

January 28, 2016
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE

SCOTTSDALE

..... *Auction*



Bonhams



LOT 21 - 1962 MERCEDES-BENZ 300SL ROADSTER





LOT 12 - 2015 McLAREN P1

January 28, 2016 at 11am
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE

SCOTTSDALE

..... 

Auction

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BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

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

PREVIEW & AUCTION LOCATION

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

PREVIEW

Tuesday January 26, 9am to 6pm
Wednesday January 27, 9am to 6pm
Thursday January 28, 9am to 11am

BIDS

+1 (415) 861 7500
+1 (415) 861 8951 fax

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

Please see pages 4 to 7 and 262 to
266 for bidder information including
Conditions of Sale, after-sale
collection and shipment.

SALE NUMBER: 23132

Lots 1 - 115

CATALOG: \$100

Bonhams

220 San Bruno Avenue
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FRONT COVER

Lot 44, 1957 Ferrari 250 GT
Alloy Coupe

ADMISSION TO PREVIEW AND AUCTION

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

From January 25 to 30, to reach us
directly at the Bonhams Pavilion at
The Westin:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

BUYER INFORMATION

CONDITIONS OF SALE AND DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

For all registrable vehicles, Bonhams is an Arizona motor vehicle dealer, dealer number L00012102. Please note that following the auction history documents and accompanied items may ship with the vehicle or from Bonhams offices. Titles will be mailed via FedEx from our San Francisco office, but please allow up to 30 days to receive the title. Titles that are announced as 'in transit' at the sale may take additional time.

ADMISSION TO PREVIEW AND AUCTION

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

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

BIDDER REGISTRATION FEE

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

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

BUYER'S PREMIUM, TAXES AND 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.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition,

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

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

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

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

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

2. A qualified nonresident of Arizona cannot take possession of the automobile in Arizona without incurring sales tax. The automobile must be shipped through an ICC carrier and the client must complete one or more of the following forms: Form 5010, Certificate To Establish Out Of State Delivery Of Motor Vehicle To Nonresident, Form 5011, Certificate To

Establish Residency In Another US State. A legible copy of a current valid driver's license that indicates an address outside of Arizona must also be furnished.

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

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

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 30.

ESTIMATES

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

RESERVES

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

BUYER INFORMATION

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 or other means, the buyer or bidder agrees to be bound by the Conditions of Sale. We assume no responsibility for failure to execute bids for any reason whatsoever.

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction. Faxed absentee bids should be sent to Bonhams at +1 (415) 861 8951 or to Bonhams in Scottsdale, AZ at +1 (415) 391 4040 beginning Monday January 25 until sale day.

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

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

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

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT & COLLECTION OF LOTS

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Saturday January 30. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card with a pin number. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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

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

PAYMENT & COLLECTION HOURS

Bonhams will be accepting payment during and after the auction on Thursday January 28. We will be open on Friday January 29 from 8.30am until 5pm, and again on Saturday January 30 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 30; therefore any payment and collection appointments will begin no later than 11am.

Please notify us of your collection plans upon payment.

COLLECTION OF LOTS, REMOVAL AND STORAGE CHARGES

All Motor Vehicle lots must be paid for and collected from the sale venue by 12pm on Saturday January 30. Lots are at the buyer's risk from the fall of the hammer. It is strongly advised that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of the sale.

You may have an authorized agent collect your purchases as long as they are removed from the auction site by 12pm Saturday January 30. It is the responsibility of the buyer to separately inform their shipper or collection agent of the location of the property, its collection and forwarding, the costs of which will be paid for by the buyer after the applicable uplift/removal and storage charges and any taxes thereon have been paid. Buyers should satisfy themselves that they or their agents have collected all relevant log books, title or other documents and keys relating to their lot(s) at time of collection.

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

TRANSPORT AND SHIPPING

Representatives of Bonhams' preferred carriers will be present at the sale and can arrange transportation as agents for the buyer or the seller as the case may be. An authorized agent may collect your purchases as long as they are paid for and removed from the auction site by 12pm Saturday January 30.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday January 30, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

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

DOMESTIC MOTORCAR TRANSPORT

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

INTERNATIONAL MOTORCAR TRANSPORT

CARS (Classic Automotive Relocation Services)
Contact: Alistair Forbes
USA +1 (310) 451 0020
UK +44 (0)1284 850 950
alistair@carseurope.net

Domestic and International Motorcar and Motorcycle Transport
Schumacher Cargo Logistics
Contact: Warren Barnes, +1 (310) 626 7117
warren@scclusa.co

BONHAMS AT THE WESTIN KIERLAND RESORT & SPA



THE WESTIN KIERLAND RESORT & SPA

Bonhams Pavilion will be in the West Parking Lot
6902 E Greenway Parkway
Scottsdale, AZ 85254 USA

DIRECTIONS

From the East Valley/ Tempe/ Chandler:

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

From North Phoenix:

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

From Phoenix Airport/ West Phoenix:

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

From South Phoenix/ Tucson:

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



HAPPY NEW YEAR

It is with great pleasure that we invite you to join us for our fifth annual Scottsdale Auction, set on the beautiful grounds of the fabulous Westin Kierland Resort & Spa. We have again curated a fine collection of exceptional collectors motorcars for The Scottsdale Auction; rare opportunities await.

The consignments represent a broad range of collecting interests, from the earliest days of motoring, to sports and racing machines, to modern supercars. Within these categories are some of the finest examples of the most renowned marques ever built, achieving iconic status for their advanced engineering, power, endurance and beauty. Well over half of the motorcars will be offered without reserve.

We enjoy a wonderful partnership with one of the premier resorts in the Scottsdale area, The Westin Kierland Resort & Spa. We are proud to hold Bonhams' Scottsdale Auction at this AAA Four Diamond destination, amongst its wonderful grounds and luxurious surroundings, with easy access from anywhere in the Phoenix vicinity.

We are delighted that you are holding this catalog in your hands and hope to see you Thursday January 28.

We pride ourselves on service above all; if there is anything we can assist you with, please do let us know.

Sincerely,

The Bonhams US Motoring Team



Jakob Greisen



Mark Osborne



Rupert Banner



Evan Ide



Eric Minoff



Nick Smith



Michael Caimano



Steffan Frisk



Veronica Duque



Stephen Girlich

PLEASE JOIN US

Bonhams Motoring department cordially invites you to a champagne breakfast and pre-auction viewing.

Thursday January 28
from 9am to 11am

The Bonhams Pavilion
Westin Kierland Resort
at the Pittman Lawn





LOT 46 - 1973 PORSCHE 911 CARRERA RS 2.7

..... THE

SCOTTSDALE

..... *Auction*



1

1957 FORD THUNDERBIRD

Chassis no. D7FH334663

312ci OHV V8 Engine
4-Barrel Carburetor
245bhp at 4,500rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Exquisite restoration by Prestige Thunderbirds*
- *Finished in striking Black over Turquoise livery*
- *Equipped with many power amenities and hardtop*
- *Classic and Elegant V8 Powered Americana*
- *The last year of the two-seat Thunderbird*



THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954 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, and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

A low, sleek two-seater, the Thunderbird offered amenities not found in the competing Chevrolet Corvette, most particularly rollup windows, offering comfort and convenience options tailored to an affluent market.

Ford's product planners hit the market dead center and over 16,000 Thunderbirds were assembled in the 1955 model year.

There were few alterations made for the '56 season, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the engine options. A more thoroughgoing re-style for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the boot, a move that would improve the handling. Despite its success, the original Thunderbird concept was soon abandoned and a larger - and slower - four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight.

Today the original 1955-'57 Thunderbirds are among the most desirable and sought after of all post-war American automobiles, and are

highly regarded by collectors for their unique design, abundant creature comforts and the performance of their Ford V-8 engines.





THE MOTORCAR OFFERED

Completed at the Dearborn, Michigan Ford plant, this 1957 Thunderbird D-Code is believed to have been sold new in San Diego, California. The Thunderbird is said to have remained with its first owner until the early 1980s, when a fellow San Diegan pro golfer purchased it. The Ford remained in this ownership until the early 2000s when the consignor purchased it. Although in need of a restoration, the car is said to have been very dry and original at this point.

Soon after, a complete nut and bolt restoration was begun by a group of local San Diego based restorers, but after being a few years into the process, the consignor decided to hand the project over to Los Angeles based marque specialists - Prestige Thunderbirds. The work order was to restore the car to show winning condition and Prestige Thunderbirds

would soon after set out to do just that, beginning a full disassembly of the car. The body was lifted off the frame, and parts and pieces re-finished throughout. All work was done to factory specifications, and to a very high standard. A striking livery of Black over Turquoise and White interior was chosen for the car, making it look so very 1950s. A few thoughtful mechanical upgrades were made to the car, such as the installment of a dual master brake cylinder, and a seven-blade cooling fan for drivability.

This expertly restored 1957 Thunderbird is handsomely equipped with Power Steering, Power Brakes, a Hardtop and a classic Town & Country radio. Since the restoration, the car has been used sparingly and kept in the consignor's San Diego-based climate controlled garage. The Thunderbird is offered

with the original owner's manual, dealer brochures and tons of documentation. A striking example in every regard, one should be very please with this beautiful example of Ford's classic Thunderbird.

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



2

1975 PORSCHE 911S 2.7 SILVER ANNIVERSARY COUPE

Chassis no. 9115200301

Engine no. 6450511

2,687cc SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic Fuel Injection

165bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Fewer than 42,000 original miles and highly-original condition throughout*
- *Impressive PCA Concours history with 20 Best in Class Awards*
- *Desirable Silver Anniversary model with just two owners from new*
- *Increasingly collectible era for the 911*
- *Offered with original tools, jack, owner's manual and COA*



THE 2.7-LITER PORSCHE 911

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguished by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raised top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the air-cooled, 'flat six' engine underwent the first of many enlargements - to 2.2 liters.

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

a 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.

To celebrate Porsche's 25th anniversary of sports car production, a limited edition 911 Silver Anniversary model was introduced as a one-year-only model for 1975. These cars were heavily optioned, and all finished in the attractive Diamond Silver Metallic paint, with a cool plaid interior. They remain among the most collectible 911-models of the era.

THE MOTORCAR OFFERED

The exceptional Porsche offered here must be is one of the most original and best-kept impact-bumper 911's available anywhere. Not only is this car one of the just 504 Silver Anniversary 911S Coupe's delivered to the US, but very few Porsches of this vintage can match this cars impressive show history and highly original condition.

The consignor, a Los Angeles PCA member and Porsche enthusiast, purchased the car from the original owner in 2011 with just 34,000 miles on the odometer, and has since been campaigning the Silver Anniversary 911 at prominent and competitive concours events. The list of awards speaks for itself; 2014 PCA Parade Preservation Class winner, 2015 La Jolla Concours Class winner, 2015 Werks Reunion Best in Class, and 2012-2016 PCA Zone 8 Full Concours Class Champion,





totaling 20 consecutive Best in Class Awards!

The car is finished in the Diamond Silver Metallic in which these limited-production Silver Anniversary 911's came in, and is trimmed in the original dark blue plaid leatherette/vinyl interior. It retains its long list of factory options, including the two-stage heated rear window, Blaupunkt Bamberg radio, anniversary decals and dash emblem, Koni shock absorbers, Fuchs alloy wheels, as well as the original manuals, tool kit and jack, spare wheel and air pump, and its factory installed, matching numbers, 2.7-Liter engine. This extraordinarily original 911S has less than 42,000 miles from new, and a highly impressive PCA Concours history.

\$70,000 - 90,000
WITHOUT RESERVE



3

1936 ROLLS-ROYCE PHANTOM III SEDANCA DE VILLE

Coachwork by Windovers Ltd

Chassis no. 3 AZ 40

Engine no. Z 14 B

7,338cc OHV V12 Engine

Single Carburetor

126bhp at 4,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *The original V12 Rolls-Royce*
- *Rare motor show displayed coachwork by Windovers*
- *Well-documented example*
- *Single owner for over 50 years*
- *Offered with RROC history file and copies of factory records*



THE ROLLS-ROYCE PHANTOM III

Rolls-Royce's "single model" policy had proved an outstanding success for the company, but immediately after the end of The Great War, the recession in the motor trade prompted the introduction of a smaller, cheaper 20HP car to be built alongside the existing 40/50HP Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its 6-cylinder engine, a centre-change gearbox and "Hotchkiss drive" rear axle, so the arrival of the advanced newcomer only served to emphasise the Silver Ghost's Edwardian origins. However, while replacing the elegant but ageing Silver Ghost chassis was no easy task for Rolls-Royce, the big 40/50HP model would soon benefit from developments pioneered on its smaller sibling.

The new model which debuted in 1925 was a more than worthy successor. Later named

the Phantom I, the new model took Rolls-Royce into the modern mid-twenties era of motoring. The chassis of the Silver Ghost was improved, but not in any revolutionary manner. The design philosophy of the marque remained careful evolution rather than revolutionary gadgetry.

Introduced at the Olympia Motor Exhibition in 1935, the Rolls-Royce Phantom III was an immediate favorite of the ruling classes. With innovative engineering, and an imposing presence, the Phantom III was the most sophisticated and powerful pre-war Rolls-Royce. Mounted behind the unmistakable radiator was something entirely new and unique to the Phantom III- an all-aluminum V12 engine. In fact, The Phantom III was the first and only Rolls-Royce powered by 12 cylinders until the introduction of the Silver Seraph in 1938. This

engine, displacing 7.3 liters, featured a twin ignition system along with twin spark plugs per cylinder, twin fuel pumps, aluminum heads, and wet liners.

Despite its massiveness, the Phantom III could move quite briskly thanks to its nearly 360 lb/ft of torque available at just 2000rpm. Smoothly operating in near silence like its iconic forbearer, the Silver Ghost, the Phantom III was capable of reaching speeds nearing 100 miles-per-hour- an impressive feat for any motorcar of the era, let alone one of such impressive stature. Most chassis were fitted with large four-door bodies well-suited to the dimensions and proportions of the car. After just 727 examples were produced, production came to an abrupt end in 1939 at the outbreak of World War II, with Rolls-Royce shifting all production to aiding the war effort.





THE MOTORCAR OFFERED

Completed in July of 1936 for the 6th Earl of Portarlington, Phantom III chassis 3 AZ 40 was fitted with stately Sedan de Ville coachwork by Windovers, Ltd. Featuring classic swooping fenders, an open cockpit, bold lines, and an incorporated trunk, this striking Phantom III was a seamless blend of traditional coachbuilding with modern touches. According to the Phantom III Directory and Register, this elegant body had actually been shown at Scottish Motor Show in 1935, presumably on Windovers stand. In 1962, this Phantom was acquired by Mr. John "Jack" Goodman of Tucson, Arizona.

10 years into his over 50 years of ownership, Mr. Goodman had this rare Rolls treated to a refreshed interior, new paint, and an engine rebuild. Mr. Goodman has since kept this car maintained and has driven it sparingly.

Finished in the striking two-tone combination of black and yellow paint over a plush black leather interior, this elegant Rolls-Royce presents beautifully. The older restoration has developed a nice patina, with fine bodywork that has benefitted from decades in the arid Arizona climate. The black leather interior is complete with fine woodwork, plush seats, and picnic tables. Mechanically, the V12 engine runs smoothly and all systems function properly. This is a beautiful example of pre-war Rolls-Royce elegance, and comes with its original tool kit, along with books and manuals, and a comprehensive history file from the Rolls-Royce Foundation.

