three-speed manual with an aftermarket Hurst shifter.

The perfect summer cruiser, it the quintessential cruise night vehicle and a welcome addition to any garage.

\$35,000 - 40,000

1960 FORD THUNDERBIRD CONVERTIBLE

Chassis no. 0Y73J162501

430ci OHV V8 Engine
 Single 4-Barrel Downdraft Carburetor
 350bhp at 4,400rpm
 4-Speed Cruise-O-Matic Automatic Transmission
 Independent Ball Joint with Coil Springs front and Parallel Leaf Rear Suspension
 4-Wheel Hydraulic Drum Brakes

- *Rare J-Code example with the most powerful engine available*
- *One of only 250 J-Code Convertibles built*
- *Heavily optioned example*
- *Concours restored, multiple Best of Show winner*

**THE FORD THUNDERBIRD**

Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, and it beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. For 1958 a larger, four-seat 'Square Bird' version was introduced, this being the first of the line to adopt unitary construction. The innovative monocoque construction allowed the new T-Bird to maintain an exceptionally low stance with an overall height of only 52.5 inches and a mere 5.3 inches of ground clearance.

While the Thunderbird's design had steered away from being two-seater in direct competition with the Corvette to a more luxurious four-seater, the low slung machine

was now available with a wider range of motors that ensured that the accumulation of velocity would not suffer. Ford had just begun offering a range of motors in the T-Bird in 1957 with the introduction of the E-code dual 4-barrel carburetor topped 312ci V8 and the rare F-code supercharged V8, but the big V8s were still reserved for the larger Lincolns. For 1958, the standard motor available was an X-code 352ci with 235bhp and the more powerful 300bhp W-code version of the engine was an option. 1959 saw the introduction of the big 430ci J-code that was sourced directly from Lincoln.

THE MOTORCAR OFFERED

With the introduction of a coupe version and the extra pair of seats in all 1958-1960 Thunderbirds, it is no surprise that the Square Birds sold well with 92,843 cars made in 1960 alone. Of that though, only 11,860 were convertibles and only 250 were built with the option box ticked for the \$177 J-code motor. This T-Bird is one of those cars, outfitted with the rarest and most powerful motor available.

Built in Ford's Wixom, Mississippi plant, it was ordered new in Raven Black with a black leather interior. Under the hood was the massive 7-liter V8 mated to the \$242 optional Cruise-O-Matic transmission and driving through a 2.91:1 rear axle. This T-Bird was the recipient of a three-year, ground-up, concours restoration about 15 years ago. Following the restoration, it won multiple first place wins at



numerous car shows including Best of Show awards at the Vintage Thunderbird Club International regional in San Diego and the Knott's Berry Farm All-Ford Show.

Acquired by the present owner in 2002, shortly after its restoration, it has been infrequently used and carefully stored. Subject of a full service in May of 2014 and a new battery in March of this year, the T-Bird is still showing beautifully today, one can enjoy vintage motoring with few concessions given that fitment of numerous original options including power tinted windows, power seats, and air conditioning. No slouch on the road, its 350bhp are well complimented by a stump-pulling 490 lbs-ft of torque at only 2,800rpm.

The rarest and most desirable 'Square Bird' around, this is a unique opportunity to obtain a

top-of-the line, triple black 'Bird with virtually all of the option boxes ticked!
\$50,000 - 70,000



1977 CHEVROLET CAPRICE CONVERTIBLE

Chassis no. 1N67R4Y109910

400ci OHV V8 Engine
Single 2-Barrel Carburetor
150bhp at 5,500rpm
3-Speed Automatic Transmission
Independent Front Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Well-kept example of the Classic Caprice*
- *Less than 16,000 miles recorded from new*
- *Convertible with room for four*
- *Easy and inexpensive to maintain*
- *A quality-built Detroit motorcar*



THE CHEVROLET CAPRICE

The Caprice name is believed to have been coined by Chevrolet Sales Manager Bob Lund after a classy restaurant he frequently visited in New York City, although some say the car was named after Caprice Chapman, daughter of auto executive and influential Indy-car official James P. Chapman.

Produced during the 1965 through 1996 model years, the Caprice represented Chevrolet's full-sized passenger car, and aimed to compete with the Ford LTD, Plymouth VIP, AMC's Ambassador DPL, and the smaller Oldsmobile Cutlass Supreme. The cars were luxuriously upholstered, with thicker carpeting and sound insulation, courtesy lighting, and more upscale exterior trims.

Full-size Chevrolet sales peaked in 1965 with over a million sold. It was the most popular

American car in the sixties and early seventies, which, during its lifetime, included the Biscayne, Bel Air, and Impala.

THE MOTORCAR OFFERED

Completed in 1974, this second generation Caprice Classic was built as it appears today: a top-of-the-line two-door Convertible, with the 400ci V8 engine up front. Finished in a smart silver metallic over a black interior, this Caprice is believed to be a low-mileage, well-kept car from new, and offers open top cruising for four. Fully equipped with power amenities, these cars are high quality, Detroit-built automobiles that are rarely found in a condition as good as the car offered here.

\$18,000 - 25,000
Without reserve

265

1960 AUSTIN-HEALEY "BUGEYE" SPRITE MK I

Chassis no. AN5L 39233
Engine no. 10CC/D0/H46164

1,098cc MkII OHV Judson Supercharged Inline 4-Cylinder Engine
Single Weber Carburetor
Approximately 70bhp at 5,800rpm
5-Speed Datsun Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Hydraulic Disc Brakes

- *Beautifully restored Bugeye Sprite*
- *Tastefully upgraded with performance features*
- *Supercharger added for serious motoring*
- *A fast and fun little Roadster*



THE AUSTIN-HEALEY SPRITE

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

THE MOTORCAR OFFERED

If this little Bugeye looks a bit racier than most, that's because it most certainly is. A California car prior to coming to the East Coast, it was the subject of a frame-off, nut and bolt restoration commissioned by the previous owner, an Austin-Healey devotee. Done to a high level, the light, compact car received a number of period-correct type mechanical and cosmetic upgrades. Most prominently, a correct-type Judson supercharger was strapped to a 100cc larger MkII engine. This was mated to a 5-speed transmission from a Datsun and cooled by an aluminum radiator with an electric fan. Disc brakes were installed all around to bring some 'whoa!' to all that extra 'go!' Outside, chrome knock-off wires transmit the power while an earlier 1958 windshield assembly keeps things looking light topside. Additionally the front bumpers were shaved off to keep things clean up front.

Fitted with a new convertible top and side windows, the car was completed in early 2014 and has been driven less than 100 miles since the restoration. This beautifully presented Sprite offers much-improved performance, charming looks, and should be a fun companion on the backroads for a relatively modest investment.

\$20,000 - 25,000
Without reserve

1958 JAGUAR XK150 3.4-LITER ROADSTER

Chassis no. S830174DN

Engine no. V2655-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Subject of over \$84,000 in restoration work
- Numbers matching example equipped with overdrive
- Fabulous, rare and elegant color scheme
- Well documented
- The final evolution of the original XKs



THE JAGUAR XK150

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grill were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK

had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupe forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with center-lock wire wheels. The much-admired chromed

Jaguar mascot was made available as an optional extra on an XK for the first time. In the autumn of 1959 the XK150 became available with the 3.8-liter engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.



THE MOTORCAR OFFERED

Entering the world on March 26th, 1958, this XK150 Open Two Seater, commonly referred to as the Roadster, was dispatched to Jaguar Cars New York on nearly a month later on April 21st. Finished in Pearl Grey over red leather with a black top, its 3.4-liter motor was mated to a 4-speed manual transmission with overdrive. Seemingly spending the first two decades on the East Coast, in the 1980s it was sold from Connecticut to XK150 specialist Guy Broad in the UK and shipped back to its country of origin. Described at the time as being not being in the best shape but all original, it underwent a cosmetic restorations in the 1990s.

Purchased by a Michigan enthusiast in 2004, the Jag made its way back to the US. Sent to Jaguars Unlimited in Highland Park, Illinois, an extensive restoration of the car was performed.

With receipts totaling over \$64,000, the restoration focused primarily on cosmetic restoration with the engine only be mildly tuned and the transmission left untouched. Acquired by the penultimate Wisconsin owner in 2006, J.K. Restorations of Oswego, Illinois was enlisted to do a complete drivetrain overhaul with the engine and transmission coming out of the car and some \$13,700 worth of parts and labor being spent to ensure reliable operation. At this time the, an additional \$6,000 was spent chroming the wheels and correcting some details that the needed attention. Driven sparingly, the present owner purchased the car in the summer of 2013.

Elegantly presented in its original colors and with its original engine block, head, transmission, and chassis, this XK150 stands out beautifully. Replete with a thick stack of

receipts documenting its multiple extensive restorations, a photo book showing the work completed, a Jaguar Daimler Heritage Trust Certificate, original maintenance and original owner's handbook. The final and most refined iteration of the XK, this XK150 Roadster is surely a fine addition to any garage.
\$120,000 - 140,000

Please note this car is titled under chassis number S830174.

1953 AUSTIN-HEALEY 100/4 BN1 ROADSTER

Chassis no. BN1-L/140217

Engine no. 1B/139055

Body no. 4284/68

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

- Three-owners from new
- Matching numbers example
- Completely restored in 2012
- British Motor Industry Heritage Trust certificate included
- Includes original documentation going back to 1954



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-Charbonnières 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

Built on June 30, 1953, this Healey Grey over Blue leather 100/4 BN1 was delivered new to J.R. Hawkins of Willoughby, Ohio in September of 1953. An early production example, it is among the first 25 BN1s imported into the United States. Mr. Hawkins would not keep the car long though, selling the Healey to Charles Irish Jr. of Cleveland, Ohio on June 21, 1954 for \$2,590.95—an event recorded by original copies of the tax return and bank debit for the sale. Mr. Irish, an enthusiastic owner and meticulous record keeper would have a longer lasting affinity for the car, keeping the car for nearly six decades.

During his ownership, the car was enthusiastically enjoyed and maintained, but with use comes wear and with age comes deterioration. Purchased by the present owner in 2011, a complete, frame off restoration was promptly

begun with the car torn down to bare metal and rebuilt from the ground up. Finished in 2014, the restoration, documented fully in a thick photo binder, brought the car back to the condition it was in when Mr. Irish first purchased it.

Driven fewer than 100 miles since the completion of the restoration, the car remains today in very nice shape. Complete with its books, tool roll, jack, service manual, parts list, binder of photo documentation of the restoration, numerous history records, and Heritage Trust Certificate, this three-owner from new BN1 is primed for entry to numerous desirable events and the perfect addition to any collection.

\$60,000 - 80,000

1967 TRIUMPH GT6 MKI COUPE

Chassis no. 1KC1075L

Engine no. K073325

1,998cc OHC Inline 6-Cylinder Engine

Dual Zenith Carburetors

110bhp at 5,000rpm (approx.)

4-Speed Manual Transmission

Independent Performance Front and Swing Axle with Sway Bars Rear Suspension

Front Disc and Rear Drum Brakes

- *Rare, Belgium built Triumph*
- *Recipient of a comprehensive restoration and performance overhaul*
- *Outfitted for the street or track*
- *A veritable mini E-Type*



THE MOTORCAR OFFERED

This Triumph has a number of unique features that set it apart from others on the road. According to the Heritage Trust Certificate, this GT6 is registered as a “completely knocked down” car that was shipped to Belgium on 29th of December, 1966 for assembly before eventually heading to the United States in March of 1967. The first owner of the car would keep it for about a quarter of a century before selling it to the owner of Philadelphia Motorsports in the early 1990s. Filled with dreams of making a raceable streetcar, a comprehensive restoration and high performance conversion was begun.

Entirely disassembled, every part of the car was renewed, replaced, or upgraded. The frame was boxed for greater stiffness while the suspension was upgraded. The original engine was replaced with a similar unit that was over-

bored and machined to accept a full circle rear thrust washer on the crankshaft. The head was ported and the high performance parts were magnafluxed and balanced before assembly. Attached to the new mill was a transmission that was rebuilt using a heavy duty gearset corralled by a heavier clutch and road race rear differential. The new found power was laid down by racing wheels and oversize radial tires. Spent dinosaur juice was dispensed with by a Stebro exhaust system while a Ron Davis aluminum radiator kept everything cool.

In order to make the car as safe as possible a full roll cage, fuel cell, and Nomex upholstered racing seats were tastefully integrated. The interior was topped off with custom door panels and a carbon fiber dash that incorporate modern gauges, power windows and a JVC sound system.

Completed in 2001, it was never actually raced. The current owner acquired it in 2006 and reports that while it delivers excellent performance, it has been driven fewer than 1000 miles since the restoration.

Accompanied by its Heritage Certificate, service manual, and numerous original parts including the differential, dash, door panels and seats, this ‘mini E-Type’ is sure to delight whether it is on the road or track.

\$10,000 - 15,000
Without reserve

Please note that this ‘67 Triumph is titled under chassis number KC1075L. Additionally, the original parts removed from the car that are mentioned above will be available for collection from Philadelphia, PA following the auction.

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1960 LANCIA APPIA SERIES 2 CABRIOLET

Coachwork by Vignale – styled by Giovanni Michelotti

Chassis no. 812014479

Engine no. 814.00.4646

1,090 cc OHV V-4 Engine

Single Solex Carburetor

53 bhp at 5200 rpm

4-Speed Manual Transmission

Independent Front Suspension, Live Rear Axle

Four-wheel Drum Brakes

- *An elegantly-styled Lancia tourer*
- *One of only 1600 examples built*
- *Attractive color combination*
- *Completely restored*
- *Last Lancia to offer sliding-pillar front suspension*



THE LANCIA APPIA

Lancia has long been recognized as a manufacturer of very high-quality automobiles. The diminutive Appia was introduced in 1953 as a four-door sedan. Powered by a narrow-angle (10°) 38-horsepower V-4 engine of 1090cc, which utilized a cast-iron block and single aluminum cylinder head, the relatively low-priced Appia enjoyed steady improvement with additional models offered, including a GT coupe, station wagon, and a convertible. Engine output also grew, eventually reaching 53 horsepower. Appia production continued into the 1963 model year.

THE MOTORCAR OFFERED

Offered here is a lovely little Appia Series 2 Cabriolet from the 1960 model year. The convertible body was drawn up in 1957 by the prolific Giovanni Michelotti, who was employed at Carrozzeria Vignale in Turin before opening his own independent studio. Vignale produced about 1600 examples of this elegant little 2+2 soft-top on the longer wheelbase chassis. This car features the 53hp engine, a fully-synchronized four-speed manual transmission driving the rear axle, front and rear drum brakes, and the final iteration of Lancia's famous sliding-pillar front suspension. A set of chromed wire wheels is a brilliant contrast to the sparkling white finish and individually-adjustable tan leather seats. There are wind-up windows, a tachometer, and a fully-carpeted trunk.

than 50 years, before it was sold in 2012 to its second owner, Antonio Jose Das Neves Ferreira of Lisbon, Portugal. That gentleman had the car properly restored, and then offered it for sale at a Paris auction in 2014. It was acquired at that time by the current owner, who describes it as a delightful driving machine, capable of 80 mph, and fun and easy to drive. It shows some use, with a few minor stone chips, but otherwise the paint and trim appear in good order. The odometer currently reads 14,692, but that is not likely to be the correct total. Vignale Appia cabriolets are rarely seen today, and this delightful little car is sure to bring a smile to its next owner's face.

\$40,000 - 60,000

This Vignale Cabriolet remained in the hands of the original owner's Italian family for more

270

1946 VOLKSWAGEN TYPE 11 "BEETLE"

Chassis no. 1061937

Engine no. Not Known

1,131cc OHV Air-Cooled Flat 4-Cylinder Engine

Single Solex Carburetor

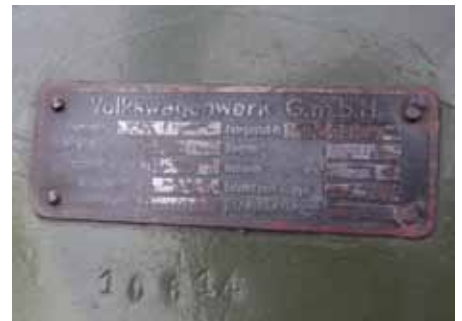
24.5bhp at 3,000rpm

4-Speed Manual Transmission

Independent Front and Rear Swing Axle Suspension

4-Wheel Hydraulic Drum Brakes

- *Very early post-war example of Volkswagen production*
- *Icon in its early pure form*
- *Exceptionally rare survivor*
- *Long term U.S. ownership history*



THE BEETLE

One of the 20th century's truly great automobiles, the Volkswagen 'Beetle' transcended its origins as the German 'people's car', going on to become an all-time best-seller and cult classic. Originally conceived by Dr. Ferdinand Porsche, the Volkswagen inspired unusual loyalty and enthusiasm based on its practicality, reliability, adaptability and affordability.

The Volkswagen's layout was the essence of practicality. The platform backbone frame was simple to build, and its rear mounted engine left the entire volume between the wheels free of obstructions and mated directly to the transaxle, eliminating the driveshaft. Porsche's favored trailing arm independent front suspension with transverse torsion bar springs imposed little upon the internal volume, and the swing axle rear suspension coped with the typically rough roads of the day. An air cooled

engine eliminated the whole water cooling system of pumps, pipes, hoses and radiators, while also eliminating the risk of freezing in cold northern winters. It was a remarkably well thought out concept, meeting a number of difficult challenges. It proved, in terms of its impact on automobile design and acceptance, comparable to Henry Ford's Model T.

Seventy years ago post-war production commenced at Wolfsburg, which was under British military supervision. In 1945 it acquired subtly altered coachwork, improved running gear and a larger engine. Development proceeded slowly in the immediate post-war year but within a decade, one million of these cars would be produced.

By 2013 Wolfsburg ranked as the richest city in Germany per capita income, a statistic

which must have seemed nearly impossible in the immediate aftermath of the War. Much of that success is of course attributable to the phenomenal progression of the 'VW' Group, the origins of which have the humblest beginnings with cars such as this 1946 Beetle.

Historians estimate production of the Beetle to have been approximately 1785 in the 1945 calendar year, and that by the end of 1946 some 10,000 units in total had been produced. Proportionate to the overall manufacturing run, these numbers are miniscule; known survivors are incredibly rare, particularly in the U.S. where the car was not offered until 1948.



THE MOTORCAR OFFERED

Bonhams proudly offers this 1946 example which, like a number of its brethren, is understood to have been in the U.S. almost from new, having been imported by an ex-service man immediately after the war. By the early 1970s it was in the Boston area and was snapped up by Bob Witham, a Brookline based VW dealer, who placed the car in his showroom where it would form a prominent and popular talking point. In recent years it passed into the current ownership.

At some juncture the Beetle has received a sympathetic repaint in an army/wartime color scheme of drab green, but beneath the skin it appears that it may well have been red as new for there are various signs of this. The interior has also been refurbished sympathetically in a matched tone of green.

Careful inspection shows it to possess many of the details that are so individual to these early cars, including a bakelite instrument cluster, a three spoke steering wheel, license a plate light (the bracket only is present), and 'semaphore' turn signals. On inspection, the car was shown to run easily.

Some reports suggest that only two of these cars exist in America. They are certainly extremely rare and almost never appear for sale publicly anywhere in the world, making this a very special opportunity.

\$75,000 - 125,000

271

1971 PORSCHE 911T TARGA

Chassis no. 9111113033

Engine no. 6117592

2,195cc SOHC Flat 6-Cylinder Engine

Dual Weber Carburetors

125bhp at 5,800rpm

5-speed manual transmission

4-wheel independent suspension

4-wheel ventilated disc brakes

- *Two owner, 35,000 original mile car*
- *Very original, never restored*
- *Well-kept with ample maintenance records*
- *US car from new*
- *A fabulous first collector car or addition to a growing collection*



THE PORSCHE 911

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 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 911T (Touring) had been introduced as a new base model in 1967, initially with the 2-liter engine in 110bhp form before gaining the 2.2-liter unit, along with the rest of the range, in 1969. The T's power output then was 125bhp, increasing to 130bhp 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 911T in 1973. The model was discontinued that same year.

THE MOTORCAR OFFERED

This Sepia Brown over tan leatherette 911T Targa was produced on May 18, 1971 bound for the US market. Fitted with the Comfort Package, tinted glass, twin speaker stereo with a manual antenna and noise suppression, and 14" light metal wheels and tires, the Targa was delivered new to Carl Gerster. Well maintained but sparingly used, the car was later sold to the present vendor, making this a two owner car from new.

Showing less than 35,000 original miles, the car has never been restored or fully apart. Carefully maintained with the records to prove it, this 911 still retains its original tool roll and manual. Reported to be a strong runner thanks to regular maintenance, the Targa shows well today with its original radio, basket weave dash, Fuchs 'light metal' 5spoke wheels, and well preserved paint.



911s are a blast to drive and the T provides much of the excitement of the more powerful S and E at a vast discount. The Targa has the added advantage of offering a bit of open air motoring on sunny days. Bulletproof reliability combined with classic good looks and a thrilling driving experience make this 911T Targa a fabulous addition to a collection or a great way to get into the motoring hobby.

\$45,000 - 55,000

Without reserve



1997 PORSCHE 911 TURBO

VIN. WPOAC2993VS375188

3,600cc SOHC Twin-Turbocharged Flat Six
 Computer controlled port injection
 408bhp at 5,750rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated and Cross Drilled Disc Brakes

- 33,000 original miles
- Two New York owners from new
- Complete with books, tools, and recent service records
- The last air-cooled 911 Turbo
- Stupendously fast in 1997, still incredibly quick today

**THE PORSCHE 993**

In 1993 Porsche introduced what is regarded by many as the most beautiful 911 of all: the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognizably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The range offered remained pretty much as before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest, 3.6-liter version of Porsche's perennial flat-six engine.

The 993 Turbo, introduced in mid-1995 as a 1996, continued to hold the torch of the most powerful 911 variant while continuing to improve the breed as a whole. Among

the new features on the 993 Turbo was an electronically controlled viscous coupling all-wheel drive system—something Porsche had not offered on a turbocharged model since the 959 and a system that greatly improved the performance of the Turbo. Under the engine lid—now topped with a sculpted spoiler tail with downturned edges—resided the 3.6 liter flat six fed by twin KKK K16 turbos, each featuring integrated wastegates and two charge air intercoolers. Combined with bigger brakes, fatter tires, a wide body and stance, specially designed 'Technologie-Rad' cast alloy wheels, the 993 Turbo was one of the fastest cars on the planet. With all four wheels tearing into the pavement, 0-60mph came in a face melting 3.7 seconds, 100mph ticked by in 5.7 seconds, and the forward progression continued until the speedometer had crossed 180mph. Beyond just going fast in a straight line though, the

car could pull up to 1.00g on the skidpad and haul to a stop from 60mph in just 111 feet. In reviewing the 993 Turbo in June of 1995, *Motor Trend* magazine proclaimed, "To beat this Stuttgart screamer into submission requires a force no less wieldy than the million-dollar 627-horsepower V-12 McLaren F1."

So popular was the 993 Turbo that production continued until July 1998—nearly a year after the introduction of the 996 model that replaced the 993.



THE MOTORCAR OFFERED

This Turbo was delivered new to Porsche of Roslyn on Long Island, New York in October of 1996, just over one month after it had been completed in Zuffenhausen on September 2nd. Finished in optional Arctic Silver Metallic over Classic Grey leather, numerous option boxes were ticked including aluminum trim on the hand brake, shifter, and instruments, heated front seats, Bose surround sound, and more bringing the window sticker to \$113,717. Driven an enthusiastic 15,000 miles in the first three and a half years on the road, the original owner kept the car until 2006 when it was acquired by the current owner with 26,586 miles on the ticker.

Since acquisition, a less than 6,500 additional miles have been covered bringing the total to just a hair over 33,000 miles from new. Garaged whole life, it has always been

regularly serviced with the last nine years of records demonstrating careful maintenance by Porsche specialists Pepe Performance Cars in Larchmont, New York. Complete with its original books, tools, recent service records, Porsche Certificate of Authenticity, and squeaky clean CarFax, it is surely ranks among the nicest of the only 1,048 993 Turbos delivered to the United States in 1997.

Here is a chance to own a beautifully presented example of one of the last, true Teutonic hammers—one that is still considered blisteringly fast some two decades after its introduction. **\$170,000 - 200,000**



273^Q

1968 MAZDA 110S COSMO SPORT COUPE

Chassis no. L10A-10419

Engine no. 10A-1581

982cc Twin-Rotor Wankel Engine

Single 4-Barrel Carburetor

110bhp at 7,000rpm

4-Speed Manual Transmission

Front Independent Suspension - DeDion Rear Axle

Front Disc - Rear Drum Brakes

- Very rare "Series Middle" combining parts of Series I and II
- An original export model
- Actively used by penultimate owner in Japan
- 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 Mazda Cosmo 110S was originally built for export, as all 110S badged cars were. The name was derived from the 110 horsepower of the Series I cars and was featured in script in place of the 'Cosmo' badge on the front of cars made for markets outside of Japan. The 110S was only produced on the shorter 2200mm wheelbase featured on Series I models.