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



4

1980 FERRARI 308 GTSi

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. ZFFAA02A0A0032621

Engine no. F106B04000351

2,926cc DOHC V8 Engine

Bosch Fuel Injection

202bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Less than 43,000 miles from new*
- *Offered with books, tools and numerous service receipts*
- *Lovely Original Interior*
- *Beautiful example of Ferrari's classic 308*
- *Rare Oro Chiaro Livery*



THE FERRARI 308

Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Badged as a 'Di-no', the all-new 308 GT4 2+2 superseded the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but there were no complaints about the performance of the 3.0-liter quad-cam V8 engine, which was carried over to its suc-cessor.

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB - Ferrari's second V8 road car - marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and

transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an out-put good enough to propel the 308 GTB to a top speed of over 150mph.

Produced initially with fiberglass bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the intro-duction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (QV) model in 1982. An exhilarating driver's car and a Ferrari purist's delight, the 308 GTSi and its many deriva-tives proved a huge commercial success for Maranello, with over 12,000 sold.

THE MOTORCAR OFFERED

This highly original Ferrari 308 GTSi was finished at the Maranello Ferrari works in June of 1980, and la-beled as a 1981 model. This car, chassis number 32621 was built for the US market, and was finished as it is presented today; painted in the attractive Oro Chiaro (Gold) with Testa di Moro (Brown) interior. This car is believed to be one of very few 308 GTSi finished in this color scheme.

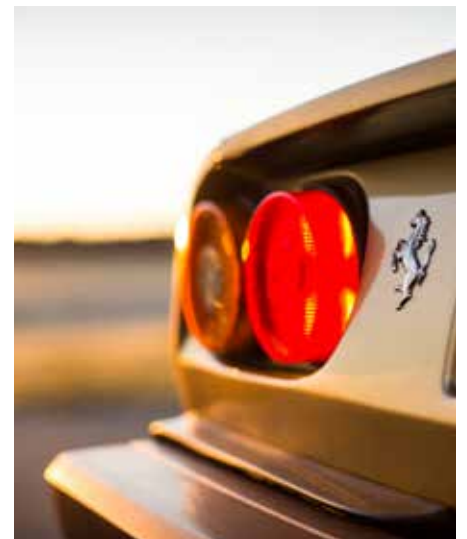
Since that time it has been fairly sheltered, and the odometer reading of less than 43,000 miles is believed to be the cars actual mileage. The car comes with an extensive maintenance file containing many receipts, thus showing that it has been cared for by its previous owners. The car was subject to a professional re-paint, in the original livery some time back, but the original interior is still in situ, and remains in very good condition.





On a recent test-drive the car performed beautifully, demonstrating very good stability, road holding, and acceleration. Finished in a rare and striking color-combination, this sporting 308 is accompanied with tools, books, and manuals, and is sure to bring its next owner years of enjoyment.

\$90,000 - 110,000
WITHOUT RESERVE



5

1962 BENTLEY S2 CONTINENTAL FLYING SPUR

Coachwork by H.J. Mulliner

Chassis no. BC59LCZ

6,230cc OHV Alloy V8 Engine

SU Carburetors

200bhp

4-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Exquisitely restored example of Bentley's Classic Continental*
- *One of just 54 factory delivered left hand drive examples*
- *Delivered new through Rolls-Royce New York, USA*
- *Offered with copies of factory built sheets and restoration records*
- *Ready for high-class touring or concours shows*



THE BENTLEY CONTINENTALS

Eulogizing about Bentley's new 'S'-series cars, introduced in April 1955, The Autocar wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their

performance was considerably enhanced by the new 6,230cc all-alloy engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number BC99BY - higher gearing. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental exclusively as a two-door car, but late in 1957 the decision was taken to sanction

the production of a four-door variation by famous coach building company H. J. Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H. J. Mulliner, bearing a strong resemblance both to the two-door Continental and to existing coach built four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.

To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot, making it even more suited to extended touring of far-flung destinations.





THE MOTORCAR OFFERED

Continental chassis no. BC59LCZ started assembly at the legendary Creve-based Bentley works during the summer of 1961. Configured from new as one of the just 54 left hand drive chassis completed, BC59LCZ was shipped off to coach builders H.J. Mulliner on July 18, 1961 to receive the sporting, lightweight 'Flying Spur' Sports Saloon coachwork. The Bentley would be finished in *Whitehall Grey*, and trimmed with a *Scarlet Red* Interior, equipped for the US market where Rolls-Royce of New York, a subsidiary of J.S. Inskip would become the retailer, although Rallye Motors Inc. sold the car to the first owner. The finished Continental was equipped with Sundym Glass, power windows and luggage straps, and left the UK onboard SS Sidonica on January 29, 1962, destined for New York.

The first owner listed on the Bentley chassis records was Mr. Walter Schwindt, a resident

of the prominent New York Metropolitan Club, 1 East 60th Street, New York, NY. The car is believed to have remained in Mr. Schwindt's ownership until the late 1970s, when fellow New Yorker Rudolf Maschke of Centerport, NY took ownership of the car, before selling it to Mr. Mitchel Cahn of Great Neck, NY. The car is believed to have relocated to Denver some years later, where the consignor purchased what is said to have been a very solid and original car.

Between 2012 and 2014, a comprehensive restoration was carried out, returning the sporting Continental to its former shine. The exterior was refinished in elegant and period-correct Shell Grey over Tudor Grey, while the chrome and brightwork was refurbished. The interior wood and upholstery was also restored to the as-delivered condition.

This exquisite Bentley S2 Continental features the elegant, H. J. Mulliner-designed, lightweight 'Flying Spur' Sports Saloon coachwork, and is one of the 54 left-hand drive cars produced, out of a total of 125 completed in this style on the S2 chassis. The car is offered with the original owners handbook, copies of factory built sheets and restoration records. Offered here is a true piece of Crewe history.

\$200,000 - 300,000



6

1989 ASTON MARTIN LAGONDA SERIES 4 SEDAN

VIN. SCFDL01S6KTL13601

5,340cc DOHC V8 Engine
Weber-Marelli Fuel Injection
289bhp at 5,000rpm
3-Speed TorqueFlite Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Power-Assisted Disc Brakes

- *Delivered new to San Diego*
- *One of only 98 Series 4 Lagondas built*
- *Fewer than 36,000 original miles*
- *Three owners from new*
- *Meticulously serviced from day one with extensive records*



THE ASTON MARTIN LAGONDA

Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of which was constructed. When the concept re-emerged, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork by William Towns, the new Lagonda saloon used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of electronic instrumentation and switchgear. Problems with the latter would delay production until April 1978, by which time a less radical design had been adopted.

The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the Aston Martin tradition. Production got into

its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory.

The Lagonda was face-lifted in 1987 as the Series 4, acquiring a slightly softer, less hard-edged look and continued in production until May 1990 by which time a total of 645 had been built, including 98 Series 4 models, 50 of which were left hand drive. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

THE MOTORCAR OFFERED

From the final series of production and last year the model was imported to North America, this Lagonda was completed on June 16, 1989 and bought new by San Diego publishing magnate David C. Copley, a contemporary art collector and car enthusiast, through Gregg Motors in Beverly Hills. Finished in Windsor Red Metallic over Magnolia hides with burgundy piping, the regal sedan was delivered on August 4th, 1989 in La Jolla, California. Regularly serviced, Mr. Copley actively enjoyed his Lagonda, regularly servicing it at marque specialists and accumulating 29,000 miles by 1999.

With a garage full of other exciting cars, the Lagonda was more sparingly used in the ensuing decade with only 3,000 miles added between 1999 and 2012. Records indicate that while usage was curtailed, service was not with regular maintenance performed. Upon





Mr. Copley's passing in 2012, the car was sold to the Midwest before being acquired by the present owner in 2014.

Still in beautiful condition, it shows fewer than 36,000 original miles on the clock. Religious upkeep has kept this example of these notoriously complicated cars in top shape. Understood to be a lovely driving machine, the original digital dash is reported to work well and the air conditioning is said to blow cold. More recently, the car has been fitted with a modern stereo and Bluetooth connectivity.

Having lived virtually its entire life in the exceptionally car-friendly Southern California climate and the recipient of top dollar service, this Lagonda is surely one of the finest examples one can acquire. Complete with its service records from new, copies of build

records from Aston Martin, and a clean CarFax documenting its comfortable existence and sparing use, this final-series Lagonda is ready to motor into its fourth owner's garage.

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



7

1972 ALFA ROMEO MONTREAL

Design by Bertone

Chassis no. 1426759

Engine no. AR00564.01264

2,593cc DOHC V8 Engine

SPICA Mechanical Fuel Injection

200bhp at 6,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Low-mileage, highly original example*
- *Just two owners between 1973 and 2013*
- *Used when new as Alfa Romeo demonstrator in France*
- *Lovely car for high-speed rallies such as the Copperstate 1000*
- *Beautifully presented example of classic Bertone styling*



THE ALFA ROMEO MONTREAL

Alfa Romeo contracted Bertone to design an innovative new sports car in 1967 to reveal to the world at the Expo 67 World's Fair in Montreal. Penned by Marcello Gandini, who created the iconic Miura just one year before, the concept featured innovative side gills and retractable slotted headlight shades on a classic, flowing shape. This sleek, unnamed coupe was met with much acclaim and began to be colloquially referred to as the Alfa Romeo Montreal.

Three years later, Alfa debuted the Alfa Romeo Montreal as a production model at the 1970 Geneva Auto Salon. While strikingly similar stylistically to the Expo 67 concept, the production model abandoned the Giulia's four-cylinder for a high-revving quad-cam V8 based on the 2.0 liter Tipo 33 Stradale engine. This 90° dry-sump V8 redlined at 7,000 rpm

and brought this stylish coupe to 60 from a standstill in 7.1 seconds, and on to a top speed of nearly 140 mph. While the Montreal offers blistering performance and stunning Marcello Gandini good looks, it also features four seats and a trunk, making it quite a practical and usable sports car.

With a sticker price higher than a Jaguar XKE or Porsche 911, the striking design and exhilarating performance was not enough to tempt many buyers, with just 3,925 examples produced by 1977. Regardless, the Montreal is a beautiful hand-built Italian sports car worthy of a place in any collection.

THE MOTORCAR OFFERED

Offered here is a highly original and well cared for example of Alfa Romeo's Bertone-styled Montreal. According to Alfa Romeo's official *Centro Documentazione* archives, this Montreal was completed at the Alfa Romeo factory on April 13th, 1972. The car was finished in Grey (or Silver), over a black interior, just as it appears today. The Alfa Romeo was delivered new to France where it's believed it was used as a demonstrator by either the French Alfa Romeo importer, or a regional Alfa Romeo agency.

The cars first private owner acquired the new Montreal in 1973, with who the car would remain until 1988. The cars second owner would keep the car for 25 years, until offering it at Bonhams 2013 SPA Classic Auction, where the current owner purchased it; a San Diego based life-long car enthusiast.





Today, this beautiful Alfa Romeo remains in highly original and well-preserved condition, and the odometer reading of just over 59,000 kilometers (37,000 miles) and is believed to be the cars actual mileage since new. The typical yellow French headlghts are still in place, and add a nice contrast to the Silver exterior. Offered here is a stylish and powerful sports coupe, ready for spirited touring.

\$60,000 - 80,000
WITHOUT RESERVE



8

1934 PACKARD EIGHT 1101 COUPE

Chassis no. 376770

Engine no. 376882

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

- *Lovely example of Packard's great 1934 model*
- *Participant in CCCA CARavan 1,000 mile tour*
- *Packard's International Meet Class and Circle of Champions Award Winner*
- *Extensive mechanical and cosmetic work performed by Custom Auto Service*
- *CCCA Full Classic*



THE 1934 PACKARD

Charles Dickens may have written “It was the best of times, it was the worst of times” about the beginning of French Revolution, but it applied just as well to Packard in 1934. The cars were wonderful, offered in a profusion of models, body styles and optional accessories, but the Great Depression was at its deepest and even Packard’s elite clientele were not buying. It was cold comfort when Packard finished the year with 42.7% of the luxury car market. Cadillac and Lincoln were in much worse shape but still afloat, unlike Marmon and Peerless who had called it quits in 1933. Pierce-Arrow was also well on its way to going out of business.

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

In addition to the inherent quality, luxury, performance, and silence for which Packard was justly famous, the marque’s design and styling combined conservative elegance with a hint of sporting flair. Raymond Dietrich had laid down the basic lines of Packard’s cataloged and custom bodies while working for Murray Corporation subsidiary Dietrich, Inc. in the late twenties. Ray Dietrich’s concepts were embraced by Ed Macauley, who was appointed as Packard’s styling director in 1932 by his father Alvan Macauley, Packard’s President. Alexis de Sakhnoffsky joined Packard as a part-time consultant through the early thirties, contributing his own sense of form, flow and streamlining to the development of Packard coachwork. Sakhnoffsky’s work was then implemented with great talent and skill by Werner Gubitz.

While a few remaining independent coachbuilders

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

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





The Packard traveling through the San Bernardino Mountains, circa 1936.

THE MOTORCAR OFFERED

The consignor purchased this beautiful 1934 Standard Eight Rumble Seat Coupe from well-known collector, Art Astor in June 2008. The archival images that accompany this Packard show it towing a trailer in the San Bernardino Mountains (with a boxer dog in the trailer window) around 1936, with California license plates. The photos also document appearances at concours shows many years ago. It is apparent that this stylish Coupe has always remained in California.

Subsequent to the consignor's acquisition, the renowned Packard specialists at Custom Auto Service in Santa Ana, CA rebuilt the engine and other mechanicals. In addition to the mechanical restoration, the car has been almost completely repainted, while the bumpers and other parts have been re-chromed where needed. New carpeting has

also been installed to refresh the interior. Over \$90,000 was spent on this process, with numerous restoration photos available upon request. After the completion of the mechanical refurbishment, a Gear Vendor overdrive was added for touring purposes.

In 2010 the consignor drove the car on the CCCA Pacific Northwest CARavan. Over 1,000 miles were driven through the mountains of Washington State and the Canadian Rockies without incident. No oil or water had to be added during the entire trip, and the car was a pleasure to drive. The engine was very quiet and the oil pressure was excellent.

While the consignor feels that the car is more of a very nice driver, he does show it on occasion. On January 29, 2011 the car was judged at the Packards International Membership Meet

in San Diego, where the stylish Coupe received a score of 233 1/2 out of 250 possible points by knowledgeable Packard judges. In addition to winning a Class award it also received the coveted Circle of Champions designation.

The purchaser of this fine automobile should enjoy many years of happy motoring.
\$100,000 - 120,000

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



1965 JAGUAR E-TYPE SERIES 1 4.2 COUPE

Chassis no. 1E30738

Engine no. 7E2280-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- 48 years in single-family ownership
- A true "Barn-find" example
- Numbers-matching in a highly desirable and rare color combination
- A Sublime and iconic 1960s Grand Tourer
- Offered with Jaguar-Daimler Heritage Trust Certificate



THE JAGUAR E-TYPE

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

Developed from that of the original XK120 sports car and refined in the racing D-Type, the E-Type is often called the most beautiful production car of all time. The E-Type remains an automotive icon of design, engineering and speed.