Built around the end of Series I and the beginning of Series II production, this 110S combines features from both the much rarer Series I and more refined Series II cars. The drivetrain and short chassis are straight from the Series I, but the more aggressive and larger front air dam as well as other styling features are derived from Series II examples. Right hand drives, as all Cosmos are, this car was originally finished in white – the most popular color – over black vinyl with

houndstooth cloth inserts, but was repainted orange in January of this year. The new color suits the car well and sets the already unique car apart from the rest of the pack.

After originally being sold outside of the Land of the Rising Sun, the car eventually found its way home. Prior to the current vendor's ownership, this Cosmo belonged to a member of the Cosmo Sport Club who had the brakes, engine, and carburetors overhauled to ensure reliability on the tours he enjoyed running. Most recently, the front headlight lenses have been replaced and the steering wheel and bumpers have been rechromed.

Said to be a strong runner and enjoyable driver, the mounting enthusiasm for Japanese cars is bringing cars like the Cosmo to the forefront of collecting. With its uniquely

attractive good looks, technical prowess, and sheer rarity, it is of little wonder that the Cosmo has become so sought after.

\$150,000 - 200,000

Please note this lot is titled as a 1970.

1960 MERCEDES-BENZ 190SL

Chassis no. 121040.10.025037

Engine no. 121921.10.002980

1,897cc SOHC Inline Four-Cylinder Engine

2 Solex Carburetors

115bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel independent suspension

4-Wheel hydraulic drum brakes

- *Delivered new in Black over Red*
- *Freshly restored by a marque expert*
- *Still retaining original interior*
- *Handsome SL Mercedes*

**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

The car we offer here is a good original example which has benefited from considerable recent expenditure on refurbishment. Carried out by Oldtimer Restoration Center of Harvard, Massachusetts over the course of 2 years, this work included a bare metal re-spray in its original color scheme, complete engine rebuild and refurbishing of the engine bay and a brake and suspension rebuild. During the restoration a correct soft top was sourced and is now fitted in preference to the hardtop/coupe status that the car was born with, although it retains its original unrestored hardtop and this accompanies the car.

The car has a beautiful original red leather interior. The thick Mercedes leather is pleasingly patinated and quite supple. The black over red is one of the most



complimentary combinations for these desirable roadsters. Close examination shows a pleasingly original and well cared for car.
\$135,000 - 150,000



275

1954 BUICK SKYLARK CONVERTIBLE

Chassis no. 7A1090773

322ci OHV V8 Engine
Single 4-Barrel Downdraft Carburetor
200bhp at 4,000rpm
4-Speed Automatic Transmission
Independent coil spring front and longitudinal leaf spring rear suspension
4-Wheel Hydraulic Drum Brakes

- One of only 836 built
- Largely original and preserved condition
- Single owner since 2000
- The top of the line model for 1954



THE BUICK SKYLARK



Three special convertible models graced General Motors' 1953 catalogs. Cadillac's Eldorado featured standard chrome wire wheels and a top hidden, when lowered, by a body-color metal cover. The Oldsmobile 98 Fiesta came with every conceivable factory option except air conditioning. Both cars presaged the wraparound windshields that GM would usher in on the upscale marques for 1954. A model apart from the two was Buick's 1953 Skylark.

While the Eldorado and Fiesta were based on standard convertible bodies, the Skylark was something completely different. Although on the Roadmaster chassis, it had its own distinctive fender lines, and unlike the sibling specials retained a simple curved windshield. Called the "Anniversary Convertible," it commemorated Buick's 50th birthday and came standard with virtually all options, including Kelsey Hayes

chrome wire wheels. With 1,690 built, the Skylark outsold the Eldorado and Fiesta by nearly three to one.

For 1954, the Skylark became a series unto itself, and the body was substantially redesigned. Rear fenders were bobbed, sloping gently down, and large chrome taillight nacelles were added. Finally there was a wraparound windshield, as on all '54 Buicks, and the wheel cutouts were enlarged and elongated, their contrasting color providing a visual accent. At \$4,355 it was the most expensive Buick, priced more than \$800 above the most expensive Roadmaster.



THE MOTORCAR OFFERED

This lovely Skylark is understood to have spent a good part of its life in California before coming out to the East Coast. A well preserved example, it is believed to be mostly original and unrestored. Repainted in the Carlsbad Black, the interior is believed to be untouched from when it left the factory. Under the hood the lifetime of maintenance and attention to detail is continued in the originality of the engine and drivetrain.

The car is equipped with all the standard Skylark equipment, including power steering, brakes, windows and seat, Selectronic radio with electric antenna, and the signature Kelsey Hayes wire wheels.

Acquired by the present owner in in the spring of 2000, the car has been driven little but well stored since acquisition. In September 2014

the Skylark received a completed service and in March of this year a new battery.

The rarest 1954 Buick, with only 836 built, it is a fine example of the last of the Skylark sports models.

\$80,000 - 100,000



1949 WILLYS JEEPSTER PHAETON

Chassis no. VJ3-11929

134ci "GoDevil" 4-Cylinder
 Single Down Draft Carburetor
 65hp
 3-Speed Transmission w/ Over Drive
 4-Wheel Hydraulic Brakes

- *Fun sporty Jeep*
- *Reliable and very simple Jeep drive train*
- *Nice older restoration*
- *Fully open 5-passenger car*

**THE WILLYS**

The Willys-Overland Company had a good war, producing more than 335,000 Jeeps for Allied forces between 1941 and 1945. As WWII drew to a close, attention was quickly moving from the conflict and the vehicles required for it to peacetime and the future of the automobile. Now recognizable the world over as rugged, reliable, and sturdy trucks, the Willys Jeep had obvious appeal among the utilitarian markets, and its wagons and pickups introduced in 1946 sold well, although the larger and less utilitarian markets eluded them. The task of turning the mountain man that was the backbone of the Allies into a civilized urban gentleman fell on the shoulders of the very capable visionary designer Brooks Stevens.

Stevens had designed the wagon that was already selling well. In addition to that he had presented a proposal for a sports roadster

similar to the station wagon, both of which, not coincidentally, would use many Jeep components already in production. Thus was born the Jeepster, introduced in 1948.

Initially powered by a 134 cubic-inch engine of pre-WWII provenance, by 1950 the reliable 161 cubic-inch F-head unit powered the Jeepster. Competitively priced and relatively Spartan, what it lacked in creature comforts (there were no roll-up windows – only side curtains) it made up for in fun. The roadster idiom was reinforced with chrome stepplates on each rear fender, enabling rear-seat passengers to hike themselves up over the side.

THE MOTORCAR OFFERED

This fun Jeepster is a nice older restored example. In good running order and with cosmetics that show well, they are not so perfect that one would need to be precious about it. The Jeepster is fully equipped with all of its side curtains for any inclement weather you might encounter.

Powered by the venerable "Go-Devil" 134ci L-head engine that is surprisingly peppy, the engine drives an easy-to-shift synchronized transmission. The interior features a folding split bench-seat that allows easy access to the back seat. The wide body is very roomy and piling six people into one of these is not unheard of. A full complement of original literature is also included with the Jeepster.

One of the best beach cars out there, Willys Jeepsters are great value today. These sturdy machines are great fun to drive and turn heads were ever they go.

\$18,500 - 22,500
Without reserve

277

2001 BENTLEY AZURE

VIN. SCBZK22E22CX01021

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

- *Exquisite example of Bentley's flagship Convertible*
- *Less than 15,000 Miles recorded from new*
- *Opulent luxury inside and out*
- *Powerful Bentley V8 to match the elegant looks*
- *Offered with CARFAX report*



THE BENTLEY AZURE

Based on the potent Bentley Continental R, the drop head Azure version was one of the most powerful cars of the era. The Geneva Auto Salon was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name – 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the south of France. The famous Italian styling house Pininfarina – a firm with unrivalled experience in the design of soft-top Gran Turismos – had been chosen to develop the Azure on the four-seater Continental R platform, and there was no question that the result was most successful.

Hailed by its maker as 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in the US where its combination of unmatched luxury, effortless performance and soft-top style was highly attractive.

THE MOTORCAR OFFERED

The fine Azure offered here was completed by Crewe's skilled craftsmen in September 2001. It was soon after shipped to the US where its first owner, a Texas resident, took delivery in December that same year. By 2003 the Bentley was in Massachusetts where it remained for a few months before heading back to Texas until 2008. At this point, with just over 10,000 miles recorded on the Bentley's CARFAX report, the car is believed to have migrated to Florida until 2013, when it was shipped up to the current owner, a collector based in Quebec, Canada. Periodic service and maintenance is recorded, as are the emission and safety checks.

Finished in an elegant shade of Royal Blue over an interior trimmed in tan Connolly hides with neatly color-coded blue piping, this Bentley shows very well. Luxury carpets and walnut wood finishes invite passengers into a

rarefied environment. All imaginable amenities are present in the cabin, while its convertible top allows its lucky occupants to take full advantage of fair weather days. With less than 15,000 miles recorded from new, this extraordinary hand-built Bentley is ready for the next caretaker.

\$70,000 - 90,000
Without reserve

Please note this car is titled as a 2002.

1932 FORD MODEL 18 ROADSTER HOT ROD

Chassis no. 18-142906

Engine no. I0536-9

327ci Chevrolet OHV V8 Engine

4 2-Jet Rochester Carburetors

Approximately 300bhp at 5,000rpm

4-Speed Turbo Hydra-Matic 350 Automatic Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Genuine Ford 'Deuce' steel body and frame*
- *Period correct Chevy small-black V8 power*
- *Classic, clean styling*
- *The embodiment of '50s hotrod culture*



THE FORD MODEL 18

1932 is recorded in automotive history as a watershed year for style and innovation. There must have been something in the air because virtually every car maker debuted one-year-only designs that simply knocked the socks off of everything that had been and most of what was to be. But for Ford in particular, '32 would be cemented not just in their history, but in popular culture.

Having fully modernized from the tired Model T to the new Model A in 1928, the Blue Oval was ready to take the next great leap into the future with the introduction of a powerful, affordable, and reliable V-8 for the masses. Previously available only in the likes of Lincolns and Cadillacs, the V-8 powered Ford Model 18 would give the everyman the ability to wield the power of eight. And with the introduction of the innovative new motor came a completely restyled

vehicle. The flat front end of the '31 Model A would give way to the elegantly rounded, upright rectangular grill. The various body styles, from 3- and 5-window Tudor coupes, to Fordor sedans to sporty roadsters would all be crafted in a carefully sculpted design.

The new style and drivetrain would prove to be very successful and lead Ford through to the beginning of WWII.

THE MOTORCAR OFFERED

Following WWII the '32 Ford really came into its own. Cheap, plentiful, beautiful, and easily made to go fast, the 'Deuce', as it was called, became a favorite of '50s hot rodders and a fixture of the era as shown in movies like *Grease* and *American Graffiti*. This example is a modern build but done in period-correct flair. Built in 2009, it is understood to have been constructed by the former owner of the SoCal Speed Shop franchise in New England.

The body is a genuine '32 but the door handles and side curtain mounts have been shaved. Channeled slightly onto the frame, this elegantly presented and classically proportioned hot rod is cleanly finished in jet black paint. Inside, the 1940s Ford steering wheel, long-throw shifter—now connected to an automatic gearbox and dash are present with Stewart-Warner gauges in place of the



standard fare. Topping it all off is a low profile folding top. Inside, the cabin and truck are skinned in red leather with white accents

In the engine bay is a Chevy small-block V8 outfitted with a quad Rochester carburetor intake manifold topped by polished velocity stacks and Edelbrock heads. The stacks, looking like the intakes on a ship, were popular fare among dragsters and style hounds alike for their practical ability to increase airflow and handsome good looks. Large, finned discs sit behind 1940s Ford wheels with polished hubcaps and wide whitewall tires. Power is sent to those wide-whites by GM Turbo Hydra-Matic 350 transmission dropping into a Ford 10½" rear-end.

Signed by hot rod building legends Jimmy Shine and Pete Chapouris—the latter of whom

described this car as a "nice build", this hot rod is built to both show and go. Retaining the elegant simplicity of the 1950s-style modifications and the correct mill for the period, it would be equally welcome on the show field or at a cruise-in.

\$70,000 - 80,000

1936 FORD MODEL 68 'STREET ROD' ROADSTER

Chassis no. 182689401

454ci OHV Chevrolet V8 Engine
 Single Four-Barrel Carburetor
 Approximately 375bhp at 5,500rpm
 Automatic Transmission
 Front Independent Suspension – Live Rear Axle
 Front Disc – Rear Drum Brakes

- Beautifully presented Ford Roadster
- Tastefully upgraded inside and out by Promar Precision
- Equipped with high-performance 454ci V8
- Striking color combination
- Classic Street Rod Roadster



THE MODEL 68 FORD

1936 was a transitional year for Ford as the Fords of the early Thirties began to give way to the more modern, comfortable and secure Fords of the late Thirties and early Forties. One had only to look at the front of a 1936 Ford to see the evolution taking place.

Only four years after the bluff and barely-streamlined 1932 Model 18, the sharply veed vertical element Ford grille now was placed firmly front and center. The horns had disappeared behind discrete round grilles on the catwalks that joined the hood and grille with the deeply crowned skirted front fenders that surrounded half of the front wheels' circumference. The headlights were placed in body-color nacelles on catwalk-mounted pylons, as it turned out for the last year in a Ford, a styling element that was foreshadowed in the 1936 Lincoln Zephyr.

Indicative of Ford's rapid evolution in 1936 were the number of body styles offered. There were sixteen different styles (not counting Deluxe and Standard trim variations) and several important changes came during the year.

THE MOTORCAR OFFERED

Configured as the sporting Roadster version of the 1936 Model 68 Ford, and equipped with numerous tasteful performance and appearance upgrades, this stealth Ford looks just right. Fitted with a later-type performance-oriented 454ci Chevrolet V8 Engine and equipped with a large four-barrel carburetor, exhaust headers and upgraded ignition system, this smart Roadster surely goes down the road quite well. Boston based Promar Precision have done much of the work on the Roadster, including finishing the exterior in Ferrari *Bleu Pozzi*. The wheels and interior are finished in a striking red color, with contrasting white piping and gauges. It is a lovely looking Roadster that would be great fun on Sunday drives around the neighborhood.

\$50,000 - 60,000

Without reserve

280^{sq}

1958 VESPA 400 FIRST SERIES TRANSFORMABLE

Chassis no. 8252

Engine no. 18258

394cc 2-Stroke Vertical 2-Cylinder Engine

Single Solex Carburetor

14bhp

3-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- *Rarely seen example of Vespa's only car*
- *Beautifully restored with over €12,500 in receipts*
- *A lifelong resident of France*
- *Easy to park*



THE VESPA 400

The Vespa 400 was developed by Italian conglomerate Piaggio—parent of the Vespa which then as now was most famed for its scooters—but constructed in France by Ateliers de Constructions de Motos et Accessoires (ACMA). The new 400 debuted in Saint Tropez on September 26, 1957.

While small in size, the 400 was big in innovation. Unit-body construction—inspired by Vespa's monocoque scooters—gave the 400 a strong, light body. Independent suspension was coil springs at all four corners and the rear mounted air-cooled motor provided enough juice to get to about 50mph, but one would need to budget 25 seconds to get there. Built from 1957 to 1961, a total of about 28,000 units found their way onto the roads.

THE MOTORCAR OFFERED

A lifelong resident of its country of origin, this 400 was first registered in France on January 7, 1958. Finished in a lovely bright blue over dark blue hides and grey carpets, this little Vespa was the receipt of a thorough restoration in 2011 and has been well maintained since with receipts totaling over €12,500.

Reported to be a strong runner, the car is perfect for a Sunday drive and picnic and even comes complete with a fully loaded wicker picnic basket. An extensive file accompanies the car containing receipts from the last five years, service manuals, owner's handbook, parts catalogs, and more. A unique and rarely seen machine, it is guaranteed to both bring smiles where ever you go!

\$20,000 - 30,000
Without reserve

Please note this car is titled as an ACMA.



281

1959 PORSCHE 356A CONVERTIBLE D

Coachwork by Drauz

Chassis no. 85588

Engine no. P*704654*

1,582cc SOHC Flat 4-Cylinder Engine

Dual Solex Carburetors

75bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- *One of only 1,331 Convertible Ds*
- *An early production example*
- *Fitted with a correct type, more powerful 1600 Super motor*
- *Speedster good looks with Cabriolet practicality*



THE PORSCHE 356A

The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Regularly revised and updated, Porsche's landmark sports car would remain in production well into the 911 era, the final examples being built in 1965.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. With its sales declining, the Speedster was dropped in 1958 and replaced by the more civilized Convertible D, which differed principally by virtue of its larger windshield and winding side windows, the

latter replacing the Speedster's side screens. Overall, the new car was 3½ inches taller. All in all, the 356A Convertible D was a somewhat more practical car than the Speedster, boasting a more protective windshield, proper side windows and more comfortable seats while retaining the original's beautiful body lines and downward sloping waistline beloved of Type 356 enthusiasts.

With its preferred coachbuilder Reutter struggling to keep up with the ever increasing demand, Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Convertible D production being undertaken by Drauz of Heilbronn, hence the 'D' suffix. When the restyled Porsche 356B arrived in September 1959, convertible production transferred to d'Ieteren of Brussels. The 356A Convertible D model is one the rarest

of Porsche 356 models, with only 1,331 made between August 1958 and September 1959. It is ironic that those 356 models that were the least expensive 'back in the day' - the Roadster, Speedster and Convertible D - are now some of the most costly.



THE MOTORCAR OFFERED

Completed on October 8, 1958, this Convertible D is one of the earliest example of the model. Originally finished in Silver Metallic over Red leatherette, it was delivered new to the US with sealed beam headlights, ventilated chrome wheels, and USA bumpers.

A longtime resident of the East Coast, 85588 had found its way to New York City by the early '90s where it had been left for repairs at a service shop. Acquired in 1993 by a long time parts dealer for Porsche North America, a complete restoration of the car was undertaken in upstate Connecticut—a process that took five years to complete. During the restoration the color was changed to its current presentation of red over black leather. Additionally, the original engine was at some point separated from the car and in its place was fitted a correct-type 1600 Super motor.

Following the completion of the restoration, the Porsche was stored for the next ten years in a warehouse in Nyack, New York before being acquired by the vendor's wife as a gift for her husband. Used as a Sunday driver since then, this Convertible D is reported to be a strong runner and enjoyable driver. While some items were replaced during the restoration, including the headliner and steering wheel (both the original and a spare Les Leston Stirling Moss edition wheel are included), the original parts have been retained with car, along with a restored Blaupunkt Frankfurt radio still in its box, should one wish to reunite these parts with the car. A cache of spare trim pieces and gauges are also included.

There are few better ways to enjoy a summer drive than in a Porsche convertible!

\$140,000 - 180,000

1955 SIATA 300BC SPORTS BARCHETTA

Coachwork by Motto

Chassis no. ST449BC

Engine no. 639658

1,200cc, OHC, Inline, 4-Cylinder Engine

2 Weber Carburetors

4-Speed Manual Transmission

Independent Front Suspension by Transverse Leaf Spring, Rear, Semi-Elliptic Leaf Spring

4-Wheel Drum Brakes

- *Second to last 300BC built*
- *Formerly owned by marque expert John de Boer*
- *Fresh from a four year restoration of cosmetics*
- *Eligible for numerous historic events*

**THE SIATA 300BC**

SIATA - Società Italiana Applicazioni Tecniche Auto-Aviatorie - was founded in 1926 by an amateur racing driver called Giorgio Ambrosini and, as the name implies, tuned cars, mainly FIATs and sold performance equipment.

After WWII, SIATA turned to making its own engines and gearboxes, and its astonishingly diverse range of models included one with a V8. Every SIATA was a joy to drive and owners enjoyed a fair degree of competition success with them. Apart from Italy, the company's largest market was America where the Barchetta was sold as the 'Spyder'.

Launched at the 1952 Geneva Salon, the Mario Revelli de Beaumont penned and Bertone built 300BC was very much aimed at US clientele fond of small 'Made in Italy' sports cars. The Influential de Beaumont had worked for many of Italy's finest styling houses, most notably Pininfarina.

Siata produced approximately 50 300BC Spyders. Roughly the first 40 cars were built by Bertone, while the last 10 (approximately) were constructed by Turin based Motto. Motto is well-known for their 166, 195, and 212 Ferrari bodies as well as the Porsche Abarth GTL.

The 300BC was available with either Crosley or Fiat derived engines, though some were imported with no drivetrains. Since it was aimed squarely at competition rather than for normal road use, the Spyder was fitted with large, finned, Stanguellini brakes.

The little Siatas proved good competitors and displayed excellent handling and maneuverability. The Fiat motors could be tuned to make excellent power, more than enough to make the feather weight Siata a potent performer.

THE MOTORCAR OFFERED

This car, 'ST499BC', is understood to be the second from last of the complete run of these cars built, which numbered approximately 50 units only. As new it was supplied with FIAT derived SIATA 1100 power and according to Etceterini historian John de Boer, is thought to have been supplied to its first owner in Philadelphia, Pennsylvania, more than likely being delivered through New York dealer Tony Pompeo.

As with most of these cars, it commenced a racing career almost immediately, and was driven by a young gentleman Carl Gardner Jr. at a Trials event at Hatfield Speedway, Pennsylvania in July, 1956 on behalf of its local owner. Gardner again exercised the car at Brynfan Tyddyn towards end of July, but sadly while testing the car in practice, and by all accounts not officially authorized to do so,



the car left the road causing Gardner injuries which he would succumb to. Accounts of the incident suggest that his misfortune was attributed to his being inexperienced and improperly attired, such that his helmet gave him little protection. The same reports record the car as still being operable and that Ray Heppenstahl 'drove it home'.

Apparently repaired quite promptly, the Siata was back in action the following year at the Yorklyn Hill Climb in the spring of '57. According to de Boer, it would later pass to John R. Inskip of Plainfield, New Jersey and then to W. Caldwell also of New Jersey, through the 1960s and into the early 1970s, and a third Jersey custodian John E. Aibel owned it to 1977.

At this point, the 300BC was snapped up by Jarl de Boer and crossed the country to his

home in California. de Boer sold the car in 1980 to John. W. Brookman who would keep it for the next 23 years, before it returned to the de Boers, first Jarl, then Michael and finally John in 2006. Three years later the current owner acquired '499'.

Its life must have worn quite hard on the car as by the time it transitioned to its present owner, the car had received a Triumph rear end, the drive train was missing and a number of detail alterations to the bodywork was present. Impassioned to return this pretty barchetta to its rightful original order and to refurbish it to a more fitting condition, the owner embarked upon a comprehensive restoration. Where necessary authentic parts were sourced from Italy, the bodywork and structure professionally rebuilt and a period correct FIAT engine fitted. The motor is equipped with two Weber 32IMPE

carburetors fed through a Nardi intake manifold. Although not restored, an original top frame and side curtains are with the car.

Today, the car presents extremely well and makes a fine representation of these early SIATA Barchettas. Diminutive perhaps, but undeniably well proportioned both in their aesthetics and power to weight, these cars are a fun entry for events as diverse as the Mille Miglia and Monterey Reunion.

\$160,000 - 220,000

1974 PORSCHE 911 CARRERA TARGA 2.7

Chassis no. 9114410108

Engine no. 6341265

2,687cc SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic Fuel Injection

175bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *One of only 200 Carrera 2.7 Targas built in 1974*
- *Three owners from new*
- *A regular participant on Rich Taylor's Vintage Rallies*
- *A limited production, high performance 911*



THE PORSCHE 911 CARRERA TARGA

The legendary Porsche RS resulted from the Zuffenhausen factory's realization that the excess weight of its top-of-the-range 2.4-liter 911S production model restricted its development potential for racing. It was therefore decided to produce and homologate a special lightweight production variant for competition purposes, which would also incorporate, as standard, specific performance enhancements forbidden as post-production modifications. The result was the Carrera RS (RennSport), which featured thinner-gauge metal in its doors, roof, trunk lid, floors and even in the gearchange platform. Thinner window glass was provided by Glaverbel and most of the standard sound proofing was removed, while performance modifications included enlarged rear wheel arches to accommodate 7" wide wheel rims, the first of the famous 'duck's tail' spoilers and the newly enlarged, 2.7-liter,

210bhp engine. These alterations resulted in the RS having a top speed of around 240km/h while ensuring that it remained stable and controllable right up to the limit.