THE MOTORCAR OFFERED

The 1965 Jaguar E-Type Coupe offered here has spent the most recent 48 years of its life under a covered carport in Portland, Oregon. That being said, this highly-desirable and largely original Series 1 E-Type Coupe, with its covered headlights, high-mounted tail-lamps, and fully-synchronized four-speed transmission, is now a perfect candidate for a complete restoration.

Thanks to its Jaguar-Daimler Heritage Trust certificate (No. 44082, issued in October 23, 2015), we know that 1E 30738 was completed at the Coventry works on February 19, 1965 and shipped March 4, 1965 to Jaguar Cars New York and thence to British Motors Car Distributors of Portland, Oregon. Its first owner is recorded as a Mr. William B. Martin of Portland. However, it is believed that this black cat was soon returned to BMCD - as Mrs. Martin found the race bread coupe something

of a handful. The car was subsequently resold that November to Mr. and Mrs. William Gilham of Portland. The Gilhams last registered their Jaguar in 1976, and the car was then parked under a cover at the Gilham's property where it would sleep for nearly four decades. In 2013 Mr. Harrison Hall arranged to purchase the now 48-year-old black Coupe from Mr. Gilham's widow. Although Mr. Hall intended to restore the Jaguar, he unexpectedly passed away before he could begin the project, and the current owner acquired the car from Mr. Hall's estate in 2015. At that point, the car had recorded just over 48,000 miles, which is believed to be the correct total.

The car was taken to Tom Black's Garage in Portland, where it was carefully inspected. The car was determined to be fully numbers-matching. There was evidence that the car





had sustained a hit to the left front corner many years ago. Damage extended to the left side of the front tubular sub-frame, which had not been correctly repaired and will need replacement. The complex steel front bonnet was replaced with a fiberglass replica, which should be replaced with a correct unit. An incorrect radiator had also been installed. There is significant rust damage in the rocker panels, a small hole in the firewall, and some surface rust on other parts of the chassis. The rear half of the body appears to retain its original paint.

The interior was found to be in remarkably good original condition, considering its age and recorded mileage, with all switchgear and instruments in their proper place and a Blaupunkt multi-band (AM/FM/SW) radio in the dashboard. While the leather seats show the patina expected in a car of this

age, there are no tears, and the dashboard is uncracked. All the glass appears to be in good condition. This desirable early E-Type Fixed-head coupe is fitted with its original wire wheels and a set of Dunlop tires, dated 1975. It even retains its original tool roll, and there is still solvent remaining in the windshield-washer bottle. Mechanically, the car is mostly intact, with the exception of the rear portion of the exhaust system. Amazingly, despite not having run in many decades, the consignor says the engine spun freely and he was able to start and drive the car on a recent test drive. He says it ran considerably smoothly and seemed smoke-free.

Here is a largely-intact time-capsule Jaguar in a rare color combination ready to be brought back to its former glory. OEM-quality replacement bonnets, radiators, sub-frame

sections, rocker panels, and the like are readily available from Jaguar specialist firms, and the balance of a proper restoration would be quite straightforward. The fiberglass bonnet would certainly be of value to anyone racing an E-Type. This car is supplied with its original yellow-on-blue Oregon license plates and many period documents. Series 1 E-Type Jaguars are widely considered one of the most beautiful cars ever designed, and in a phrase immortalized by the late Henry Manney, "the world's greatest 'crumpet-catcher'". When this example is resurrected, it will no doubt prove the point.

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



10

1967 FIAT DINO SPIDER

Chassis no. 135AS0000438
Engine no. 135B000000488

1,987cc DOHC V6 Engine
3 Weber Carburetors
162bhp at 7,200rpm
5-Speed Manual Transmission
Independent Front Suspension by Coil Springs, Semi-Elliptic Leaf Rear Suspension
4-Wheel Disc Brakes

- *Much mechanical work completed in this ownership*
- *Iconic representation of the model*
- *Rare example*
- *Great sporting open Italian car*



THE FIAT DINO

Although perennially in the shadow of Ferrari's Dino model, the Fiat Dinosaurs represent an important intermediate milestone on the way to a six-cylinder Ferrari. Named after Enzo's late son Alfredo "Dino" Ferrari, who is credited with inspiring the design of the V6 powerplant, Dino was originally to be a marque name in its own right. Intended as a lower-priced, entry-level Ferrari, the mid-engine car arrived for 1968.

Dino Ferrari died in 1956, after a long battle with muscular dystrophy. The Dino car became a memorial to him, its engine brought to reality by Alfa Romeo's renowned engineer Vittorio Jano. Enzo Ferrari, meanwhile, desired to use the engine for Formula 2 competition, which required 500 production vehicles for homologation. Thus was born the front-engine Fiat Dino, of which some 1,650 were built between 1966 and 1969.

Road-going adaptation of what was basically a racing engine was undertaken by Fiat's Aurelio Lampredi. Produced at Turin, the dohc 1,987 cc aluminum powerplant was rated at 160 PS (158 bhp), and backed up by a five-speed manual gearbox. Front suspension was by control arms and coil springs; at the rear a live axle rode on single-leaf semi-elliptics. Wheelbase was 88.8 inches. A Pininfarina spyder was introduced at the Turin Motor Show in 1966; a year later a four-seat, extended-wheelbase coupe, designed by Giorgetto Giugiaro and built by Bertone, was shown at Geneva.

THE MOTORCAR OFFERED

According to information supplied by Wally Clark of the FIAT Dino register this car was formerly on the West Coast with a Mr. Sarabia or California. It later migrated East into the Collection of Paul J. Burt, from who the current custodian acquired the FIAT.

Residing in its present ownership for the last two years, during this time the car has been systematically mechanically refreshed by its enthusiast owners. This work has included rebuilding the engine, transmission, carburetors, and starter, with much of the work carried out by engine specialist Terry Myr and detail work by Concours judge and expert Adam Hammer. In addition the cooling and electrics have been gone through. All of this was completed with the aim of putting the car into good usable order.

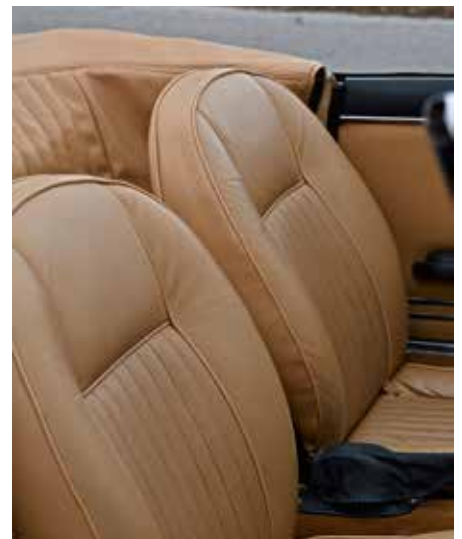




Finished in traditional Italian Rosso livery, the overall presentation of the car is reported to be very good and heightened by recent refreshing of the chrome trim.

\$140,000 - 160,000

Please note that this car is titled with number 0000488, which part of its engine number.



1977 PORSCHE 930 3.0 TURBO COUPE

Chassis no. 9307800362

Engine no. 6870373

2,994cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

245bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Extraordinarily well-kept, low-mile example*
- *Desirable early 3.0-Liter, US-Delivery 930 Turbo*
- *Striking Copper Brown over Dark Brown leather factory livery*
- *Matching numbers example*
- *Offered with Porsche Certificate of Authenticity*



THE PORSCHE 930

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

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

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

The Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's

engine was enlarged to 3.3 liters, gaining an intercooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Due to strong emission regulation in the US, the Turbo was not imported for the US market between 1979 and 1984, but returned in 1985, now equipped with upgraded Motronic engine management systems. Targa and Cabriolet versions were also introduced. More refined than hitherto yet retaining its high performance edge, the Porsche 930 Turbo sold in the thousands, arguably becoming the definitive sports car of its age.





THE MOTORCAR OFFERED

Offered here is a beautifully kept, low-mileage example of the desirable, original 3.0-Litre 930 Turbo. The 362nd example built of the 727 car model-run of that production year, this exceptional 930 was completed at the Zuffenhausen Porsche factory on January 28th 1977, finished in the very unique special order color Copper Brown Metallic. A US market example, it was finished much as it appears today, with its looks neatly set off by black-center Fuchs alloy wheels shod on Pirelli tires, and equipped with electric sunroof and limited slip differential. Inside, the 930 Coupe is fully equipped with top-of-the-line features, and trimmed in Dark Brown leather with matching premium carpets.

The new 930 Turbo is believed to have been delivered through Salt Lake City, Utah based Porsche agency Dave Strong Porsche – Audi

from new. The car is said to have had just two, long-term owners before being purchased by the consignor, a Southern California based enthusiast. While with the consignor, the 930 has been thoroughly serviced, and a new interior has been installed, matching the original one installed in the car when purchased. The cars mileage of less than 32,000 miles is in fact believed to be the cars actual mileage from new, and upon close inspection one will experience a very original and unmolested 930.

Today, this era-evoking 930 3.0 Turbo presents beautifully throughout, and is accompanied by the Porsche-issued Certificate of Authenticity and an original owners manual. With many original finishes throughout, this car presents very well, and retains its original, matching numbers engine. Combining the unmistakable looks of a classic Porsche, the powerful Turbo

motor, and the collectability that goes hand in hand with its low production figures, this extraordinary 1977 930 3.0 Turbo Coupe will not disappoint.

**\$225,000 - 275,000
WITHOUT RESERVE**



12

2015 McLaren P1

VIN. SBM12ABA1FW000371

3,799cc DOHC Twin-Turbocharged V8 Engine
AC Permanent-Magnet Synchronous Electric Motor
903bhp at 8,250rpm
7-Speed SSG Transaxle with Manual Shifting Mode
4-Wheel Independent Proactive Adjustable Suspension
4-Wheel Carbon Ceramic Disc Brakes

- *The last US-market McLaren P1 built*
- *Arguably the ultimate supercar of today and possibly tomorrow*
- *Factory-equipped with a host of options and extras*
- *Extreme cutting-edge automotive engineering and design*
- *Practically new condition with less than 300 miles*



THE McLAREN P1

Released in 1993, the McLaren F1 redefined what a supercar is and quickly made it's mark as one the of the most impressive cars ever built. To this day the F1 evokes emotion difficult to express on a page. In 2013, 20 years later, McLaren turned back to its legendary creation but this time as inspiration for the world's first hybrid Supercar. Determined to revolutionize the Supercar market again, McLaren engineers used a 3.8 liter DOHC twin-turbocharged and intercooled V8 mated with an AC permanent-magnet synchronous electric motor to generate 903bhp. This stunning piece of engineering is mated to a carbon fiber MonoCage. It serves as the passenger compartment, safety cell, and the chassis' major structural component. The entire MonoCage, including roof and integrated battery compartment, weighs just 90kg!

The bodywork has been 'shrink-wrapped' over the mechanical hard points and the cockpit has

been placed at the exact center of the chassis. Helping keep the stunning powertrain tight to the road are active aerodynamic systems, which reduce drag and maximize downforce. The most impressive of which is the RCC (Race Active Chassis Control) system that provides unprecedented chassis adjustability through independent hydro-pneumatic control of spring rate and damping at each wheel. Another active aerodynamic feature are the movable front and rear wings that can produce a peak of 600kg of downforce in Race mode. All of these features add up to propel the P1 from 0-60mph in 2.7 seconds, and to 100mph in 5.1 seconds, and can achieve a top speed of 217mph.

This outstanding performance requires equally special brakes, and the P1 has those as well. Equipped with four-wheel carbon ceramic brakes with six-piston front calipers and

four-piston rears, the P1 discs can absorb 50 percent more energy than conventional ceramic brakes. The P1 is also furnished with Brake Steer – a feature now banned in F1 for providing too much advantage – the system applies brake force to the inner wheel upon entry to a fast corner to bring the car's nose tighter to the apex. On exiting the corner the same wheel is trimmed, pushing the torque to the outer wheel for increased traction while accelerating. In describing his road test, Daniel Pund of *Car and Driver* wrote, "It feels lithe and alert and well mannered and entirely crackle-worthy. It is every bit as great to drive as you might hope it to be."

Hand-built to custom order at McLarens Woking, England-based state of the art, laboratory-like facilities, the P1 stems from a company deep-rooted in motor sport and









THE MOTORCAR OFFERED

performance automotive engineering. The company, the namesake of legendary racing driver Bruce McLaren, has been run for the past three decades by Ron Dennis, another motor sport great.

The P1 is a masterpiece of space and Formula One technology, combined with inspired design applied to automotive engineering supreme. Absolutely vicious acceleration with superb handling and braking deliver an exhilarating on-track experience, while remaining remarkably usable on the road.

Many will agree, that the P1 is the ultimate supercar of today and possibly tomorrow.

Offered here is P1 number 371; the last US-market P1 built of the 375 total production-run. P1 number 371 remains in essentially brand new condition, and has covered less than 300 miles from new. This car was originally shipped to McLaren Chicago around New Years 2014/2015, before the cars first owner, a Florida-based enthusiast took delivery. The new McLaren P1's option list totaled nearly \$100,000, and included the Alaskan Diamond White used tastefully throughout many parts of the cars high-tech exterior, as well as the sharp and neatly contrasting orange line used in many elements of the interior.

The P1 comes complete with all its factory delivered accessories; including the custom-built sculpture model of the car, carbon fiber key box with the spare key, tools and books in the leather pouch, leather binder

with plaque, car cover, window sticker, fire extinguisher and charging station.

Beyond the incredible performance this car supplies, the unique special features of this particular P1 and last-of-the-line status are sure to leave people impressed. Being that all 375 examples were allocated nearly immediately after being released, very few occasions come up to acquire a P1. The intelligent collector will seize this opportunity.

\$1,900,000 - 2,200,000



13

1948 BENTLEY MK VI DROPHEAD COUPE

Coachwork by James Young

Chassis no. B267DZ

Engine no. B383D

4,257cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

Approximately 132bhp

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Elegant Three-Position Drophead Coupe by James Young*
- *Beautifully restored by Black Horse Automotive Services*
- *Delivered new to London through Jack Barclay*
- *Striking Mason Black over Caramel livery*
- *Offered with copies of Bentley factory records*



THE BENTLEY Mk VI

In 1946 Bentley Motors Ltd made a complete departure from their former production policy when they announced the introduction of an entirely new Bentley that was factory built throughout. The new car was fitted with a standard all steel bodywork design, finished and furnished at Crewe where Bentley production still continues to this day. The tried and tested 4,257cc six-cylinder engine was retained, fitted with a detachable aluminum alloy cylinder head with inserted valve seats. The engine was fitted to a frame chassis, which was riveted with cruciform center bracing and a box section pan to support the front suspension components.

Lubrication was by way of a Bijur centralized system, operated by a foot pump situated just to the left of the steering column on right hand drive cars. It was advised that this pedal should be depressed once every hundred miles.

The manual gearbox had four forward gears with synchromesh on second, third and fourth gear. Despite the relatively high price tag when compared to other luxury cars available immediately after the war, the demand for this motorcar was substantial. The demand for the new car was so high that customers had to be put on waiting lists, which at times stretched to over three years.

Production lasted until 1952 with more than 5,000 chassis finding their way to lucky new owners, making it one of Bentley's most successful models ever. The vast majority of Bentley Mk VIs produced were fitted with the new standard steel coachwork from the factory, however keeping with tradition, special coach built bodies were also available upon request.