When the homologation targets had been met, the lightweight RS was discontinued but the Carrera name continued on Porsche's top-of-the-range model, which in its new, series-production 911 Carrera form mounted the Carrera RS's engine in a full-weight, fully trimmed bodyshell. Otherwise, this new, more civilized Carrera remained mechanically much the same as its competition-orientated progenitor. The Belgian Police - *de Rijkswacht* – used these Carreras for highway patrol duties in the 1970s.

THE MOTORCAR OFFERED

According to Mick Pallardy, Vice President of Porsche Cars North America, this striking Porsche 911 Carrera Targa 2.7 is number 108 of 200 built in 1974. It was delivered new in Southern California, then subsequently sold to Don Murray in Laguna Beach. The third owner, well-known auto expert Rich Taylor, purchased it at the RM Auction in Scottsdale in January, 2008, at which time the odometer showed 77,340 original miles.

This rare 2.7 Carrera Targa is described by the vendor as being completely rust-free, authentic and original in appearance except for H4 headlamp bulbs, a classic Momo steering wheel, front shock tower brace and aftermarket radio. In November 2012, Porsche expert Kurt Palmer completely rebuilt the matching numbers engine, which now has less than 2000 miles since the \$11,000 rebuild.



A frequent show contender and a fine driver as well, the Carrera Targa 2.7 has been shown at the Fairfield Concours, Greenwich Concours and Lime Rock Concours, and has successfully completed four 1000-mile Vintage Rallies organized by Rich Taylor and his wife Jean. Otherwise, since leaving California, the car has been totally pampered, resting quietly in a climate-controlled shop. It comes with all bills and service receipts since 2008.

Carrera Targa 2.7 #108 carries its original and unusual Aubergine paint, highlighted by Carrera graphics in Brick Red that match the rare Brick Red interior. It rides on new Yokohama high-performance directional tires, 195/60-15 front and 215/60-15 rear on the original Fuchs alloy wheels, 6x15 inch front, 7x15 inch rear. The wheels still carry their factory matte finish rims and Aubergine spokes, with original Porsche crest caps.

The 911 Carrera Targa 2.7 was the top of the US Porsche line in 1974. The flared fenders, Fuchs wheels in two different widths, front airdam, "duck tail" rear spoiler, 915 5-speed transaxle and 2.7-liter, fuel-injected Boxer-6 are all identical to those on the famous 1973 911 Carrera RS. The only difference is the fuel-injection unit.

In the 1973 Carrera RS, the 2.7-liter engine is rated at 210 hp at 6300 rpm, equipped with Bosch Kugelfischer Mechanical Fuel Injection. In 1974, Porsche equipped literally the same engine with new and superior Bosch K-Jetronic Continuous Fuel Injection. In the U.S., to satisfy EPA and insurance company demands, the 2.7 CSI was rated by Porsche at 175 hp at 5800 rpm. Many Porsche experts suspect the 2.7 CSI also produced 210 hp at 6300 rpm.

In other words, the 1974 Carrera Targa 2.7 on offer looks, feels and drives just like a good Carrera RS, but with the option of removing the top on a sunny day. It comes with all tools and records, a three-owner history and completely rebuilt, matching numbers original engine. It needs nothing except a new, sympathetic caretaker who will treat her in the manner to which she has become accustomed.

\$70,000 - 90,000

The ex-Miles Coverdale

1938 BUGATTI TYPE 57C STELVIO CONVERTIBLE

Coachwork by Gangloff

Chassis no. 57748

Engine no. C51 (see text)

3,257cc DOHC Supercharged Inline 8-Cylinder Engine

Dual Throat Updraft Stromberg UUR-2 Carburetor

170bhp at 5,500rpm

4-Speed Cotal Pre-Selector Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

4-Wheel Lockheed Hydraulic Brakes

- Long term US ownerships, including more than 40 years with Miles Coverdale
- An original supercharged Bugatti
- Extensively researched by marque historian Pierre-Yves Laugier
- Desirable, enjoyable Stelvio Cabriolet coachwork
- The quintessential Bugatti road car



THE BUGATTI TYPE 57



The Type 57 Bugatti, introduced in 1934, marked Jean Bugatti's emergence as Bugatti's leader and creative force. It was the first new model built under his direction and it incorporated many features that were new to Bugatti. Its dual overhead camshaft eight-cylinder engine had dimensions of 72x100mm, offering 3,257cc displacement. The crankshaft ran in five main bearings. The camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them. Finger cam followers minimized side thrust on the valve stems.

The Type 57 also marked Bugatti's first use of a transmission fixed to the engine crankcase and a single plate clutch. The top three gears in the four-speed gearbox were constant mesh. Jean created a novel independent front suspension system using transverse leaf springs for the first

two examples of the Type 57 before Le Patron spied it and insisted it be replaced by a proper Bugatti hollow tubular live axle. Thenceforth suspension was traditional Bugatti semi-elliptical front and reversed quarter-elliptical rear leaf springs with cable-operated mechanical drum brakes.

Much of the Type 57's commercial success may be attributed to Jean Bugatti's sensitive, flowing coachwork, which graced the most famous of the chassis' examples. 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.



57748 Lyon, 1947 in its original colors.
Credit: Pierre-Yves Laugier.



THE MOTORCAR OFFERED

Despite financial travail, development of the Type 57 continued with the introduction of a stiffened frame and rubber-mounted engine along with the supercharged 160hp Type 57C in 1936. In 1938 the nearly unthinkable happened in Molsheim, when Bugatti finally adopted Lockheed hydraulically actuated brakes and replaced the beautiful and lightweight but expensive aluminum-spoked wheels and brake drums with Rudge-Whitworth center-lock wire wheels and separate brake drums.

This incredibly beautiful Bugatti has a complete provenance from new as researched by noted historian and marque authority Pierre-Yves Laugier.

The car was originally ordered by a true patron of Bugatti, Albert Brenac, who had begun his relationship with the brand with the acquisition of a Type 35 in 1926. Mr. Brenac's own story may well reflect his passion for engineering and performance as from his teenage years, he had begun his career as a test pilot for Avions Voisin and during the first world war he had been one of the first to fly a Voisin bombers on night raids. Born in a village in the south of France, Labastide Rouairoux, Brenac built a textiles business close to Toulouse after the war.

By the late 1930s, his interests had migrated from the Spartan Grand Prix car to touring

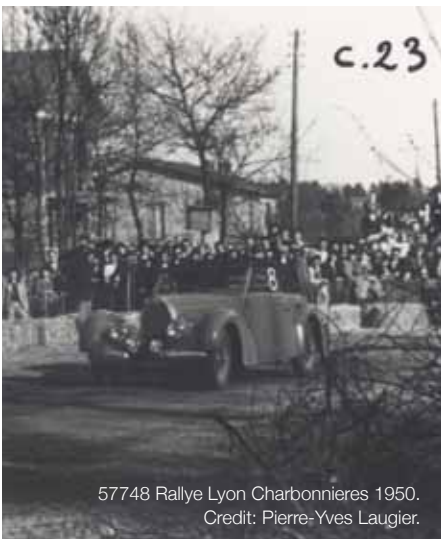
version Bugattis. A Type 49 was ordered, then replaced with an unblown 57 (chassis 57530) in November 1937. By the following summer on, July 29, 1938, Brenac placed a new order with regional Bugatti licensee Leyda of Toulouse for a supercharged version.

His order, number 1010, provided for a 57C which left the factory a month later on August 30 destined for Gangloff to receive the Cabriolet coachwork it still wears to this day. The factory register records the car to have been completed and ready for delivery on October 21, 1938. Costing 99,840 French Francs, Mr. Brenac's new Bugatti was registered care of his textile works in the month leading up to its completion.

True to form, Mr. Laugier's diligent sleuthing lead him to Albert Brenac's son, Guy, who recalled both his father and Leyda travelling



57748 Benmussa, mid-Fifties. Credit: Pierre-Yves Laugier.



57748 Rallye Lyon Charbonnières 1950. Credit: Pierre-Yves Laugier.

to the Molsheim works to collect the car. He recalled Brenac Senior enjoying the car immensely, though the intervention of the war curtailed some of its use in the eight years he kept it. Through this period its maintenance was either with a local garagiste "Olayet" or for more serious matters it returned to Leyda's premises. Latterly, he moved his business to Cannes on the French Riviera towards the end of 1944, and it was there that he met the second custodian of the Bugatti, a Monsieur Helle.

Rather sadly M. Helle did not enjoy the car for long, perhaps put off by an early mechanical failure during which the 'blower' took in water and damaged the engine. He parted with car on September 24, 1946, selling it to Charles Ehrmann of Nice, a teacher. Now being in the region of famed Nice Bugatti agent Friderich, who had been with Ettore from the company's

founding, hearsay passed down through its first long term U.S. owner records that the car was taken to him and overhauled in this period.

Ehrmann's custody was also brief, for by the spring of '47 the car had passed into the hands of a real sporting car enthusiast, Albert Benmussa of Lyon. Like Brenac, Benmussa was also in the textiles business, specializing in silk; however more and more in this era he began to trade old cars. Benmussa was also a key player in the popular post war Lyon-Charbonnière Rallyes, and is known to have campaigned 57748 on the 1950 edition. He is thought to have shared the driving with a Mr. Campenon.

An image of the car in this period is shown on these pages and is the earliest surviving photo of the 57C, seemingly depicting its original guise of two tone blue paintwork and sporting





wheel discs. For this rally it wore race number 8. Another known competitive outing came on September 7, 1952, when the car was entered on the “Côte de la Rochette” races in Hauteville, in the Ain department of France.

Sometime in the period of 1952-3 the Bugatti received a complete engine rebuild in the workshops of Marcel Piottin, who before the war, had been the mechanic in chief at Bugatti agent Monestier of Lyon. Soon after, he set up his own shop and assisted many former company clients in the area. Again, Mr. Laugier’s fastidious research led him to meet M. Piottin’s son who worked with his father and recalled working on Benmussa’s engine. At this point, perhaps to assist cooling but more likely simply to give the car the appearance of its later 57 models and ‘S’ series cars, the lower panels of the car’s hood received the vented panels

still present on the car today. At the same time, it also was fitted with a windshield washer and front shock absorbers.

Benmussa retained the Bugatti until 1956, when on April 3 it was sold to François Kresser, at which point it made its first major location move to the Paris suburb of Neuilly sur Seine. It was there that it was seen first by noted American Bugatti connoisseur, Miles Coverdale. According to his own recollections he acquired the car and on December 2, 1957 registered it in Grenoble, France, where he was working at the time.

It wasn’t long before Coverdale returned to America and brought the Supercharged Bugatti with him to his home on Long Island, where it would become a well-known fixture in the post war Bugatti scene. As well as being used

regularly by him, it also spent some time on exhibition at Austie Clark’s Long Island Auto Museum in the Hamptons.

Coverdale once recounted to the late Hugh Conway that after years of Benmussa’s ebullient use of the car, that it had required another rebuild, this time by Henri Hauswald in Paris, Benmussa having blown the engine on the autobahn in Germany!

All noted authorities attribute the absence of the expected sequence of chassis and engine number on the upper crankcase it wears today to date from this second rebuild and believe that during its rebuild of the original engine, this component was simply replaced by an unmarked new/old stock part from the Bugatti works/factory which still supplied such things in those days.

57748 La Rochette Hillclimb 7th Sept 1952. Credit: Pierre-Yves Laugier.



Miles Coverdale is a name that resonates strongly in Bugatti circles as one of the pioneering collectors of the marque, and over the course of his life he owned numerous Pur Sang cars, including one of the Le Mans Type 50 Team cars and a Type 55. As an aside, he was directly descended from Myles Coverdale, the first person to print a fully translated English literature version of the bible in the UK in 1535.

Coverdale retained the car until he passed in 2002, and was still seen to be using the car in his twilight years, the car by now having been painted a 'putty' grey color. After this it was acquired by local Greenwich based Bugatti enthusiast Desmond Fitzgerald.

Upon acquisition, Mr. Fitzgerald returned the Bugatti to its original blue livery, albeit

preferring it to be in a single Royal Blue hue, and had the car reupholstered in a matched dark blue hide. On its completion in 2004 he sold the car to the current owner.

Over the course of the last decade or more the car has been cherished and enjoyed by its current Bugatti aficionado owner. In 2010 it was campaigned on the American Bugatti Club 50th Anniversary Tour and it has been shown occasionally. Since that time, its use has been limited.

As evidenced from its visual presentation, even among the more commonly produced coachwork designs each and every car has its own personality. In the opinion of Bonhams specialists, this is a particularly good looking example of Gangloff's late Cabriolets.