THE MOTORCAR OFFERED

The beautiful example offered here, chassis no. B267DZ was originally ordered in 1948 by H.G. Barlow through the famous London-based Bentley and Rolls-Royce agency, Jack Barclay. The new Mk VI was finished as it appears today, wearing the elegant Three-Position Drophead Coupe coachwork - Design no. C23, built by Bromley, Kent based coachbuilder, James Young. It is believed that just three Bentley Mk VI's received this coachwork from new.

The completed car was finally presented to Mr. Barlow in January of 1951, and would remain in the UK until 1970, at which point the car was purchased by Edward A. Adolph and shipped to the US. Mr. Adolph had residences in both Florida and Connecticut, and is believed to have kept the car in both states.





Recently restored by renowned specialty shop Black Horse Automotive Services in Bridgeport, Connecticut, this prominent Drophead Bentley shows beautifully in Mason black over Caramel upholstery. B267DZ is well known in Bentley circles and even pictured in Bernard L. King's book on the model. The car is offered with copies of Bentley factory records, as well as Rolls-Royce owner's club notes.

An extremely luxurious automobile in wonderful condition, this very stylish Mk VI James Young Drophead Coupe embodies the very best elements from the immediate post war period of Bentley production.

\$120,000 - 150,000

Please note that this car is titled as a 1951.



1969 PORSCHE 911S 2.0 TARGA

Chassis no. 119310587

Engine no. 6392043

1,991cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

170bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable short wheel base, 911S Targa*
- *Believed to be a California-car since new, with just three owners*
- *Factory-delivered with Ski Rack and many other options*
- *Matching numbers example presented in as-delivered livery*
- *Offered with the Porsche-issued Certificate of Authenticity, records and tools*



THE PORSCHE 911

Introduced at the 1963 Frankfurt Auto Show, the 911 proved to be the most historically significant Porsche model of all, becoming the mainstay of Zuffenhausen production for more than 50 years, albeit constantly modified and updated. With a broadly similar layout to the 356, the 911 had a steel platform chassis with springing by way of torsion bars, MacPherson front struts and rear trailing arms, and a flat-6 air-cooled engine and five-speed transmission first seen on the 904. Like the final 356C, the new 911 utilized disc brakes all round. Larger, more comfortable and quicker in every respect, the 911 proved a more than adequate replacement for the 356 and steadily evolved into the legendary supercar we know and love today.

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the

introduction of the 911S, which featured a better-equipped interior and a heavily revised engine producing 160bhp. By this time around half of all 911s produced were being exported to the USA, where increasingly stringent regulation demanded that changes be made to the original design, the most significant being the adoption of dual-circuit brakes. It did however take time for Porsche's engineers to get the newly introduced 'S' engine to meet emissions targets, so as an interim measure the 911L was introduced featuring the 911S's superior equipment level but retaining the original 130bhp engine, pending the arrival of the de-toxed US-specification 911S for 1969.

The 911L was dropped at the same time, its place as Porsche's middle-of-the-range offering being taken by the 911E.

Around the same time, Porsche added an open-topped variant to the 911-model range for 1967 featuring a stainless steel-clad roll bar and removable roof panel. Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s.





THE MOTORCAR OFFERED

The fine 911 Targa offered here was the top-of-the-line 911-model for 1969, featuring the 170bhp 'screamer' S engine, and a removable top. Built at the Zuffenhausen Porsche factory, the new S Targa was attractively finished in Polo Red, and was fitted with a long list of optional equipment; limited slip differential, headrests, shoulder seat belts, tinted glass, heated rear window, antenna and loudspeaker, and a cool rear-mounted Ski holder!

The new Targa is believed to have gone to Los-Angeles from new, where the Porsche remained with its first owner until 1971, when purchased by another Angelino. This second owner, a PCA member and Porsche enthusiast, would keep the car until 2006, when the current owner acquired the car. It has since resided in the mild, bay-area climate, and kept as a collectors' car; being used sparingly on drives and shown at local concours events. During the early 2000s, while owned by the second

owner, the Targa was treated to a comprehensive mechanical and cosmetic restoration. Receipts and photos of the work performed can be found in the cars comprehensive history file, along with the Porsche issued Certificate of Authenticity.

This beautiful example of Porsche's iconic 911S Targa, benefits from having spent its life in California, and having been owned by meticulous enthusiasts. The car displays a nice panel fit throughout, and retains its original, matching numbers engine as well. The history is well documented, and accompanied with the sale are the cars original books, tools and old keys.

**\$135,000 - 165,000
WITHOUT RESERVE**

Please note that this Porsche will not be offered with the blue and yellow California license plates as shown in the photographs.



1965 MERCEDES-BENZ 230SL

Chassis no. 113042.10.010396
 Engine no. 127981.10.008764

2,308cc SOHC Inline 6-cylinder
 Bosch Mechanical Fuel Injection
 150bhp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 Front Disc - Rear Drum Brakes

- *Matching numbers example*
- *Fresh, rotisserie restoration*
- *Refinished in its original color of Glazing Maroon*
- *Includes its original hardtop*
- *Desirable 4-speed manual transmission*



THE MERCEDES-BENZ 230SL

In 1963, production of both the 300SL and 190SL came to an end. Mercedes-Benz needed a successor to carry the SL name forward. Introduced at the Geneva Salon in March 1963, the 230SL was created as that successor. Though the 230SL is more spiritual successor than direct descendant, it is a landmark model, which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Departing from the traditional Mercedes styling cues of rounded, sweeping lines, the 230SL was far squarer, with its design being modern and elegant. Beyond just aesthetically pleasing, proportioned placement of the wheels, and a tall 'pagoda' removable hardtop allowed for easy access, comfortable driving, and great visibility.

Though it was easy to see the world outside

the car, the view inside was remarkable as well. The cabin presented plush supportive seats, big, readable gauges, a Blaupunkt radio, and fine quality craftsmanship, as had become standard on all Mercedes-Benz cars, throughout. An instant classic! And while the body design was entirely new, beneath the skin the running gear was conventional Mercedes-Benz, featuring a monocoque chassis derived from the 220 sedan, all-round independent suspension (by swing axles at the rear), Girling front disc brakes, power-assisted rear drums, and choice of a four-speed manual or automatic transmission.

The 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-litre, Bosch fuel-injected, overhead-cam inline six derivative from that of the 220SE producing 150bhp. Top speed was in excess of 120mph.

The Mercedes-Benz 230SL was owned by countless film stars and celebrities, becoming one of the iconic sports cars of the 1960s, and even managed a debut competition victory in the arduous Spa-Sofia-Liège Rally. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.





THE MOTORCAR OFFERED

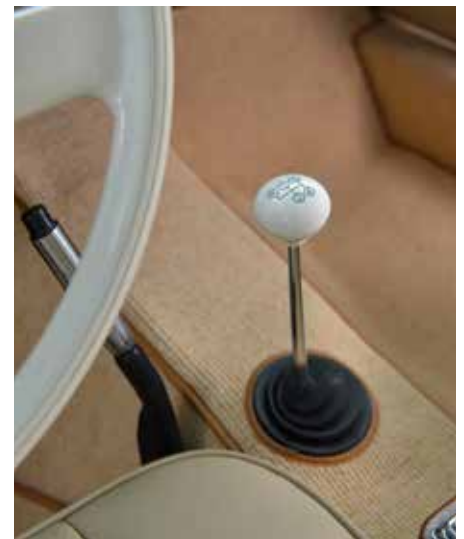
Produced in April of 1965, this 230SL was the recipient of a recent and remarkable restoration. Undertaken in Germany by highly regarded SL Classics, this car received a rotisserie, nut-and-bolt restoration. Refinished in its original and stunning color of Glazing Maroon and fitted with the more appropriate Parchment interior this car now looks better than the day it rolled off the assembly line. It features the desirable 4-speed manual transmission, its original, color-matching hardtop, and a tool roll.

Upon close inspection, it is apparent that only the finest parts and materials were used during the restoration, and this 230SL appears ready for concours displays, or fair-weather drives and tours. The high build-quality of these fine Mercedes-Benz automobiles, combined with the wonderful support from the factory's own Mercedes-

Benz Classic Centers around the world, make ownership enjoyable and hassle free.

The 230SL was the first of a series of important sports-tourers for Mercedes-Benz, from its 300SL lineage to its groundbreaking styling; the 230SL is a tasteful and intelligent car with proper heritage. Given this car's recent restoration and unique color, finding a comparable example will be forbidding.

**\$140,000 - 180,000
WITHOUT RESERVE**



16

1983 LOTUS TURBO ESPRIT

Design by Giorgetto Giugiaro

VIN. SCCFC20A8DHF60363

Engine no. LD910830720905

2,174cc DOHC 16-Valve Turbocharged 4-Cylinder Engine

2 Dellorto Carburetors

210bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes - Inboard at the Rear

- *Highly original, low-mileage example of a 007 favorite*
- *Just over 32,000 miles from new and believed factory original paint and interior*
- *The sole example produced in Silver Metallic over Red Leather*
- *Recently serviced with new tires*
- *Offered with Lotus Certificate of Vehicle Provenance, CARFAX and history file*



THE LOTUS ESPRIT

The Lotus Esprit became an instant star when James Bond and 'Q' chose it for the 007 film 'The Spy Who Loved Me', and the ultimate product placement came with its ability to transform into a submarine; looking even more svelte in the water. The Esprit design was unmistakably from the pen of Giorgetto Giugiaro, having come about following a chance encounter between Giugiaro and Lotus boss Colin Chapman. The Esprit featured all-independent suspension and Lotus's own 16-valve, four-cylinder engine placed transversely mid-ship, and mated to a five-speed transaxle. Disc brakes were fitted to all four wheels, the rears being mounted inboard.

The Esprit metamorphosed through several series, its first revision being when it gained a 2.2-litre engine and then turbo-charged induction. Introduced in 1980, the Garrett-

blown Turbo Esprit produced 210bhp and was good for a top speed of 148mph, with 60mph attainable in just 6.1 seconds. A Bond-car just like the first series Esprit, the Turbo Esprit starred in 'For Your Eyes Only' as 007's four-wheeled weapon for both chasing criminals in Spain, or with skis strapped to the back for a skiing trip to Italy's posh Cortina ski resort. Hand built in limited numbers; the Esprit remains one of the most iconic and popular thoroughbred sports cars ever produced.

THE MOTORCAR OFFERED

Offered here is an incredibly well preserved, low mileage example of the desirable Turbocharged Esprit. Completed at Lotus Cars Ltd in August of 1983, this superb example was finished just as it appears today, in silver metallic with red decals over a red full-leather interior, optioned with air conditioning and equipped for the US market. According to the Lotus-issued *Certificate of Vehicle Provenance*, this Turbo Esprit was the 82nd of the 150 cars produced, of which 7 were finished in silver metallic, but is in-fact the sole example completed with red interior.

The new Esprit arrived in the US later that year, where it was soon after registered with the first owner. The CARFAX report states the Esprit residing in Washington State in the mid-1990s, before migrating to California in 2001, where it has remained until now. With just over 19,000



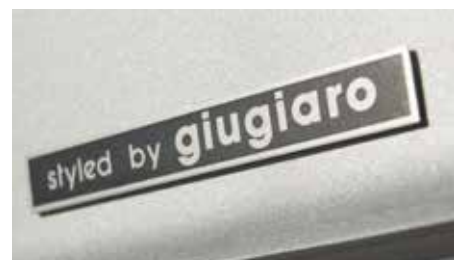


original miles recorded in 2001, the silver Turbo Esprit found a long-term owner in the San Diego area with a Mr. Anthony Gilmore. Service records indicate that Lotus service center Symbolic Motor Cars replaced the timing belt and serviced the car in June of 2002 with just over 20,000 miles on the odometer. Multiple logs on the CARFAX reports the Esprit's low mileage up through the 2000s, and service records from San Diego based Viking Motorsports can be found in the history file. Mr. Gilmore would keep the car until 2013, where it passed through another San Diegan enthusiast, before being purchased by the consignor in 2014.

The low-mile Lotus has since been used on weekend trips between San Francisco and Los Angeles, as well as on Sunday drives through Napa Valley, and was recently serviced with four new tires.

It is evident upon close inspection that this Turbo Esprit has been cared for since new. With an odometer reading of just over 32,000 miles, and a cosmetic condition to match it, few 30-plus year old cars present as well as this one. The silver paint is believed to be the original applied by Lotus from new, and the same goes for the interior. The car's original spare wheel is still present, and factory applied decals and tags are present throughout. Furthermore, the Lotus-issued *Certificate of Vehicle Provenance* confirms that the car retains its original, matching numbers engine. A very good example of a Roger Moore favorite, this highly original Esprit is ready for the next caretaker.

\$35,000 - 45,000
WITHOUT RESERVE



17

1972 FERRARI DINO 246 GT

Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 03314

2,419cc DOHC V6 Engine
3 Weber Carburetors
195bhp at 7,500rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *The sole Dino finished at the factory in striking French Blue Azzurro Dino*
- *Low-mileage example*
- *Offered with books, tools and jack*
- *Ready to take on the Coperstate 1000 or to be shown at Concours events*
- *Researched by Ferrari Historian's Cathy Roush Marcel Massini*



THE FERRARI DINO 246

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

A 2.4-liter version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,500rpm - was adequate compensation for the weight gain. A Targa-top version, the

246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino - the 246GT - in 1972, the authoritative American motoring magazine Road & Track enthused, "it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engine car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car

responds instantly to it. The Dino's cornering limits are very high..." The Dino, thus, was and remains truly a driver's car par excellence.

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





THE MOTORCAR OFFERED

This expertly restored Ferrari Dino 246 GT is one of the final E-series, and therefore benefits from all the improvements made to the 246GTS model throughout the production run. This US-delivery, Dino Coupe was completed at the Maranello Ferrari works in February of 1972, and configured as a left hand drive.

Now what makes this exact Dino quite special is the exterior color the car was finished in from new. According to renowned Ferrari historian Marcel Massini, the new Dino left the factory in the striking, French Blue color called *Azzurro Dino* over a black interior with neatly contrasting grey carpets. According to Matthias Bartz' comprehensive book on the model, *Dino Compendium*, this was in fact the sole Dino finished in that color! The new Dino was fitted with Cromodora alloy wheels and power windows, and was soon after shipped off to the

US, where Luigi Chinetti Motors of Greenwich, Connecticut would later take delivery.

Chinetti sold the French Blue Dino to Competition Leasing in June of 1972, a bank domiciled in Smithtown, New York, who possibly leased the car to a Dr. Samuel Canaan living in Missouri. According to the Dino Registry, the 246 GT was then stored in the basement of a house, possibly in Missouri, and left there for a few decades, beginning in 1976. In 1999 the car was owned by Springfield Missouri based enthusiast Blaine Gardner, and is said to have been in highly original condition, with just 4,051 miles on the odometer from new. The French Blue Dino was later offered by Steve Serio's Aston Martin of New England in Ferrari Market letter, and here described as having had just one registered owner from new, just 4,080 miles and in highly original condition,

with the original tires and naturally the original *Azzurro Dino* paint and interior largely intact.

The Dino Coupe was later purchased by Ted Shasta of Harvard, Massachusetts, before Ken and Darin's McCay's Boston Sports car began an extensive mechanical restoration of the car, with receipts totaling over \$125,000. The car was then sent to Dicks Autobody of Cambridge, Massachusetts, where the exterior paint was at this point changed to the more traditional *Rosso Chiaro* as seen on the car today - the interior was trimmed in dark blue by Nathan Evans of Elegant Trim of Boston, Massachusetts. Today this Dino presents extremely well inside and out. It is offered with Marcel Massini's report, books, tools and a jack, and is ready to take on high-speed rallies such as the Copperstate 1000, or to be shown at national level Concours events. **\$350,000 - 400,000**



2003 BMW ALPINA V8 ROADSTER

VIN. WBAEJ13403AH62184

4,800cc 32-Valve DOHC V8 Engine
 Bosch Motronic Fuel Injection
 375bhp at 6,600rpm
 5-Speed Steptronic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Exceptional condition inside and out*
- *Number 140 of just 555 cars built*
- *Fewer than 17,000 miles*
- *Factory hardtop included*
- *Offered with Hardtop and all factory accessories*



THE BMW Z8

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

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

was all wrought in aluminum, as was the space-frame chassis. The V8 engine was aluminum as well, with massive torque and horsepower figures. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production Roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2002, 5,703 of these fabulous cars had been built.

With production of the Z8 completed by November 2002, for 2003 the Z8 was replaced by the limited edition Alpina V8 Roadster. A new, softer grade of Nappa leather replaced the Z8's less supple specification, and special Alpina gauges were featured on the dash cluster. An Alpina steering wheel with three solid spokes replaced the original, and larger Alpina wheels were fitted.

In the United States, this special edition Z8 was sold directly through BMW dealerships, marking a first for Alpina, whose cars had never been sold through retail channels in the U.S. Only 555 of these Alpinas were built.





THE MOTORCAR OFFERED

This Alpina V8 Roadster, one of just 555 examples produced worldwide and 450 for the US market, first landed on US shores on March 4th, 2003. Two months later, the first owner took delivery of this sporty roadster in Knoxville, Tennessee. During the first owner's brief 15 months with the car, this Alpina covered nearly half of its overall miles. The car then ventured west to San Francisco, where it was acquired by its second and current owner. Serviced regularly and used sparingly over the past 11 years, the consignor has covered just over 8,000 miles in this stunning V8-engined Alpina and showed the car occasionally, including several appearances at the La Jolla Concours d'Elegance.

Having covered such low miles since new, this two-seater remains in excellent original condition. The Silver Metallic paintwork,

complimented by the unmistakable 20-inch Alpina multispoke wheels, is in excellent condition and accentuates the sleek BMW 507-inspired bodywork. The interior, swathed in black and red leather, is in similarly great condition with no discernible wear. This car has undergone several services within the last year, including new tires, gaskets, and a new starter motor. The Alpina-tuned V8 engine runs admirably and the Steptronic automatic transmission shifts without incident.

This rare German convertible, ready to be driven and enjoyed by the next owner. Included with the sale are the original books, tool kit, extensive service records, and the matching factory hardtop and stand.
\$225,000 - 300,000



1962 MERCEDES-BENZ 190SL ROADSTER

Chassis no. 121.040.10.023541

Engine no. 121.928.10.020874

1,897cc SOHC Inline 4-Cylinder Engine

Dual Solex Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *From the penultimate year of production*
- *Accompanied by both its hard and soft tops*
- *The very first 190SL off the line in 1962*
- *Single family ownership from 1965-2012*
- *Nicely restored*



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

Finished on January 2nd, 1962, this 190SL was the first off the line in the penultimate year of the model. According to the Mercedes-Benz data card—a copy of which accompanies the car—it was delivered new in the white/grey over black leather color scheme that the car retains today. Complete with both tops from new, the original owner—a young woman whose father had given her the car as a birthday present—kept the car for three years before selling it to Ted Gowland, Jr. of Barrie, Ontario in the spring of 1965. Used as a daily driver while attending college, Mr. Gowland drove the 190SL regularly until the mid-1970s at which point it was sent to his parent's house for storage.

Initially intending to restore the car, as is often the case, life and lack of funds got in the way. After two decades in their garage, the elder





Mr. Gowland decided to try restoring his son's Mercedes. The car was mechanically and cosmetically sorted—but the interior was left preserved and original.

As the years had passed, Ted Jr. had raised a family and no longer had time for his old 190SL, even given his father's work on the car. In 2010, the car was sold to his nephew, Mario Ouellet of Montreal, Canada (and later New Hampshire). Mr. Ouellet's ownership was brief though as the car would pass to its next keeper in 2012. Thoroughly restored during the fourth owner's tenure, the car shows well today. Fitted with a correct type but later engine, it is otherwise very much like it was when it left the showroom when it was new.

By 1962 the 190SL was on its way out, about to be replaced by the W113 'Pagoda'

models—the 230/250/280SL. With its stunning color scheme, wonderful presentation, and endless amounts of style, it is little wonder the 190SL has remained a perennial favorite among collectors.

**\$140,000 - 160,000
WITHOUT RESERVE**



20

1984 FERRARI 308 GTB QUATTROVALVOLE

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 49461

Engine no. 23031

2,926cc DOHC V8 Engine

Bosch K-Jetronic Injection

232bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *One of 56 U.S. examples produced*
- *Recent thorough restoration*
- *Iconic color combination*
- *Striking Pininfarina design*
- *Matching-numbers example*



THE 308 GTB QUATTROVALVOLE

The 308 GTB was the first model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the current 458 Italia. The 308 was introduced in 1975 at the Paris Auto Salon as a replacement to the Dino 246 and marked a shift in Ferrari's production from low volume models and coachbuilt cars to models with much wider market appeal. Their striking looks, good performance, and relative affordability made the 308 an outstanding success, with 12,004 examples sold over its 10-year production run. The 308 quickly became an icon, partly because of a 308 GTS that was the car of choice on a popular TV show, *Magnum, P.I.*, a choice that inextricably linked the 308 to 1970s and '80s popular culture.

In 1980, in an effort to reduce emissions, the four twin-choke Weber carburetors were replaced with a Bosch K-Jetronic fuel injection

system with the introduction of the 308 GTBi. While successful at reducing emissions, this shift dealt a heavy blow to the performance of the 308- reducing the output of the alloy V8 from 237 to 202 horsepower on US versions. Just 2 years later, the 308 GTBi was replaced with the ultimate 308- the Quattrovalvole. Searching for a way to regain the power lost on the fuel-injected cars while maintaining their lower emissions and smoother power band, Ferrari developed the Quattrovalvole- a revised engine with four valves per cylinder. This new free-breathing V8 developed nearly the same horsepower as the carbureted car with improved power delivery.

THE MOTORCAR OFFERED

This 308 GTB Quattrovalvole, finished in timeless Rosso Corsa paint over tan hides, first entered the US through Classic BMW Ferrari in Richardson, Texas. One of 748 GTB QVs produced and distributed worldwide, with fewer still for the US market, this rare example found its way to Montana in the early 2000s, where it was carefully maintained for nearly a decade.

The CARFAX says that during this time, the reported mileage was inaccurate. According to a written statement by a previous owner, this was due to an issue while on a battery tender, adding in excess of 10,000 miles. In 2012, after careful inspection of the mechanical systems, the odometer was returned to what is believed to be the correct mileage. It should be noted that a recent compression test – at altitude – has confirmed a healthy range of 140-150, testament to the mechanical strength of this V8 engine.





In 2010, A fighter pilot stationed in Las Vegas acquired this QV and initiated a complete restoration; the aluminum bodywork underwent a bare-metal repaint, a new interior was installed, and the car was gone through mechanically. Upon completion, the car was sold to a collector in Tucson, Arizona who further improved and serviced this exceptional 308.

The engine was completely serviced under his stewardship, including replacing all lines and hoses. In late 2013, the car was sold to Mr. Ryan Sabga, board member of the Ferrari Club of America. While with Mr. Sabga for a short time, the 308 received a sports exhaust system and its wiring system was tended to. Shortly thereafter, the car was sold to a friend of Mr. Sabga, who kept the car well maintained for two years before reselling it to Mr. Sabga.

This car is in excellent condition cosmetically and mechanically. The vibrant Rosso Corsa paint shines beautifully and the rich leather interior is just as well presented. The fuel-injected engine runs smoothly and the gated shifter clicks through the 5-speed transaxle with aplomb. Offered with extensive service and restoration records from the past 10 years including the records of the compression test, along with all of its original parts, tools, and books, and the original window sticker, this Quattrovalvole is a unique opportunity to acquire a rare and excellent example of Ferrari's iconic sports car.

**\$100,000 - 140,000
WITHOUT RESERVE**

Please note that this car is titled with VIN ZFFUA12A0E0049461



1962 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042.10.003091

Engine no. 198.982.10.000052

2,996cc SOHC Alloy Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

225bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable late production, alloy block and disc brake 300SL*
- *Exceptional presentation with recent service by Bob Platz*
- *Matching numbers example with well documented history*
- *Presented in the Factory-delivered livery*
- *Offered with both hard and soft tops, books and tools*



THE MERCEDES-BENZ 300SL ROADSTER

Max Hoffman rarely missed an opportunity. The impresario of imported cars on New York's Park Avenue built the U.S. presence of most European brands after World War II - Jaguar, Allard, Alfa Romeo, Lancia, Mercedes-Benz and more - and when Mercedes-Benz won the Carrera Panamericana in 1952 with a W194 300SL coupe driven by Karl Kling, Hoffman seized the moment.

He approached Mercedes with a radical idea: take the racing-derived tube frame W194, with its high performance 3-liter engine, and create a road-going sports car aimed at the upper-end of the aspiring US sports car market. It was an audacious move, but Hoffman had a highly developed sense of the U.S. market and backed up his suggestion with his checkbook. He placed an order for a thousand luxury high performance coupes based on a more civilized

version of the W194. Mercedes-Benz, still valiantly trying to shake off the devastation of the war and the weak European market, took him up on it and the 300SL was born.

Hoffman had proposed a relatively direct transformation of the multi-tube framed W194, retaining its characteristic roof-hinged doors, 45° canted triple-carbureted single overhead camshaft inline six cylinder engine, but the innovative engineers at Mercedes-Benz weren't satisfied with such a simple transformation. Improvements to the 300SLs usability were made throughout the car, yet it was obvious that this car was derived from a racing car. As aerodynamics played an important role in the car's speed, the Mercedes-Benz engineers would place horizontal "eyebrows" over the wheel openings to reduce drag. With fully independent suspension, a close-ratio gearbox

with straight cut gears and the first fuel injection system ever offered in a production automobile, the 300SL was a technological tour-de-force. When introduced in Coupe form to the US market at the February 1954 New York Auto Show, it became an instant sensation.

After selling some ~1400 300SL Coupes, Mercedes-Benz required a solution for customers desiring an open sports car – something more user-friendly on a hot summer day. Introduced in 1957, the 300SL Roadster would effectively replace the Coupe, or "Gullwing" as it was commonly known. At a price of \$11,000, the new Roadster was more expansive than the outgoing Coupe, but nonetheless a great success.

Based on the same chassis as the Coupe, the Roadster incorporated differences included







larger front fenders, larger headlights, a smaller grille and an attractive chrome spear down the side. To maintain rigidity, the Mercedes-Benz engineers strengthened the tube frame chassis. The rear suspension was revised with a single-point swing axle featuring an additional spring, for better stability during high-speed cornering. The top speed would remain at 150mph plus, truly staggering in its day.

Further improvements were made throughout the Roadster's production run, most importantly the upgrade to 4-wheel disc brakes for the 1960 model year, and ultimately the change to an all alloy engine near the very end of the production run. These final cars benefited from the much improved disc brakes and a better balance overall due to the significant weight savings

of the lighter alloy engine. Today, these last of the breed 300SLs remain the rarest and most collectible iteration of this hugely successful sports car.

THE MOTORCAR OFFERED

The 300SL is, if anything, a driver's car and few examples live up to this mantra more than this one. Built in the latter part of 1962, it was fitted from the factory with disc brakes, which had been introduced on the model in 1961, and the lightweight alloy block motor, which would only appear in the late 1962 and 1963 models. This would be the ultimate specification for the 300SL, continuing in this guise with greater stopping power and better balance than its older brethren, until the end of production in 1963.

Originally delivered in Fire Engine Red (DB534) over Black leather interior, this 300SL remains very original and as-built at the Stuttgart Mercedes-Benz works. The car was equipped with a both soft and Hardtops, both finished in black, adding a neat contrast to the red body color. The new 300SL Roadster was equipped





for the US-market, and was soon after completion shipped off to North America.

The car's first owner remains unknown, but the car is believed to have been delivered through Max Hoffman to an Ohio-based owner when new. According to the Gullwing Group's registry on the 300SL Roadsters, this car was owned by a Mr. Robert B. Harris of Shelbyville, Indiana from 1977 until 2001, when it was brokered by renowned Mercedes-Benz specialist, Scott Grundfor of Arroyo Grande, California. At this point in time, the 300SL is believed to have been in highly original condition; having covered less than 71,000 miles since new. The most recent owner, Jack Hutton of Concord, New Hampshire, purchased the car soon after and kept it until 2015.

During Mr. Hutton's ownership, Al Poskus and his specialty shop Autobahn East treated the

Red Roadster to a restoration and repaint of the bodywork. At this point the car's original hardtop was still painted in the factory black color, but changed to Red to match the interior. During the same period of time, the car's mechanical systems were restored by Dave Twichell, another well-known 300SL specialist, and the interior re-trimmed in the original black color by Mike Curley. Most recently, this well-kept 300SL has been treated to an extensive service and cosmetic freshening by renowned marquee-specialist Bob Platz.

Understood to have been driven less than 93,000 miles since new, this rare, alloy block and disc brake 300SL shows extremely well. Finished in the original as-delivered color combination of Fire Engine Red over Black hides, with a black soft top, it is certainly one

of the finest 300SL alloy block and disc brake Roadsters one could purchase, and retains the original drivetrain including the engine, as well as body panels and chassis. The car is offered with copies of the Mercedes-Benz factory built sheets, books and tools, and is ready for use on rallies or tours, or to be displayed at Concours events.

\$1,500,000 - 1,800,000

Please note that this car is titled as a 1963.



22

1970 PORSCHE 914-4 1.7 TARGA Coachwork by Karmann

Chassis no. 4712908012

1,679cc OHV Flat 4-Cylinder Engine
Bosch Fuel Injection
80bhp at 4,900rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Beautifully presented example of the iconic 914*
- *With the first owner for over 40 years*
- *Delivered new in striking Willow Green*
- *Well-documented car with many receipts and original sales invoice and window sticker*
- *An exciting driver with excellent handling*



THE PORSCHE 914

Porsche's strong historical links with Volkswagen were re-affirmed in 1969 with the launch of the Porsche-designed 914, a mid-engined, Targa-top sports car to be assembled by Karmann of Osnabrück. At the time Volkswagen needed a new car to replace the ageing Karmann-Ghia while Porsche was looking for another option to add to its line-up. First seen at the Frankfurt Auto Show, the 914/4 used the 1,679cc, four-cylinder, air-cooled motor of the Volkswagen 411 while the 914/6 was powered by the Porsche 911T's 2.0-litre six. Both cars employed all-independent suspension - a mixture of 911 and VW parts - to which four-wheel disc brakes and a five-speed gearbox were married.

The 914's reputation for excellent handling was somewhat marred by criticism that the four-cylinder version was too slow, though lack of

speed was never a shortcoming of the 914/6. The latter was a relatively short-lived model and in 1973 was effectively replaced by the 1,971cc four-cylinder '914 2.0', which also featured forged alloy wheels, front and rear anti-roll bars and an improved interior incorporating additional instrumentation.