Recently displayed at Bonhams Amelia Island Auction for preview, during this time it was test-driven by ace car journalist Robert Coucher for Octane Magazine and features in their June 2015 issue. He describes the car as a 'classic expression of the pur sang' and concludes 'the straight eight's vitality fizzes through the chassis and up through your feet to your fingertips via the steering wheel, and the roar from the exhaust is intoxicating – sentiments that we can only echo...

With its great looks, known pedigree, and supercharged performance, this desirable late series 57C offers an eminently usable way of experiencing the Bugatti Legend.

\$900,000 - 1,100,000

All studio images, credit: Michael Furman. All other photos kindly provided by Dirk de Jager of *Octane Magazine*.

285^Q

1956 VELAM ISETTA

Chassis no. 103372

236cc Single Cylinder Twin Piston 2-Stroke Engine
Single Solex Carburetor
10.5bhp at 4,500rpm
4-Speed Manual Transmission
Independent Niemann Rubber Front and Quarter Leaf Spring Rear Suspension
4-Wheel Hydraulic Drum Brakes

- Rare, French built version of the Isetta
- Unique 'Twingle' motor
- Not often seen outside of Europe
- Can get up to 70 miles per gallon



THE VELAM ISETTA

Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters, under the Iso name, after the war and thence to the highly successful Isetta 'bubble car'. Introduced in 1953, the egg-shaped Isetta was like nothing seen before, boasting a hinged front for entry, the steering column and instruments swinging out with the door to facilitate easy access to the bench seat. Power was provided by a unique 'Twingle' motor with two pistons sharing a single combustion chamber, which drove the closely-spaced twin rear wheels.

With sales struggling in Italy, Iso licensed the rights to manufacture a car based on the Isetta to various companies around the world. While BMW is most famous for building Isettas, VELAM (Véhicule Léger à Moteur—"light vehicle with motor") had the authority to build them in

France. While BMW chose to use the original Iso design with their own motors, VELAM went the opposite route retaining the original Twingle motor but softened the curves of the car producing what many consider to be the most elegant version of the Isetta. Production began in 1955 but would only last for three years with a total of just 7,115 examples produced.

THE MOTORCAR OFFERED

This Isetta is one of 4,886 built in 1956, the most successful year of production. Finished in white, it is easy to see how the VELAMs earned their nickname 'yogurt pot' with gentle curves, ample glass greenhouse, and creamy complexion. Open the large front door and a black and white bench seat beckons you in while a tweedy fabric pattern fills the interior. A solitary gauge, a speedometer, peers out at the driver from the center of the steering wheel.

Complete with some recent service records, an owner's handbook, spare parts manual and more, this little VELAM is reported to be a strong runner that is ready to provide a happy motoring experience filled with waving onlookers, great gas mileage, and easy parking.
\$25,000 - 35,000
Without reserve

286

1935 SS1 SPORTS TWO SEATER

Chassis no. 248943

Engine no. H112E - see text

2,663cc side-valve, 6-Cylinder Engine (Standard A20)

dual SU Carburetors, approx. 20hp

4-Speed Manual Transmission

Front and Rear, Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- Sporty SS based 'Special'
- Former Greenwich Concours exhibit
- Forerunner to Jaguar marque
- Offered from long term ownership



THE MOTORCAR OFFERED

A former Greenwich Concours d'Elegance exhibit, the car being shown here in the early days in 2000, this rare early SS Sports has been in the present ownership since 1992.

The car's U.S. history charts ownership since December 1975, when it was the property of 'Flying W. Productions' of Fort Lauderdale. As titled, the car is stated to be chassis number 248943, which one has little reason to doubt, but as on all early SS cars is not actually stamped on their frames.

Assuming the identity on which it transacted to be accurate, rather interestingly, as researched by Bonhams with Jaguar Daimler Heritage, this suggests that it started life as one of the most charismatic of all SS designs, a 20hp Airline Coupe. The Trust confirms that chassis number 248943 was built on February 20, 1935 and

dispatched/sold three months later on May 13, 1935 to Captain D. Squire. Airline Coupe, chassis 248943 originally wore Olive Green paint and a matched green interior.

The car's early life and indeed even how it came to be in Florida in the 1970s are not charted, however, it is possible that the British Registration/Licence plate it wears 'FRX 252' which dates from the late 1940s, from Berkshire County in the U.K. may provide some clue to this. Already by the time it arrived on these shores it seems likely that its original coachwork was long lost, else perhaps it might have been revived in this form. It had also lost its SS supplied Standard engine, which had been replaced with a Standard 20hp engine most likely from a Standard rather than SS car. Former owner Gene Schiavone commissioned a comprehensive restoration of the car by

Bassett's Jaguar of Wyoming, Rhode Island, between 1987 and 1990, at which point the sporty two seater body it wears now was created and fitted. Even at yesterday's rates, the costs of this work were considerable and amounted to in excess of \$90,000.

Shortly after the completion of its reboddy, the car passed to its current long term ownership where it has been enjoyed and occasionally shown. Offering a sporty pre-war look, in fine cosmetically restored order, with a great power to weight ratio, the car looks sure to provide some summer fun.

Please note that the car is titled as a 1934 car.
\$55,000 - 65,000

1981 ROLLS-ROYCE CORNICHE CONVERTIBLE

VIN. SCAYD42A8CCX04154

- 6,750cc OHV V8 Engine
- Bosch Fuel Injection
- 240bhp at 4,000rpm
- 3-Speed Automatic Transmission
- 4-Wheel Independent Suspension
- 4-Wheel Disc Brakes

- *Beautifully presented Corniche Convertible*
- *Less than 38,000 miles recorded from new*
- *Fully equipped with the best amenities of the era*
- *Exquisite, hand-built Rolls-Royce Drophead*
- *Offered with CARFAX Report*



THE ROLLS-ROYCE CORNICHE

Introduced in March of 1971, the Corniche was a revised version of the H J Mulliner, Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary-construction cars. They featured the finest engineered technologies of the day, such as independent suspension, disc brakes in all four corners, and fuel injected power plants. In Corniche form, Rolls-Royce's well-tried 6.75-litre V8 produced around ten percent more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match.

The model proved a major success for Rolls-Royce, and although its exterior style remained recognizably Silver Shadow, the Corniche benefited from the regular updates and

improvements made to the contemporary Silver Spirit range. Remaining in production well into the 1990s, the last convertible examples were delivered in 1995.

THE MOTORCAR OFFERED

Completed at the Crewe based Rolls-Royce factory in December of 1981, this elegant Corniche Convertible is believed to have been built new for the US market. Although the car's early history remains unknown, the car appeared in New York State in 1989, from where it moved south to join collections in both Mississippi and Florida. By 2009, the car resided in Pennsylvania. Most recently, it was kept in a Canadian collection of fine European and American collector cars.

Offering stylish, convertible motoring for four, this Corniche represents a terrific way to experience this legendary brand. Finished in off white with an elegant light interior and a red trim and dashboard, less than 38,000 miles have been recorded from new. This elegant Rolls-Royce presents beautifully inside and out.
\$50,000 - 65,000
Without reserve

Please note this car is titled as a 1982.

1950 MG Y-TYPE SUPERCHARGED SALOON

Chassis no. Y/5241

Engine no. XPEG2248

1500cc 4-Cylinder Overhead Valve Engine
 SU Carburetor – Supercharger Mounted
 5-Speed Synchromesh Transmission
 Front Disc and Rear Drum Brakes
 Coil Over Suspension

- *The ultimate MG sleeper*
- *Powerful supercharged engine*
- *Fully tuned suspension and gearbox*
- *Ground up, built to the highest technical standard*
- *Proven over more than 100,000 touring miles*



THE MG Y-TYPE

MG's first post-war saloon, the Y-Type employed the advanced features of a coil-spring independent front suspension and rack-and-pinion steering, both of which would later appear on the TD sports car. The Y-Type shared the contemporary TC sports car's 1,250cc four-cylinder XPAG engine, albeit in single-carburetor form. MG, being part of the Nuffield Group, also made use of some body panels from the Morris Eight. Introduced for 1952, the YB incorporated a number of improvements including Lockheed twin-leading-shoe brakes, a stronger clutch, 15" diameter wheels and a hypoid bevel rear axle, while modifications to the suspension curbed its tendency to oversteer. YB production ceased at the end of 1953, by which time only 1,301 examples of this charming small sports saloon had been made.

THE MOTORCAR OFFERED

This MG Y may be the only one quite like it. Painstakingly prepared to be the ultimate high performance Y Saloon, the 1500cc MG engine is fed through a supercharger and mated to a smooth shifting Datsun 5-speed transmission. As a result of the strong power, the car was also equipped with taller ratio gears inside an MGB rear axle. The suspension has been updated to coil over shocks and the steering response is lightning fast.

The interior has been nicely appointed in a sporty leather interior and there is additional instrumentation present, such as a boost gauge. The seats have the comfort you would expect from a well-appointed British saloon. To give your right foot a break the MG is even equipped with cruise control.

The car's performance is shockingly different from its original form. The first thing one notices

is the tall gears and strong pull of the engine; the first corner reveals a dead flat stance and excellent grip. Despite all the performance, however, there is no loss of comfort or excessive noise.

Do not confuse this MG with some untested hot rod, as this car has been driven approximately 100,000 miles since its tuning was done. In the course of this time it has had three engine rebuilds and today it is in top order.

For those who revel in dusting MGAs and more modern machines out of stop lights while enjoying civilized comfort, this is the ultimate machine.

\$20,000 - 30,000

Without reserve

1957 JAGUAR XK140MC FIXED HEAD COUPE

Chassis no. S815888

Engine no. G9388-9S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

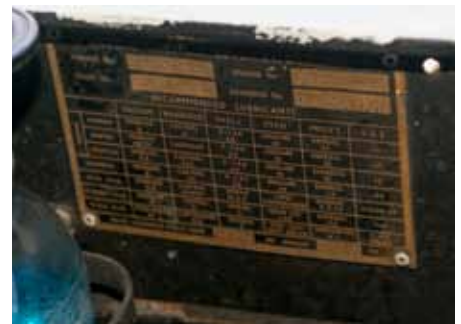
210bhp at 5,500rpm

5-Speed Tremec Manual Transmission (see text)

Front Independent Suspension - Solid Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Desirable factory MC specification*
- *Over \$120,000 in recent maintenance and upgrades*
- *Enhanced mechanical specification for improved drivability*
- *Diligently maintained and preserved*
- *A popular choice for rallies and tours*

**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.

THE MOTORCAR OFFERED

According to the Jaguar Heritage Certificate offered with this car, it was finished on November 6, 1956 and shipped to New York on November 19. From New York it was shipped to its fortunate first owner, Mr. Ronald Busch of Lemon Grove, California.

The car's second owner was a fellow Southern Californian from Oceanside who changed the Jag's color scheme from its original black over red hides to white over tan. Retained until his death, the present owner purchased the car through a dealer in August of 2003. Since acquisition the XK has been actively enjoyed as a 'rolling restoration' with occasional driving being punctuated by meticulous maintenance and upgrades.

Over the course of the last 13 years, a new interior has been installed, a Guy Broad



power steering conversion kit was fitted, a stereo was put in place, a 5-speed Tremec gearbox replaced the old Moss 4-speed close ratio gearbox (the original transmission will accompany the car, should fitment back to factory specification be desired), an upgraded ignition and electrical system was installed, a stainless steel exhaust system added, an aluminum radiator was furnished, and the engine was rebuilt—among other things. Overall, receipts totaling nearly \$120,000 document the extensive work done to produce the lovely vehicle you see today.

By any standard, the XK Fixed Head Coupe is one of the most beautiful Jaguars ever designed, clearly influenced by the great streamlined 'teardrop' coupes of the 1930s. What is offered here is an eminently usable XK140, with the desirable factory-fitted MC

package, restored and maintained to a level which ensures that its driving performance will match its handsome looks.

\$60,000 - 80,000



1910 CHALMERS-DETROIT MODEL K '30' TOURING CAR

Chassis no. 15980

226ci 4-Cylinder F-Head Engine
 30hp
 3-Speed Sliding Gear Transmission
 2-Wheel Mechanical Brakes
 Live Axles and Leaf Springs Front and Rear

- Beautifully restored and fully prepared for touring
- One of the most respected mid-sized touring cars
- Sophisticated engine that develops strong power
- Electric starting system
- Good looking car from the height of the brass era



THE CHALMERS

Initially, Chalmers automobiles were produced under the Thomas Detroit name. E.R. Thomas had funded a lower priced car he could sell under the Thomas name, but when the venture fell apart, the cars sold as Chalmers-Detroit starting in 1908. Under the new name they gained immediate market acceptance. The cars were offered in the \$1500-\$3000 price bracket and had good features and performance. The company management was a bit divided over which market direction to go, however. Run by namesake Hugh Chalmers as well as Howard Coffin and Roy Chapin, the latter two wanted to produce less expensive cars for the growing \$1000 car market. Chalmers, though, had grander visions, wanting to make a higher-quality, performance oriented car. Chalmers eventually ended up with sole control of his company, when Coffin and Chapin persuaded

JL Hudson to fund a new car company under their investor's name.