THE MOTORCAR OFFERED

The sporting 914 offered here was delivered new from the Salt Lake City, Utah based Porsche agency, Dave Strong Porsche Audi, in October of 1971. The car's original window sticker and sales invoice specifies the car much like it appears today; finished in the exciting Willow Green color over a black interior. The purchasers were Mr. and Mrs. Carlson of Logan, Utah, and they would keep the Porsche for more than 4 decades. The car was repainted in 2012, but the interior remains original. The substantial history file for the car includes the original owner's manual and Porsche Maintenance book, the original purchase receipt and window sticker, as well as many receipts and the original tool roll.

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

Please note that this car is titled as a 1971.



23

1989 FERRARI TESTAROSSA

Design by Pininfarina

VIN. ZFFSA17S000083189

Engine no. A04019854

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

390bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Well-documented and cared for Testarossa*
- *Delivered new to Switzerland*
- *Service and maintenance history since new, with recent belt service*
- *Less than 43,000 kilometers on the odometer*
- *Offered with original books, tools and substantial history file*



THE MODERN TESTAROSSA

The Type F110 Testarossa dazzled the automotive world on its 1984 introduction at the Paris Lido supper club, a venue as unexpected as the design of Ferrari's new top-of-the-line GT. The new Testarossa ("Red Head" for the color its camshaft covers were painted) – revived a model name long associated with Ferrari's most successful 12-cylinder competition cars. It was the first 12-cylinder Ferrari designed specifically for the American market, filling a void left by the outgoing 512 BBi, which had never been officially approved for US sale. The Pininfarina-designed, radically shaped body, just 44.5 inches high, was the hottest to date.

In spite of its critics, the new Testarossa soon became a best seller for Ferrari, especially after it proved itself to be the world's fastest production car, with a 180-mph claimed top speed.

THE MOTORCAR OFFERED

This well-documented Testarossa left the Maranello Ferrari factory in the fall of 1989, destined for Switzerland, where IFS Suisse imported the car in November of 1989, and delivered it to the selling dealer; Sport Garage Bruno Wyss in Rütchelen, CH. The cars original service handbook is stamped with scheduled maintenance; including visits at Wyss in March 1992 at 13,765 kms, at Schurer, Munich, in March 1994 at 22,300 kms, at Wyss in December 1994 at 26,000 kms, at Christallina, Ascona, CH in March 2001 at 36,156 kms, at Slinger, Bavaria in December 2003 at 38,188 kms, and at Touring Garage Imboden, CH, in January 2006 with 39,611 kms.

The Testarossa migrated to Alberta, Canada later in 2006, where it was passed through the official Canadian safety and emissions control. Ferrari Maserati of Toronto performed

a major service where the cars timing belt was replaced in January 2010 at 40,769 kms. Most recently, in November 2015 with 42,054 kms on the odometer, \$11,000 worth of work, including replacement of the timing belt, was performed by Massimo Conti of Daytona Auto Centre in Ontario; a former F1 mechanic of Michael Schumacher's F1 team. Today with less than 43,000 documented kilometers (27,000 miles) on the odometer, this well-kept Ferrari presents beautifully inside and out. The car is offered with a substantial history file containing many receipts, a CARFAX, the cars original owners and service manuals in the pouch, and the original keys, tools and jack.

\$90,000 - 130,000
WITHOUT RESERVE

Please note that this car is titled as a 1990.



1970 PORSCHE 911T 2.2 COUPE

Chassis no. 9110121262

Engine no. 6106129

2,195cc SOHC Flat 6-Cylinder Engine

2 Zenith Carburetors

125bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Presented in stunning and original Tangerine paint
- Recent concours level restoration
- Matching numbers example
- Accompanied by its Porsche COA
- Supplemented with thorough documentation



THE PORSCHE 911

Since Porsche's long-running 911 arrived in 1964, replacing the 356, the car has continuously amazed aesthetes, engineers, and driving enthusiasts, on its way to being known as a 'modern classic'. When planning the 911 designers retained the 356's rear-engine layout, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 300 horsepower.

In 1966, Porsche introduced the 911S, the first of a multitude of upgrades the 911 would realize throughout its history. Easily distinguishable

by its stylish Fuchs five-spoke 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, resilient 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

When the current owners acquired this 1970 911T they were enthralled with the unusual Champagne color. However, upon further inspection they were amazed to find that the original color was not Champagne, but in fact Tangerine - a color many find to be more unusual and exciting. Beyond the fantastic paint color, the enthusiasts also realized the engine was well maintained and ran beautifully, a solid foundation from which to begin any rebuild, and were thus immediately sold on this cars potential.

Figuring this car would be stunning with a proper Concours restoration they set out to refurbish the car. They began by stripping the car completely and taking the shell down to bare metal. From there they went through the engine, transmission and carburetors. The fuel system, brakes, and other components were refurbished or replaced as necessary. The carpets, rubber grommets and

mounts, suspension mechanisms, chrome, dash components, and even badges were replaced. As impressive as the restoration itself, is the approach to which it was documented. This car is accompanied by an extensive documentation packet that includes photographs and videos of the restoration, as well as invoices and the cars Certificate of Authenticity.

With such an extensive, expertly conducted restoration this 911T is perfectly suited for tours and Concours; however, with as much attention paid to mechanics as aesthetics this car could easily be an enthusiast's gorgeous driver. The opportunity to find a great 911, with its matching numbers engine intact, and a wonderful restoration does not come along everyday, this one should be seriously considered by all 911 fans.

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



1973 BMW 3.0 CSL BATMOBILE

Coachwork by Karmann

Chassis no. 2275449

Engine no. 2275449

3,153cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

206bhp at 5,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- A Great example of BMW's legendary homologation special
- Low-mileage example with prominent ownership history
- Matching-numbers CSL in factory Polar Silver
- Desirable and highly-collectible BMW
- Offered with BMW Classic Certificate



THE BMW 3.0 CSL

The early 1970s were landmark years for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.

BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS Coupe, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-liter CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was also the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations (the CS and CSI) the 3.0 CSL (Coupe Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim; using thinner steel for the main body-shell; aluminum alloy for the doors, bonnet and boot lid; and Perspex for the side windows, a valuable 300lbs (136kgs) in weight was saved - 'Leicht' indeed.

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to

3,153cc (nominally 3.2 liters) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing, and other various devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

Thus equipped the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s. Toine Hezemans captured the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-drove one to a class win at Le Mans that year with Dieter Quester. Ford bounced back in 1974 but from 1975 onwards the BMW 'Batmobiles' won five consecutive European Touring Car Championships, a quite unprecedented run of success.





THE MOTORCAR OFFERED

Completed at the Munich-based *Bayerische Motoren Werke* (BMW) plant in November of 1973, this rare, homologation-special CSL was finished in Polaris Silver over a black interior - just as it appears today. According to the BMW Classic Certificate issued for this car, the new Batmobile was made to European specifications, and delivered new to the French market through official importer *BMW Import S.A.*, where it was sold through the BMW agency in the Parisian suburb of Bagneux. The car is then believed to have relocated to Monaco, Monte Carlo shortly thereafter.

The silver CSL Batmobile later became a part of one of Germany's, if not the world's finest collections. From here, the car was sold by renowned German collector car dealer Axel Schuette to BMW aficionado Peter Gleeson. In recent conversations, Mr. Gleeson describes this Batmobile as the best

driving example of the model that he has ever owned, and comments that the front splitter, rear wing and hoop, as well as the window glass, is all original with the correct markings.

With the original, matching numbers engine and gearbox still in place, this Batmobile is really a rare and highly desirable BMW. Still equipped with the yellow French headlights, the car appears to have been very well cared for, and never modified or raced. The odometer reading of less than 40,000 kilometers are in fact believed to be the car's genuine mileage, although this cannot be documented at this point. Offered with a BMW Classic-issued authenticity certificate, this great example of the iconic 3.0 CSL is ready for spirited drives on rallies such as the Copperstate 1000. **\$275,000 - 350,000**

Please note that this car is titled as a 1974.



1978 FERRARI 512 BB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 24445

Engine no. 00274

4,943cc DOHC Flat 12-Cylinder Engine

4 Weber Carburetors

360bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Beautifully presented example of the Berlinetta Boxer
- Recent engine-out service by Black Horse Garage
- A thrilling Ferrari supercar
- LHD European-specification model
- Iconic Ferrari Berlinetta Boxer - a Ferrari classic



THE FERRARI 512 'BERLINETTA BOXER'

Ferrari's first mid-engined 12-cylinder production road car, the 365 GT4 Berlinetta Boxer, was seen as early as 1971 in prototype form but did not go on sale until 1973.

Designed to compete against the contemporary Lamborghini Miura and newly designed Countach, the 365 GT4 BB represented a major departure for Enzo Ferrari, replacing the front-engined Daytona. Ferrari had previously been of the opinion that such a powerful mid-engined road car would be too much for his customers, but eventually realized otherwise after the success of the mid-engined Dino racing cars, and of course the V6 mid-engined Dino road cars.

The stunningly handsome and very rapid Ferrari 512 Berlinetta Boxer, or 512 BB, was introduced at the Paris Auto Show in October of 1976, although actual production had

begun several months earlier. The 512 BB was the successor to the 365 GT4 BB, and offered a similar mechanical layout and exterior appearance. The new car included the addition of a new front chin spoiler and NACA intakes on the flanks. There were also now just four taillights instead of the previous six.

Most notably, the 365BB/512BB series was Ferrari's first with a 180-degree flat 12-cylinder engine in a production car. The four camshafts on these engines were belt-driven, another "first" for Ferrari. The 512's engine produced 360 DIN bhp at 6,200rpm, breathing through a quartet of Weber three-barrel carburetors. Bosch K-Jetronic fuel injection replaced the carburetors in late 1981 to help meet increasingly tough US exhaust emission regulations - the car's name was altered to reflect this change. As a result,

horsepower dropped to 340 and torque to 333 foot-pounds at 4,600rpm. The injected Berlinetta Boxer still however remained a strong performer, capable of 0-60 from a standing start in just six seconds flat, and reaching almost 175mph (the factory claimed an optimistic 188 mph), covering the standing quarter-mile in 14.2 seconds at 103.5mph.

A plush leather interior, full instrumentation, electric window lifts, three-point inertia seat belts, and air conditioning were standard. A unique "single-arm, twin blade" windshield wiper was fitted to help clear the huge windshield glass. Road & Track magazine called the 512 BB "the best all-around sports and GT car we've tested".





THE MOTORCAR OFFERED

Offered here is a factory left-hand-drive, European-specification 512 Berlinetta Boxer. The desirable carbureted 512, chassis number 24445 was originally delivered new to Germany in 1978. The car was most likely finished in a silver/grey color, and here received modifications to the interior, as well as some brake and bodywork upgrades. The car subsequently relocated to Bruxelles, Belgium, where it was stolen during the early 1980s. 24445 was discovered in California, USA in 1985, having been fitted with engine and transaxle from 512 BB chassis number 24317. The car was owned by a Ferrari Owners Club member in Santa Fe Springs, California from 1986-1993, before being offered for sale in the mid-1990s in Florida. The kilometer reading recorded at this point was just 28,000kms.

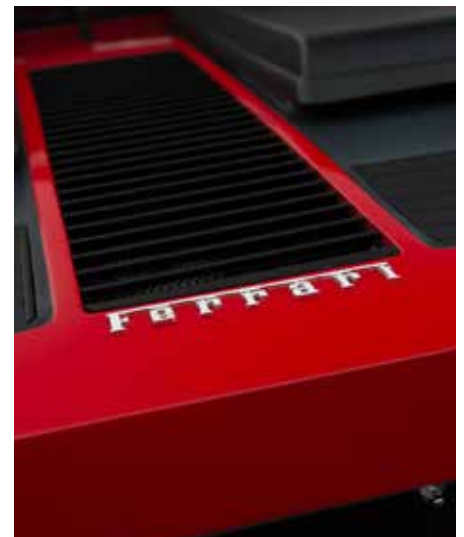
512 BB 24445 is believed to have been in a collection in Texas during the late 1990s, before relocating to

California, and later to the east coast. During these years, a lower kilometer reading was recorded; however this could have been meant to be read in miles. In 2014, the marque specialists at Black Horse Garage, Bridgeport, Connecticut, treated the Ferrari to an extensive, engine-out service, where the cars clutch and timing belt were replaced.

Today, this 512 BB shows beautifully throughout. Presented in its *Rosso Corsa* finish with *Nero Black* leather, it is fitted with the attractive Cromodora 'Star' alloy wheels with three-eared knock-off spinners. This wonderful Ferrari is supplied with spare wheel and manuals, and will surely present its next owner with a thrilling driving experience.

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

Please note that this car is titled with chassis number F1028824445.



27

c.1938 ALVIS 3-LITER SPECIAL Coachwork by Racing Green Engineering

Chassis no. 21251
Engine no. TA21 24773

2,993cc OHV Inline 6-Cylinder Engine
3 SU Carburetors
Approximately 100bhp at 4,100rpm
4-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes

- *Exquisite build of a 1930s Racing Special by renowned Racing Green Engineering*
- *Tastefully assembled, with Alvis running gear and chassis*
- *Excellent car for vintage rallies and driving events*
- *Strong and torquey 6-Cylinder power plant*
- *Participant on the 2014 Colorado Grand*



THE ALVIS MOTORCAR COMPANY

Engineer T.G. John founded the Alvis company in 1919 when he acquired the rights to an automobile engine, and with it the brand name of its aluminum pistons - Alvis. Manufactured by T.G. John Ltd, the first Alvis car - the 10/30, appeared in 1920. Conventional, yet well-engineered, the four-cylinder, sidevalve-engined 10/30 was unusual among contemporary light cars in that it had a four-speed gearbox.

Beginning in 1922 and using the 10/30 as a starting point, newly appointed Chief Engineer Captain G.T. Smith-Clarke and Chief Designer W.M. Dunn created the car that effectively established Alvis's reputation - the immortal 12/50. The latter was powered by a new overhead-valve, 1,460cc engine. On its competition debut at Brooklands in 1923, it secured a legendary victory in the premiere 200-Mile event crewed by Harvey/Tattershall.

Despite the enormous success of the 12/50 and its derivatives, Alvis switched to an all six-cylinder range in 1936 and would not offer another four-cylinder power plant until the autumn of 1937, when the 12/70 was introduced for the 1938 season. *Autocar* remarked on the newcomer's smoothness of running, added refinement and lively performance from the 1,842cc engine, which was now rubber mounted, recording a highly respectable 81.82mph at Brooklands in their Hugh Anderson-bodied 12/70 Tourer. The 12/70 was produced until 1940, re-emerging post-war as the TA14.

RACING GREEN ENGINEERING LTD

The owners of Racing Green Engineering Ltd have been restoring cars in Carmarthenshire, Wales, for over 40 years. Apart from the manufacture of bespoke Bentley, Alvis and Alfa Romeo sporting specials, the team of dedicated craftsmen offer a wide range of services, using original chassis and driveline parts. Racing Green Engineering has been recognized worldwide for its attention to detail and accuracy in recreating pre-WWII Specials, and all other bespoke coachwork creations.

Racing Green Engineering build cars are often seen on rallies and driving events across the globe, including some of the most grueling endurance-based rallies; such as the 8,000-mile *Road To Mandalay* or the famous month-long run *Peking to Paris* rallies.



The Alvis Special on the 2014 Colorado Grand 1000-mile rally.