Chalmers was now free to produce the cars he wanted to make. After the marque had distinguished itself on the racetrack, the resulting success and reputation had given the Chalmers Company an impressive list of owners including the Vanderbilts, Rockefellers, J. Herreschoff, and the soon-to-be Packard chief engineer, Jesse Vincent. In 1910, the name of the company was officially changed to the Chalmers Motor Car Company; by then it had risen to become one of the nation's most popular builders and by 1915 was building 20,000 cars annually.

THE MOTORCAR OFFERED

The first product produced under the Chalmers name was the Model 30, a technically advanced and strong performing car. Powered by an "F" head 4-cylinder engine that through its advanced valve train offered performance closer to a contemporary 40hp motor, the Model 30 was mounted in the excellent Chalmers chassis that used front and rear axles of the type later used in the Mercer cars.

The resulting package was a car that exceeded all expectations. Light and nimble with a great engine, these cars have long been coveted as one of the best all-around tourers of their day.

This fine Model 30 offered here has fully traceable ownership going back to 1952, when it was purchased by the original owner. Since that time, it has resided in several long term



collections and has been in the possession of such notable owners as Walter Seeley.

During its restoration, the engine was fully rebuilt and converted to insert bearings. Valves were modified with modern style angled seats. New clutch discs were fitted as was an electric starter and generator. A modern oil filter was installed to preserve the fresh engine.

The steering has been changed to a more arm friendly gear ratio. For night driving, the car has halogen bulbs fitted in the gas lights as well as turn indicators. The interior has been accurately trimmed in leather and the car has a full set of side curtains. To keep the brass from tarnishing, a full set of light and radiator covers are included.

One would be hard pressed to find a more nicely prepared and sorted touring car. These

Chalmers 30s are great driving cars and this one is as nice as they get.
\$75,000 - 90,000



Early days of the hobby, Geoffrey Howard with his recently acquired XK150.



THE ESTATE OF GEOFFREY HOWARD

Bonhams is delighted to present the Jaguar collection of the late Geoffrey Howard.

A qualified civil engineer, Howard's career took him from the country of his birth, England, to Canada, where he would spend a great part of his life. Specializing in work on Hydro Electric Dams, he made significant contributions to a number of major projects including the Bay James development as well as some further afield in Africa, South America and the Far East.

In his spare time, his passion was an altogether different form of engineering. From his early days in the UK he was hooked on old cars and as his career developed he began toying with MGs, the occasional Jaguar Sedan and even built his own Singer based 'Special'. By the 1970s SS and Jaguar cars became the main focus of his collecting and he was able to find examples of one of the rarest of them all – an SS90 – and then its successor, the SS100.

Geoff was so enamored by these cars that he was inspired to replicate them, feeling that they would find a market in which others could enjoy the famed guise of the SS100. Using his considerable skills in design and draftsmanship, each aspect was carefully thought out. At first he planned and began to build an exacting replica, as well as templates, parts and even running gear for those that might wish to build their own. Ultimately it was this that became his 'raison d'être', and rather sadly he would not see the completion of this project, or indeed the others that shared its stable.

However, it is clear that these cars gave him great pleasure and along the way, he made numerous friends associated with the hobby, thoroughly enjoying life to the full. His passing creates a very rare opportunity for such cars to appear for sale.

291

From the Estate of Geoffrey Howard

1935 SS90 ROADSTER

Chassis no. 249485

Engine no. 252444 – (see text)

2,663cc OHV (Originally Side-Valve, see text) Inline 6-Cylinder Engine

4-Speed Manual Transmission

Front Suspension by Semi-Elliptic Leaf Spring, with Telecontrol Shock Absorbers, Live

Axle Rear Suspension by Semi-Elliptic Leaf Spring

4-Wheel Drum Brakes

- *Holy Grail of the Jaguar marque*
- *One of only 24 examples built, 16 known to survive*
- *Single ownership for more than 40 years*
- *Ready for completion of restoration*



JAGUAR AND THE SS90

The Swallow Sidecar & Coachbuilding Company was founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, which was a design of Walmsley's partner, one William Lyons. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also provided the six-cylinder side-valve engine and four-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. Historians debate what the 'SS' nomenclature actually represented, suggestions

being either Standard Swallow, or Swallow Sports and it is said even William Lyons himself was non-committal on the topic.

In 1935 the business evolved substantially with the arrival of William Heynes who joined as Chief Engineer. By March that year an altogether different proposition was offered from SS Cars Ltd. Dubbed the SS90, referring to its claimed road speed of 90mph, this new model immediately showed the massive potential of Heynes and Lyons. Heynes re-engineered the SS1 chassis and shortened it to an 8 ft., 8 in. wheelbase, while Lyons pooled the styling cues of its forebears into a two seater form. His iconic design, which ostensibly stayed in production for five years through the SS100 models, was at once distinctive with its long hood, smooth flowing fenders and cutaway doors, a fold-flat windshield, exposed gas tank and rear mounted spare.

As ever with Lyons, the bodywork and fenders were shaped on every plane, the combined result being an incredibly voluptuous and appealing design from any angle. But it wasn't just the lines of the car that they had dialed in: Lyons knew how to create an attractive cabin, the seats were carefully sculpted buckets to hold their sporting driver comfortably and, when seated, the driver and passenger had an almost airline like dashboard to entertain them complete with Telecontrol shock absorber controls. Aiming to 'fit like a glove' the limited cockpit space was then filled with a large steering wheel to navigate with. If the aesthetics were a revolution, the drivetrain still owed much to its predecessors with a 2.7 liter side valve engine provided by Standard. Ultimately this would lead to its replacement within the year. Initially The Honorable Brian Lewis and Tom Wisdom campaigned the



THE MOTORCAR OFFERED

'bob-tail' SS90 prototype without success, but the first seeds of the car's potential came when William Lyons himself piloted the first production example at the SS Car Club gathering in Blackpool with the fastest time of the day in their sprint/obstacle event. It could be argued that over time the '90' would have been developed and refined in its existing form, but Lyons and Heynes were on a roll and wisely recruited Harry Weslake as a consult them, to build an overhead valve version of Standard's 20hp. This new power unit debuted in October that year and enabled the Two Seater SS Sports car to be capable of the magic 100mph, and the rest as they say is history...

In this brief transitional period for the company, and despite their relatively modest cost, just two dozen SS90 cars would be built in total.

The 10th of the 23 production SS90 cars built, chassis 249485 was delivered new in the middle of the year, being registered on July 15, 1935 to A.L. Dyer of Cheshire in the U.K. It was licensed with the Manchester County Council plate 'BNF 346'.

Although its late 1930s history is not known at present, the car still retains its immediate postwar British Registration/Log Book, which records it returning to the road on July 9, 1945 as the property of Star Motors of Reading. By the fall, it was the property of Arthur Taylor of Holbeach, Lincolnshire, and was subsequently transferred into his business entity in 1951. The log book is fully stamped up to 1955 as being on the road; it is thought that after this time the car was laid up.

Geoffrey Howard had long held a fascination for these early pre-war Jaguars and on June 19,

1970 was able to purchase the car offered here. According to its log book his acquisition was directly from the successor to Arthur Taylor's company, Wright Engineering of Holbeach. As evidenced from photos taken in this period of a very proud Howard with his 'new toy', the SS90 was clearly quite tired by this period, but in almost all respects was complete. The sole exception to this was its engine, which by now had been replaced with another six cylinder unit, that of an Alvis.

Following his securing of the car, Howard began a restoration. Over the course of his four decades of ownership trusted British experts, which in the early days included Ashton Keynes Vintage Restorations, H.H. Cooke & Sons, Tula Restorations and others, carried out work for him. Throughout, Geoffrey Howard maintained fastidious notes on the car's progress and made copious, detailed drawings



The SS90 as purchased by Howard in the 1970s.



The SS90 as purchased by Howard in the 1970s.

of the ways in which the features operated. Along the way, the Alvis power unit was removed and in its place a period SS unit was fitted, an overhead valve 2½ Liter (252 prefix unit) itself most likely originally fitted either to an early SS100, Jaguar Sedan or Drophead Coupe.

Having spent its whole life in the UK, as Mr. Howard entered retirement in the mid-1990s, the SS90 was brought to North America. Technically it was imported into the U.S.A., although a British Vehicle Registration remains active.

Ultimately, with a handful of distractions and a greater fascination with his own tribute to these cars, completion of the car's restoration sadly eluded him. As viewed today, it is in a state of basic assembly, with bodywork fitted, running gear in place and 'rolling'. In its stripped unpainted form and without the interior refitted it

is easy to see the extent of any restoration that has taken place cosmetically and ostensibly it appears to be close to ready for painting. According to its UK log book, its original colorway was blue, and it seems that it was Mr. Howard's intention to return it to that scheme as much of the interior has been remade in royal blue leather and matched carpeting.

As with so many cars, the evolution from drawing board design to practical/usable automobile sees a certain degree of compromise, and as beautiful as its successor is close inspection of the original work here shows how exquisitely refined and well penned these forerunners are. For this reason particularly, and the fact that these cars represent the breakaway model from the SS era to the journey that lead to the XK and E Type and all that the brand became, the SS90 is a pivotal car in the Jaguar legend.

Of the 24 cars built, it is thought that the survival rate is roughly two-thirds of that production. Accordingly, opportunities to acquire examples of this highly important model rarely occur. Bonhams is delighted to present this recent discovery for sale, from its long term ownership, ready for its next custodian to return it to the road.

\$250,000 - 400,000

When collected from Mr. Howard's garage, all evident boxes and parts annotated as being for this car were removed and every effort has been made by Bonhams to ensure that they accompany it. However, ultimately beyond the fact that the SS90 was acquired as a complete car and then dismantled for restoration and remained in his ownership continuously, it is up to prospective purchasers to assess the completeness of the car as offered.

From the Estate of Geoffrey Howard

1958 JAGUAR XK150 3.4 LITER ROADSTER

Chassis no. S 830358 DN

Engine no. V3797-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Original Canadian supply
- Matching numbers and equipped with overdrive
- Desirable original color scheme
- The final evolution of the original XKs



THE JAGUAR XK150

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grill were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its

prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupe forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed.

'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with center-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

THE MOTORCAR OFFERED

As verified by Jaguar Daimler Heritage, Geoffrey Howard's post-war Jaguar was a rare original delivery to Canada, being distributed through Jaguar of Eastern Canada in Montreal. From new the car wore the extremely attractive and desirable scheme of black paintwork with a red leather interior and black softtop and, as its chassis number suggests, it was to left hand drive manual configuration with overdrive. Its original date of dispatch was May 23, 1958.

On file is Mr. Howard's official Quebec sales tax receipt dated in 1970, suggesting that this was when he acquired the car some 45 years ago. In addition, a rather charming set of photographs, some of which are illustrated, depict the car in the early days of his ownership.

Early in Howard's ownership, winter and summer use.



Early in Howard's ownership, winter and summer use.

At some point, the XK150 was retired from the road and in 1995, the car was imported to the U.S. to be domiciled at Mr. Howard's Mill premises in Enosburg Falls, Vermont. It would spend the next two decades there, alongside his other Jaguars.

By its latter days, clearly after extensive and much enjoyed winter use in the unforgiving Quebec climate, the XK was somewhat worse for wear cosmetically. Unperturbed by adding this to his list of projects, its owner began to restore the XK also, taking its interior, dash and top out and starting to attend to the bodywork. With replacement in mind, Mr. Howard acquired a variety of necessary sheet metal components, including a new trunk and sills which go with the car. As far as can be assessed, its engine and running gear appear to have been untouched.

With its simple uncomplicated history, and as one of the more desirable specifications for the model with some of the required parts already purchased, this would seem to represent an ideal and straightforward restoration for its next owner.

\$30,000 - 40,000
Without reserve

When collected from Mr. Howard's garage, all evident boxes and parts annotated as being for this car were removed and every effort has been made by Bonhams to ensure that they accompany it. However, ultimately beyond the fact that the XK150 was acquired as a complete car and then dismantled for restoration and remained in his ownership continuously, it is up to prospective purchasers to assess the completeness of the car as offered.