THE MOTORCAR OFFERED

Resembling the looks and driving characteristics of the sporting British motorcars that competed internationally in the 1920s and 1930s, this Racing Green Engineering-built Alvis 3-Litre Special is based on Alvis TA14 chassis no. 21251; a chassis completed at the Alvis Motorcar Company in 1938. As was quite common for these cars, 21251 wasn't fully assembled at the works until the immediate post-WWII years. The Alvis is powered by a 3-Litre six-cylinder Alvis TC engine, equipped with a TD-type cylinder head; breathing through three large SU carburetors. Suspension and braking systems have been upgraded, and a four speed manual Alvis gearbox is fitted.

Racing Green Engineering created the tasteful aluminum 2-seat sports body, and finished it in the livery of a famous pre-WWII Special, also produced on a TA14 chassis which raced in

Sweden in the late 1930s. Upon completion, 21251 was displayed at various European and UK-based collector car shows and events, before being purchased by a Belgian collector. Offered from a prominent Los Angeles-based collection which includes some of the finest pre and post-WWII motorcars anywhere, this powerful Alvis Special has since it was purchased, been exercised on many rally and touring-events; including the 2014 Colorado Grand 1000 mile run, where the car performed wonderfully.

Open motoring in this form is highly rewarding; one feels like a Bentley Boy or Girl out there driving! With excellent 6-cylinder power, light coachwork, good brakes and a four-speed gearbox, this Alvis has everything you could ask for.

\$250,000 - 325,000

Please note that this vehicle is titled as a 1948.



1962 PORSCHE 356 CARRERA 2 GS COUPE

Coachwork by Reutter

Chassis no. 120840

Engine no. (KD) P97311

1,966cc DOHC Flat 4-Cylinder Engine
 Dual Solex 40P11-4 Downdraft Carburetors
 130bhp at 6,200rpm
 4-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Exquisite example of the top-of-the-line 356 Carrera*
- *One of just 27 Carrera 2s built with factory sunroof*
- *Exceptional restoration to factory specifications completed in 2013*
- *Award-winning Porsche ready for the show field, prominent tours and rallies*
- *Impeccably documented with a Porsche COA, Kardex, and factory correspondence*



THE CARRERA 2 GS 2000

Originally introduced at the 1955 Frankfurt Motor Show, the 356 Carrera was the first edition of Porsche's long-running prestige performance car, featuring a special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with determining just how much power the classic Porsche flat-four motor could develop, and in this pursuit he made some fundamental engineering adjustments over the basic pushrod engine. These modifications included the addition of twin ignition, two twin-throat carburetors, dry-sump lubrication, and dual-cam valve actuation.

Tested at various races during development, the high-performance dual-cam engine was also evaluated by the Porsche staff in their personal 356 examples, even though the motor was originally positioned for use in the

550 Spyder racecars. Eventually determining that the 356-based road car was the most opportune platform for this Type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, which was named for the famously grueling Mexican road race at which Porsche had dominated the 2-liter class. Initially available in coupe, convertible, and Speedster body styles, the Carrera grew in luxury over the years, somewhat obscuring its original performance mandate.

In September 1961 Porsche addressed this perception by introducing an updated version of the Carrera that was exclusively available as a coupe. The original dual-cam motor design was endowed with even more power by enlarging displacement to two liters, and reclassified as the Type 587/1, resulting in the fastest Porsche road car to date. Recognizing that the pure

torque might be a handful for inexperienced customers, Porsche outfitted the new Carrera with disc brakes all around, and it was the first Porsche road car to be so equipped.

Introduced for the 1962 model-year as the Carrera 2, the internally coded GS 2000 wore Reutter's twin rear-grille T-6 bodystyle, and could have been mistaken for a standard pushrod 356B were it not for the dual exhausts that emerged from a distinctive apron under the rear bumper valance. Approximately 310 examples of the Carrera 2 were made in total. Claiming rarity, unprecedented performance, and identity as the most developed generation of the 356-based Carrera, the Carrera 2 has grown to be one of the most desirable of the vintage Porsche road cars, a veritable cornerstone of the Stuttgart legend.







THE MOTORCAR OFFERED

Boasting superb documentation and a limited chain of known ownership, chassis no. 120840 was completed at the factory on July 5, 1962, and it is believed to be approximately the 47th example of the legendary Carrera 2. (According to a letter from the Porsche Museum, the car was originally equipped with motor no. 97047, and Type 587/1 motors began numbering with engine no. 97001). Also confirmed by a Kardex warranty repair card, the original motor was replaced at the factory early in its life by another correct 587/1 unit, engine no. 97311. This engine number is reflected by a Porsche COA, and remains with the Carrera to this day, making the car a matching numbers example per the factory records for all intents and purposes. Similarly, the original gearbox remains in the car and the body panels exhibit matching number stamps,

suggesting an overwhelming presence of original components and an overall high state of authenticity.

Desirably equipped at the factory, this Carrera 2 was optioned with ventilated chrome wheels, a chrome signal ring, and an electric sunroof. Only twenty-seven Carrera GS Reutter Coupes were equipped with a factory sunroof, endowing this car with even greater rarity than a standard Carrera 2. Originally finished in ruby red paint and trimmed with an interior of black leatherette with grey corduroy seat inserts, this handsome Porsche was delivered new to Dr. Wolfgang Zerna, a university professor in Hannover, Germany. By the late 1960s, the car had passed to Robert Duffner, who is believed to have sold it in 1969 to Charles Jopes of San Francisco.

In 1971, the Carrera 2 was purchased by Seth Anderson, the owner of Anderson Aviation, a vintage airplane concern in Los Altos, California. Mr. Anderson and his wife took considerable efforts to track the specifics of their car with Porsche A.G., as reflected by various correspondence from the factory. Among these letters is an email from Klaus Bischof, manager of the Porsche Museum in Stuttgart, who states, "All in all only 310 cars of this type were made. As a Carrera, it's a rare and special car."

Realizing immediately that they had acquired a true sports car classic, the Andersons retained possession of their highly original Carrera 2 until 2008, accounting for 37 years of single ownership. Purchased then by Chuck Lawson of Dallas, Texas, the Carrera was soon treated to some restoration





measures, including a full rebuild of the dual-cam Type 587/1 motor by Jacques Le Friant of Scott's Porsche Parts in National City, California. Completed in 2013, the four-year process left the car in a stunning state of display, with the exterior and interior authentically refreshed in the original color palette. The success of the restoration was confirmed with various showings and awards at premier Concours events.

Documented with a descriptive Kardex, original registrations, correspondence from the factory, and a Porsche COA, this beautifully presented Carrera GS/2000 abounds in classic details like the wood-rimmed steering wheel, teardrop tail lamps, chrome wheels with Stuttgart-badged center caps, and the distinguishing rear exhaust apron. It is a wonderfully detailed and highly

desirable example of a venerable Stuttgart classic that warrants consideration by any serious Porsche connoisseur.
\$650,000 - 800,000



PORSCHE

Certificate of Authenticity

The Porsche vehicle with the identification number listed below was manufactured with the following assembly specifications:

120840

Model Year/Type 1982 Carrera 2/2000 GS Reutter Coupe	Engine Number/Type (K0) P97311
Production Completion Date 07/05/1982	Transmission Number/Type 15(D) 56735
Manufacturer's Suggested Retail Price (MSRP) Information Not Available	Exterior Paint Color/Code Ruby Red/6202
	Interior Material Color/Type Black Leather with Black Gray Contrast Panels

Optional Equipment
 Electric Sunroof
 Ventilated Chrome Wheels
 Chrome Signal Ring
 Dunlop Tires (165/15)


 Detlev von Platen
 President and Chief Executive Officer
 Porsche Cars North America, Inc.



1963 CHEVROLET CORVETTE 327/360HP COUPE

Chassis no. 30837S104422
 Engine no. 3104422 F1128RF

327ci OHV V8 Engine
 Rochester Fuel Injection
 360bhp at 6,000rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Drum Brakes

- *Iconic Split-window 'Fuelie' Corvette*
- *Desirable 4-Speed Manual*
- *Striking Sebring-Silver paint*
- *Well-documented example*
- *Offered with books, jack and comprehensive history file*



THE STING-RAY CORVETTE

1963 was an exciting year for Corvette enthusiasts. For the first time, 'America's sports car' was available as a coupe as well as a Roadster - and what a Coupe! The new Stingray design credited to Bill Mitchell and Pete Brock was a true fastback, notable for the unique divided rear window which added a lot to the car's dashing looks, but in real life proved detrimental to rearward vision. After just one year, that feature was replaced with a single-piece backlight, but would also make the 1963 one of the most desirable models for collectors.

The new Stingray Coupe also featured beautifully raised fender peaks, disappearing headlamps, and aircraft-type doors that cut deeply into the roof to ease entry and exit.

THE MOTORCAR OFFERED

Chevrolet's second generation 'C2' Corvettes, especially the first-year, Split-Window Coupe with the optional fuel injected 327 V8 engine, are among the most collectible of GM's Corvette model-range. Production records indicate that 10,594 Corvette Coupes were built in 1963, and just 2,610 of them were completed with option code L84, which gave the fortunate owner a solid-lifter, 11.5:1 compression ratio, 360bhp V8 engine with Rochester Ram-Air Fuel-Injection.

This particular Split-Window Coupe is a very early example, completed in December 1962, and therefore has many early production features. The original order for the car came from Paul McGlone Chevrolet. He was a volume Chevrolet dealer based in Detroit, Michigan and had earned high quotas and was able to secure vehicles the smaller retail Chevrolet agents

could not get. The original order specified a 1963 model-year Corvette Coupe equipped with the \$430.40 optional fuel injected 327 engine, a 4-Speed manual transmission, a posi-traction rear axle, cast aluminum knock-off mounted wheels and a Wonderbar radio. The new Corvette was finished in Sebring-Silver and trimmed in Black vinyl, and the total price, before destination and delivery charges, came to a whopping \$5,240.

The new Corvette was purchased by a retired gentleman and his wife named William M. and Tanya E. O'Bryan, who took the car with them to Long Beach, California. They enjoyed it over the years and later were active in the local Corvette Club. During one of the SoCal meets in the mid 1980s, they were introduced and became well acquainted with Corvette author and historian, Noland Adams. Adams was very pleased to be





able to thoroughly inspect this Corvette given its highly original and well preserved nature. He references the vehicle specifically by chassis number, engine number, fuel injection unit number amongst others in his documentation bible on these vehicles "The Complete Corvette Restoration & Technical Guide - Vol. 2 1963 Through 1967" on pages 185 and 187.

By the mid-1980s, the O'Bryan family found themselves not able to enjoy the vehicle and began advertising it for sale in both the Sunday Los Angeles Times as well as Hemmings Motor News. Their asking price was \$26,500 and they described the vehicle as follows:

CORVETTE 1963 fuel injection, split window coupe, Sebring silver black int, all numbers match, knock-offs, mint original cond, never hit, California car.

Thomas G. Kimble eventually agreed to the purchase of this Corvette in April, 1987. After his purchase, he did some work to the car, but it is believed to have been taken off the road in the early 1990s, and then placed in long-term storage until a few years ago. Today, this desirable Split-window Fuelie remains in beautiful condition, and the odometer reading of less than 40,000 miles is in fact believed to be the cars mileage since new. Casting codes, date codes, stampings and numbers are present all over the car, and match the build date of the trim and chassis plate. A repaint in the cars original Sebring-Silver was recently performed by California Dream machines of Lancaster, California, assuring the Corvette looks its best.

Equipped with period-looking white-wall tires on knock-off wheels, the Corvette looks just

right. A jack, owners guide and protection plan, as well as a wonder bar radio manual are included with the sale of the car. A look through the comprehensive history file also accompanying this fine Corvette reveals great documentation, including old California registration cards, the old Hemmings ad, bills of sale and many receipts.

**\$160,000 - 220,000
WITHOUT RESERVE**



1964 PORSCHE 356SC 1600 CABRIOLET

Coachwork by Reutter

Chassis no. 160751
 Engine no. 821162

1,582cc OHV Flat 4-Cylinder Engine
 2 Solex Carburetors
 95bhp at 5,800rpm
 4-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Rare, matching-numbers SC Cabriolet*
- *Striking black over red color combination*
- *Exquisite presentation inside and out*
- *The end-of-the-run 356*
- *Offered with Porsche Certificate of Authenticity*



THE PORSCHE 356

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great 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, 46bhp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine, producing 130bhp. The car's steady development brought not only coupes, but introduced luxurious cabriolets, speedsters, and roadsters. In all there were more than 76,000 examples built by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk

lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

The 356 made its final transformation with the Type 6 body in 1963. Designated 356C, it had a new ZF steering gear and added compensating springs at the rear, the latter

calming the swing axle suspension. Four-wheel disc brakes were also part of the revision, and a 12-volt electrical system became available. Two 1,600 cc engines were offered, the "C" version with 75DIN (European horsepower, rated 88 by SAE), and the "SC" with higher compression and counterweighted crankshaft making 95DIN (107 SAE),





THE MOTORCAR OFFERED

Offered here is a matching-numbers example of the most powerful and luxurious non-Carrera 356 model - the SC Cabriolet. Completed at Porsche's Zuffenhausen factory in June of 1964, this 356 was finished in Irish Green over Fawn leather upholstery. Built alongside the new 911 model, the new SC Cabriolet was specially optioned with a leather interior containing an antenna and loudspeaker. Indeed, a highly optioned, top-of-the-line Cabriolet.

Although the Porsches early history remains unknown, the 356SC is believed to have been in Southern California during the early 1980s, where a Mr. Mario Boet owned it. While in Mr. Boet's ownership, an extensive restoration was begun, being completed around 1995 by the following owner, another Southern California based enthusiast by the name of Clive Paletz. Mr. Paletz entrusted well-known Porsche

interior specialists Autos International with the full re-trim. Autos International used the period-correct red for the seats and door trim, and sourced the classic German square weave carpets also in red, for the floors. The exterior restoration was entrusted to Pino's Auto Body of Alhambra, California, and the color chosen was the stealth black as seen on the car today. Mr. Paletz later sold the car to a Mr. Jim Ring, also from California.

This gorgeous 356SC Cabriolet has since 2012 resided in a world-class Florida based collection of exceptional European sports cars, and remains in exquisite condition throughout. The Porsche has received regular maintenance and service, and is offered with a history file which includes the cars Porsche-issued Certificate of Authenticity, confirming that the car retains its matching numbers engine. These

end-of-the-run, fully-developed 356SC's retain Porsches first sports cars lithe and nimble driving characteristics; while benefiting from more than twice the power-output of the earlier models. With parts readily available, and many club and tour events to participate in each year, this sharp 356SC Cabriolet should give the new owner much joy.

\$200,000 - 250,000

Please note that this car is titled as a 1965.



1975 DATSUN 280Z 2+2 SPORTS COUPE

Chassis no. GHLS30-041804

2,753cc SOHC Inline 6-Cylinder Engine
 170bhp at 5,800rpm
 Bosch L-Jetronic Fuel Injection
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 Front Disc – Rear Drum Brakes

- *Incredible original survivor with just over 2000miles*
- *Legendary Japanese sports car*
- *One of the best performing sports cars of its day*
- *Improved model with reliable fuel injection*
- *Original wheels and tires*



THE DATSUN Z-SERIES CARS

During the 1960s, Datsun realized the importance of offering affordable sports cars to compete mainly with the English and Italian brands. The company produced the successful series of Fairlady roadsters and work began on a new line of GT cars that would be stylish, innovative, fast, and relatively inexpensive.