From the Estate of Geoffrey Howard

1938 JAGUAR SS100 2½ LITER ROADSTER

Chassis no. 49049

Engine no. T 9528 (see text)

Body No. 4776

3,485cc OHV (Originally Side-Valve, see text) Inline 6-Cylinder Engine

4-Speed Manual Transmission

Front Suspension by Semi-Elliptic Leaf Spring, with Hartford Shock Absorbers, Live

Axle Rear Suspension by Semi-Elliptic Leaf Spring

4-Wheel Drum Brakes

- *Icon from the origin of the Jaguar marque*
- *Long term North American car*
- *Single ownership for more than 40 years*
- *Ready for completion of restoration*



THE SS100 JAGUAR

The background history to the all-new sports cars from SS Cars Ltd. is recounted in the description to Mr. Howard's SS90. Although good for 90mph, the SS90 was handicapped by the limitations of its side-valve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake.

Launched in 1936 alongside the 2½-Liter saloon, the SS100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard Six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburetors, now produced 104bhp. In 1938 a 3½-liter version producing 125bhp was added

to the range, the larger engine's extra power making the SS100 a genuine 100mph car.

Although a fine touring car, the SS100 was marketed primarily as competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½-Liters and 116 of the later 3½-Liter cars had been made by the time SS100 production was prematurely ended by the outbreak of war.

THE MOTORCAR OFFERED

49049 would have been one of the later 2½ Liter SS100s to be delivered, and was supplied through Henlys on July 27, 1938. As new it sported the archetypal scheme for these cars of Gunmetal Grey with a red leather interior and must have looked extremely handsome when it arrived with its first owner E. A. Day in the UK. Wearing a local London license plate of EYU 868, the car may have been registered by Henlys in that region, or perhaps Mr. Day was a Londoner.

The car's early UK history was not known to Mr. Howard, but the car has certainly been in the U.S for at least 50 years as its previous custodian, John Freeman of Baldwin, New York, is known to have had it in the 1960s. Indeed, Freeman wrote a report in the Vintage Sports Car Club of America publication in the late 1960s of how he'd used the car at an event at Bridgehampton, which we believe was in 1968.



The SS100 as purchased in 1971.



The SS100 as purchased in 1971.



The SS100 as purchased in 1971.



As pictured here, it still wore its UK plates at that time, and retains them to this day.

In August 1971, Geoffrey Howard was able to prize the car from Mr. Freeman. He would keep the car until his passing last year. As with other cars in the collection, first it went up to Montreal, but latterly in his retirement Mr. Howard brought the car back to his Vermont house. At some juncture a restoration was begun and, to judge from its condition today, this appears to have included repair and refurbishment of the wood frame of the body and some paintwork preparation although not much else. It is not known when the car received the replacement engine it carries today, which is a post-war 3½ Liter unit.

As offered today, the car appears to represent the basis for a straightforward re-assembly

returning it to a driver quality example, or perhaps a concours restoration. Either way it will be sure to reward its new owner with an eminently usable pre-war sports car from this legendary era of Jaguar production.

\$280,000 - 380,000

When collected from Mr. Howard's garage, all evident boxes and parts annotated as being for this car were removed and every effort has been made by Bonhams to ensure that they accompany it. However, ultimately beyond the fact that the SS100 was acquired as a complete car and then dismantled for restoration and remained in his ownership continuously, it is up to prospective purchasers to assess the completeness of the car as offered.



'49049' at Bridgehampton, c. 1968.

C.1975 SS100 TRIBUTE BY GEOFFREY HOWARD

Chassis no. None

1,993cc, Inline 4-Cylinder Engine

4-Speed Manual Transmission

Front, Independent by Coil Spring; Rear by Semi-Elliptic Leaf Spring

Front Disc Brakes, Rear Drum Brakes

**THE MOTORCAR OFFERED**

Early on in Geoffrey Howard's love affair with the SS and Jaguar marque, he made a conscious decision to create what has always been the ultimate form of flattery - a copy, or 'tribute' car. At the outset of the project, he hoped that he might complete one of these cars. Then, as a second stage, he wanted to offer the possibility of it being duplicated in kit form and properly marketed to enthusiasts such as himself.

In keeping with his general ethos, these were to be extremely accurate to the original, only using modern materials and running gear. Using his own extensive skills in draft work, he penned a box section chassis which was designed specifically with a mind to using a mechanical basis of the then current Ford Pinto. His choice was made because he felt the suspension set up could be worked into the SS100 lines without compromise to its flowing fenders and elegance.

Unlike so many procurers of such tributes, Mr. Howard had the real thing in his garage and was able to carefully create molds from the original fenders and body tub that he could then manufacture in fiberglass. On file are extensive drawings and notes as he thoroughly detailed suitable parts that might be closest to the original, while more visual and important aspects such as the top bows, radiator grille and seats were carefully copied professionally from the originals.

If this was to be a truly commercial venture, it could be argued that his timing was extremely unfortunate, in that almost at the same time on the other side of the Atlantic Robert Jankel and his Panther Westwinds company began production of their J72. Whether this dampened his spirits or just simply the complex nature of building such a car overwhelmed him is not certain.

Despite the growing number of options in the market for buyers of a replica SS100, Mr. Howard plowed on with his own version. Ultimately, completing the project would become his 'raison d'être'. As evidenced from this, the first and only of his production SS100 replicas, as he turned to an Octogenarian he was well on the way to completing it, but sadly seeing the final article eluded him.

Loosely re-assembled and accompanied by numerous evident parts that were evidently due to be fitted to it, here is a 'one of one' faithful SS100 replica from the hands of this passionate enthusiast.
\$5,000 - 10,000
Without reserve

Please note as an uncompleted project and never having been road registered, this is sold strictly as viewed and on a 'Bill of Sale' only.

295A

A QUANTITY OF MODERN PARTS SUITABLE FOR REPLICATION OR RESTORATION OF AN SS100,

comprising professionally made: complete metal top bows (2), SS100 type windshield panels (2 sets); unmachined windshield mounting brackets and SS logo nuts (2 sets); metal/wood frame seats (2 pairs).

\$1,500 - 2,500

Without reserve

295B

A QUANTITY OF MODERN PARTS SUITABLE FOR REPLICATION OR RESTORATION OF AN SS100

comprising professionally made: complete metal top bows (2), SS100 type windshield panels (2 sets); unmachined windshield mounting brackets and SS logo nuts (2 sets); metal/wood frame seats (2 pairs).

\$250 - 500

Without reserve

295C

A QUANTITY OF MODERN PARTS SUITABLE FOR REPLICATION OR RESTORATION OF AN SS100,

comprising professionally made: pre-war style Jaguar radiator grilles (6) and pre-war style Jaguar aluminum hood panels (6).

\$250 - 500

Without reserve

295D

A QUANTITY OF MODERN PARTS SUITABLE FOR REPLICATION OR RESTORATION OF AN SS100,

comprising professionally made new old pattern wooden rim steering wheels (5).

\$250 - 500

Without reserve

295E

A LARGE QUANTITY OF MODERN PARTS SUITABLE FOR REPLICATION OR RESTORATION OF AN SS100,

comprising professionally made: Lucas type headlights, Smiths instruments, windshield assembly, bucket seat frames and numerous other small items.

\$250 - 500

Without reserve

295F

A SET OF XK SERIES WIRE WHEELS FITTED WITH PERIOD DUNLOP ROADSPEED TIRES

\$250 - 500

Without reserve

295G

A LOT COMPRISING GEOFFREY HOWARD'S MOLD TEMPLATES FOR THE MANUFACTURE OF FIBERGLASS FENDERS AND BODYWORK, TOGETHER WITH THE CHASSIS FRAME JIG

These molds were successfully used to manufacture the highly accurate and detailed replica in the former car lot. They include molds for all necessary bodywork segments to enable a potential Howard successor to produce additional replicas. To further aid in such an effort, there is also a selection of mechanical parts from relevant Ford Pintos, for up to 6 replicas is in storage. The chassis frame jig includes all necessary parts (assembled) for one complete new chassis.

\$250 - 500

Without reserve

Please note that these items will not be available at the auction - for additional information regarding these items and arrangements for their viewing and or collection, please contact the Motoring Department at +1 (212) 461 6514.

END OF SALE

ACKNOWLEDGEMENTS

Bruce Wennerstrom, Maria Jannace and
the Greenwich Concours d'Elegance team
The Town of Greenwich, CT
Ted Tine Motorsports
Pierre Laugier
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Drew Shipley
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Angus Dykman, Northeast Sportscar
Jasen Delgado
Michael Furman
Jaguar Daimler Heritage Trust
Dirk de Jager
Robert Coucher
John de Boer
Pat Geoghegan
Brian Beni

PHOTO CREDITS

Auto Imaging Inc.: Lots 210 and 271
Jasen Delgado: Lot 266
Michael Furman: Lot 284
Christophe Gasco: Lots 252, 280 and 285
Michel Lessard: Lots 213, 214, 256, 257, 264, 277,
279 and 287
Pawel Litwinski: Lots 215, 226 – 249, 255, 259, 263,
272, 273, 274, 275, 278, 281 and 282
Scott Nidermaier: Lots 206, 217, 218, 251, 269 and 290
Northeast Sportscar: Lots 253, 254 and 267
Drew Shipley: Lot 223
Sean Smith: Lots 201, 202, 203, 205, 208, 221, 222,
258, 260, 262, 265, 268 and 289.

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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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Bonhams

Sale title: The Greenwich Concours d'Elegance Auction		Sale date: May 31, 2015	
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\$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	
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\$5,000 - 10,000by 500s		The auctioneer has discretion to split any bid at any time.	
Customer Number		Title	
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Company name (to be invoiced if applicable)			
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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*

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Your signature:	Date:

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Greenwich Concours d'Elegance Auction on May 31st, 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' Greenwich Concours d'Elegance Auction on May 31st, 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.

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13TH ANNUAL

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VIEWING

31 May - 3 June 2015

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GOODWOOD FESTIVAL OF SPEED SALE

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Motor Cars and Automobilia
Friday 26 June 2015
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Entries now invited



1,260kms from new
2004 FERRARI ENZO BERLINETTA
Coachwork by Pininfarina
No reserve

'RJH 400' - The ex-Haddon/Vivian,
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1954 JAGUAR XK120 ROADSTER
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No reserve

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The ex-William Harrah Collection
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Knokke-Heist with Le Zoute, Belgium's most prestigious seaside resort and home to the international jet-set, is hosting the Zoute Grand Prix for the 6th year in a row. From 8 to 11 October 2015, a crowd of more than 100,000 is expected to enjoy a weekend full of nostalgia with classic cars, a classic rally, a spectacular GT tour, a sale by Bonhams 1793, a concours d'Elégance and numerous other events involving the most stylish classics and breathtaking modern cars alike.

Knokke-Heist is particularly renowned for its laid-back lifestyle. Many of its luxurious mansions and picturesque villas are occupied by prominent members of social, corporate and artistic life. The most luxurious part of the town, Le Zoute, is renowned for its classy shops, stylish brand flagship stores, comfy hotels, cosy restaurants and art galleries. Due to its unique situation, the resort enjoys a year-round mild microclimate. Knokke-Heist is easily accessible from all major European cities.

Check the program, save the date and make sure to be part of it!

more info : www.zoutegrandprix.be



PROGRAM **ZOUTE GRAND PRIX®** 2015 8 - 11 OCTOBER 2015

ZOUTE RALLY® - 8-10 October 2015

A regularity rally limited to 170 classic cars with first registration between 1920 and 1965, with start and finish in Knokke-le-Zoute.

ZOUTE TOP MARQUES® - 8-11 October 2015

Podiums with the latest and most exclusive modern cars, which will be displayed along the Kustlaan and Albertplein in Le Zoute.

ZOUTE SALE® - by Bonhams 1793 - 8-9 October 2015

A prestigious international auction of fine and rare collectors' motor cars to be held on the central Albertplein in Le Zoute. Preview on Thursday 8, sale on Friday 9 October.

ZOUTE CONCOURS D'ELEGANCE® by Bank Degroof - 10-11 October 2015

The fifth edition of the Concours d'Elegance will take place on Saturday at the Approach Golf and on Sunday at the Fairway 1 of the prestigious Royal Zoute Golf Club, where a limited number of quality entries in pre- and post-war classes will be selected by the organising committee and judged by an international jury.

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PREVIEW

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