The Datsun 240Z was introduced in 1970. The 6-cylinder engine was a derivation of the Datsun 1600 'four'. With 151bhp and 146 pound-feet of torque, the Z could accelerate from 0-60 in just 8 seconds. On the track, the 240Z dominated the SCCA (Sports Car Club of America) C-Production category for 10 years from 1970 through 1979, gaining a formidable reputation as a Porsche 911-beater.

In order to meet the more stringent federal requirements placed on motor vehicles, in 1975

Datsun introduced the technically updated 280Z. Datsun specified Bosch K-Jetronic fuel injection placed on a slightly enlarged engine, preserved the performance of their flagship "Z". This was a remarkable feat during an era when many performance cars took a serious haircut in the power department. The 280z was able to post numbers an par with the original Z but add a new level of flexibility and reliability thanks to the injection system.

The 280z was offered in the surprisingly attractive 2+2 configuration that added a good deal of practicality without spoiling the pure shape of the original.

THE MOTORCAR OFFERED

Having been in the possession of its original, pampering owner until very recently, this remarkable Datsun 280Z 2+2 has only covered just over 2000 miles from new. The Datsun survives today in as close to show room new condition as you are likely to find. Having not seen any restoration work the car is extremely original. Even more remarkable is that the mere 2000 miles were done on aftermarket wheels and tires so the originals, now re-fitted, have only the delivery miles on them! This 280Z represents one of the most usable and reliable of the Z cars but is also one that maintains the classic styling of the original. Thanks to its early style wheel covers this 280Z has the special look that made the series a classic. Looking like new car inside and out this 280Z is a true time capsule example of a landmark 70s sports car.

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



1987 PORSCHE 911 CARRERA 3.2 COUPE

VIN. WP0AB0919HS121555

Engine no. 64H04695

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

- *Well-documented beautifully presented example*
- *Desirable Carrera 3.2 with the G50 Transmission*
- *Few owners and less than 87,000 miles since new*
- *Complete service history since new*
- *Offered with history file, COA, Owners Manuals and CARFAX*



THE PORSCHE 911 CARRERA 3.2

Starting in 1963 with the original 911, Porsche has produced a line of six-cylinder rear-engine sports cars that could compete with much more powerful cars thanks to their low weight and superior handling. Introduced in 1984, the Carrera 3.2 was the last iteration of the classic 911 before the large changes of the 964. The Carrera 3.2 produced 217 horsepower at 5,900rpm, which was delivered through the desirable Getrag G50 transaxle from the 1987 production year and onwards.

True to Porsche's reputation, the Carrera 3.2 offered the unique experience of driving pleasure and performance without sacrificing comfort and usability. Due to their robust construction and strong owners groups, these 1980s 911s are great cars to be enjoyed and driven.

THE MOTORCAR OFFERED

Completed at Porsche in January 1987, this Carrera was built for the US market. The new Porsche was finished as it appears today, painted Guards Red over a black leather interior. The car is equipped with many optional extras including an electric sunroof, sport shocks, and cruise control.

As is commonly known, these cars were finished at Porsche AG as 'worldwide chassis' meaning that many have a different prefix in the stamped VIN than the one that the car is identified under. This car was given worldwide VIN of WP0ZZZ91ZHS121555, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WP0AB0919HS121555 once it was eventually slated for US delivery. The car's Porsche issued Certificate of Authenticity and CARFAX is also based on its ultimate US-market VIN number.

The car's impressive history file includes the original window sticker, indicating the car was delivered new to North Bay Porsche of Richmond, California in September of 1987. The car's first owner is believed to have been a Reno, Nevada resident, and it appears that this person would keep the red Carrera for a number of years. The car's service book is stamped consistently up through the 1990s, and dozens of receipts dating back to 1987 can be found in the history file, documenting the 911's mileage year by year. With less than 87,000 miles from new, and a recent \$5,000 service, this must be one of the finest Carrera 3.2 911's available.

**\$45,000 - 65,000
 WITHOUT RESERVE**

1955 JAGUAR XK140 SE ROADSTER

Chassis no. A810835DN

Engine no. G2355-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,750rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Recent restoration*
- *Diligently maintained*
- *Delightful green color scheme*
- *Matching numbers engine*
- *Offered with JCNA Heritage Certificate*



THE JAGUAR XK140

The XK140 offered many new features and improvements over the stunning XK120, which stood the automotive world on its ear at its Earl's Court introduction in 1948. Introduced in late 1954, the XK140 was again offered in Fixed-head coupe (FHC), Drop-head coupe (DHC) and Roadster versions, all with a subtly restyled body.

The new XK boasted a redesigned box-section frame with a more supple suspension that included larger torsion bars and anti-roll bars, improved brakes, and rack-and-pinion steering to replace the earlier recirculating-ball system. Perhaps most importantly for customers in the vital North American market, there was a larger and more comfortable cockpit with increased legroom, thanks to the engine and transmission assembly being moved forward by three inches, along with

the firewall and instrument panel. The cowling and steering wheel were both raised. The XK140 boasted better parking protection via larger, full-width bumpers with over-riders, again with the American buyer in mind.

Beneath its shapely bonnet and redesigned grille rested a more powerful 190 hp 3.4-liter twin-cam six with higher-lift camshafts and an improved ignition system. A four-speed manual transmission with electric overdrive allowed the fortunate driver to enjoy relaxed motoring. Although the XK140 was a few hundred pounds heavier than the XK120, it was also faster, with a top speed of about 130 mph in standard form. A very desirable option was the C-type's higher-performance, larger-valved cylinder head, which gave an additional 20 horsepower, pushing output to about 210. That choice gave correspondingly quicker

acceleration and a greater maximum speed. Almost 8900 units were shipped from Coventry between 1954 and 1957, when the XK140 was superseded by the more muscular and luxurious XK150.





THE MOTORCAR OFFERED

This delightful XK140 SE was completed on the 26th of January 1955. At that time it was finished in Pas-tel Blue, and trimmed in Blue leather. The car was also fitted with the desirable SE package, SE for Special Equipment, and dispatched to the infamous Hoffman distributorship in New York.

Although the car's early history remains unknown, the car was in the early 2000s owned by Jaguar enthusiast Brian James Murphy. In 2008 the car was purchased by a Minnesota based Jaguar enthusiast. While in his care, the car was subject to a comprehensive restoration, which included a full repaint and re-trim in the current color of Suede Green, with matching green leather interior. The engine compartment is also in very good condition with what is believed to be the factory data plate in place as well as the matching cylinder and

engine block stampings.

The car was acquired by the consignor in 2014, and since has been very well cared for, as evidenced by the number of recent receipts. On a recent test drive with a Bonhams representative, the car demonstrated great road manners. The steering was very tight and direct, and the brakes had a very good feel with good stopping power. Also, the engine was very responsive and demonstrated a very crisp exhaust note. All in all, this is a wonderful XK140 Roadster, one which would certainly be very welcome at shows, tours, or various historic rallies.

**\$110,000 - 140,000
WITHOUT RESERVE**

Please note that this car is titled with chassis number A810835.



1928 MERCEDES-BENZ 630K LA BAULE TRANSFORMABLE

Coachwork by Jacques Saoutchik

Engine no. 60793

6,240cc SOHC Supercharged Inline 6-Cylinder Engine
 100bhp at 3,100rpm - 140bhp with Compressor Engaged
 4-Speed Manual Transmission
 4-Wheel Leaf Spring Suspension
 4-Wheel Mechanical Drum Brakes

- *Exquisite and rare coachwork by one of the world's most coveted coachbuilders*
- *Sumptuous La Baule-style body is a signature Saoutchik design*
- *Fitted with a rare patented Saoutchik stowable passenger windshield*
- *Legendary Supercharged Mercedes chassis developed by Ferdinand Porsche*
- *High quality restoration*



THE MERCEDES-BENZ 630K



Daimler-Motoren-Gesellschaft had introduced the world's first supercharged production cars, the 6/25/40hp and 10/40/65hp four-cylinder models, at the 1921 Berlin Automobile Show. (The three figures refer to nominal rated horsepower, horsepower un-blown and horsepower with blower engaged respectively). On his arrival early in 1923, Porsche busied himself further developing the blown four and eight-cylinder racers designed by Paul Daimler, and the 15/70/100hp and 24/100/140hp supercharged, six-cylinder production models that would debut at the Berlin Automobile Show in 1924.

After the 1926 merger these were reclassified as types 400 and 630. That same year a 'K' (Kurz = Short) version became available for the first time, on a wheelbase reduced from 12' 4" to 11' 2" (3,750 to 3,400mm). Displacing 6.3 liters, the 630K's single-overhead-camshaft six-cylinder

engine produced a mighty 140PS (138bhp) with the Roots supercharger engaged (by pressing the throttle pedal to the floor) and in this specification the 630K could justifiably claim to be the world's fastest production touring car, with a top speed of over 90mph (145km/h).

Affordable by only the wealthiest of connoisseurs, the Model K was produced in strictly limited numbers, only 267 of all types being completed between 1926 and 1932. In Germany these would have been bodied by the likes of Erdmann & Rossi, Reuter, Papler, Zschau and Balzer while others were fitted with 'factory' coachwork by Sindelfingen. Some chassis found owners in the USA and were bodied there but the rarest Model Ks are those few completed with exotic coachwork by companies such as Stabilimenti Farina or Carrozzeria Castagna, and off course; *Carrosserie Saoutchik*.





The original Saoutchik design drawing for the *La Baule Transformable*. Peter Larsen Collection.



CARROSSERIE SAOUTCHIK

Having fled the pogroms in White Russia, Jacques Saoutchik arrived penniless in Paris in the winter of 1899. In 1906 he opened his carrosserie and quickly ascended from being a mere coachbuilder to becoming the purveyor of the most exquisite coachwork that money could buy. Customers were everything from the glittering socialites, artists, demimondes and courtiers who populated the chic salons of Paris, to royalty and heads of state.

Jacques Saoutchik was a carpenter by trade, and Saoutchik bodies were noted for an almost excessive quality of workmanship and the beauty of the interior marquetry. After the First World War, Saoutchik developed and patented elegant convertible top mechanisms, including tops that disappeared completely into the body work. These patents were followed on June 3, 1924 by a patent for "A stowable windshield

developed for the rear seats of automobiles". This particular invention was marketed heavily by the Carrosserie in the following years, and a number of cars were equipped with this stowable second windshield.

The late 1920s in Paris were an endless pursuit of elegance, a merry-go-round of the rich and famous, where a body by Saoutchik was not merely seen as an expression of wealth and possessing the necessary social graces. The owner of luxury chassis equipped with a Saoutchik body, such as the famous music hall star Mistinguette, signaled that mere good taste did not suffice. Arriving at Chez Maxim's or The Ritz in an automobile by Saoutchik meant instant acceptance at the highest levels of chic Parisian society, and just as important, that the doorman would let you in.

It all came together with the beautiful La Baule bodystyle introduced by Saoutchik in 1928 and named after the seaside resort town on the northwest Atlantic coast of France where important concours d'élégances were held from 1924. It was one of the most innovative, successful and dramatic designs in the 1928-29 Saoutchik portfolio, and in spite of its great cost, La Baule cabriolets were built on a number of luxury chassis, including Minerva, Isotta Fraschini, Rolls-Royce and Mercedes. Signature Saoutchik styling clues included the completely disappearing top mechanism, the patented stowable windshield as well as the exquisite brightwork used to scallop the fenders — the latter being an innovation introduced by Saoutchik as early as 1926.

However, the most startling stylistic innovation was Saoutchik's creative use of a wide beltline





THE MOTORCAR OFFERED

which followed the curvature of the bobtail rear deck — in combination with a resurrection of the “fiacre” coachline dating back to horseless carriage days, running in a delicate sweep down the side of the cowl from the windshield pillar to the chassis apron. Saoutchik used this inspired styling cue on a number of designs, but it worked best on the La Baule. As a result, in the 1928 and 1929 seasons, Saoutchik became such a regular winner of the Grand Prix at all the French concours d’élégance, that some of his competitors must have felt it was hardly worthwhile to enter.

It is a rare occasion when a chassis with Saoutchik La Baule coachwork is offered. It is an even rarer occasion when this coveted bodystyle is mounted on an impressive supercharged Mercedes chassis. The La Baule design contained all the quintessential late 1920s Saoutchik design elements and demonstrated a superb harmony of line, despite the complexity of its side treatment. The Mercedes chassis was developed by none other than a young Ferdinand Porsche and was mechanically at the cutting edge of 1920s large car technology. Add the undeniable wow-factor of this superb French creation to the mix. From a collector point of view, the combination is simply unbeatable. It is not often that one can have one’s cake and eat it, too.

wagen number 35813 and engine number 60793, was delivered as bare chassis to Carrosserie Saoutchik on August 23, 1928. The car’s history from here until the post-war years remains vague, but the car is believed to have been in the US, and possibly Ontario, Canada for a very long time. The 630K has been beautifully restored throughout some years ago, and is elegantly finished in a duo-tone bluish grey color, neatly complimented by the finest hides and fabrics in the exquisite Saoutchik cockpit. A welcomed entry to the finest and most prominent Concours d’Elegance around the world, this Saoutchik La Baule Transformable being offered for sale is an opportunity not to be missed.

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

The example offered here; Mercedes-Benz commission number 40926, with chassis or



35

1968 FERRARI 365 GT 2+2

Coachwork by Pininfarina

Chassis no. 11781

Engine no. 11781

4,390cc SOHC V12 Engine

3 Weber Carburetors

320bhp at 6,600rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

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



THE FERRARI 365GT 2+2

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

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

from noise and vibration, and providing ZF power-assisted steering and air conditioning as standard equipment.

Developing 320bhp in its 365GT incarnation, the well-proven 4.4-liter V12 engine was coupled to a five-speed gearbox. The car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all around. Endowed with that unusual combination of fine handling and a supple ride, the 365GT 2+2 was rated by Car magazine as 'the most civilized Ferrari yet.'

THE MOTORCAR OFFERED

Completed in the summer of 1968, the stellar example offered here, chassis number 11781; was the 209th example built in the series. The new Ferrari was finished in Marrone Colorado over a Beige interior, and was in September 1968 delivered to Luigi Chinetti Motors, the US East Coast distributor for Ferrari. The car had been equipped for the US-market, with instruments in miles-per-hour.

The car's first owner after delivery at Chinetti remains unknown, but the 365 2+2 was by 1988 owned by Menlo Park, California Ferrari-enthusiast Paul Houk. The car had apparently been part of a lawsuit in the early 1980s, and sold by a local car dealer. Doug Pirrone and New York based Berlinetta Motorcars owned the car in late 1980s, and possibly up through the late 1990s. 11781 is believed to have remained in the North East





until now, and maintained by the specialists at New York based Autosport Designs and Wide World of Cars.

Most recently, the 365GT 2+2 received a fresh set of XWX tires, and a comprehensive service, where much attention was paid to the air conditioning system. Finished in an elegant and period-correct dark red metallic paint over a sharp black leather interior, 11781 is a wonderful example of these classic touring Ferraris. The car still retains its original matching numbers engine, and is offered with a jack and a history file that includes copies of the service receipts and Marcel Massini's history report.

\$275,000 - 325,000

Please note that this car is titled as 1969.



36

1932 LINCOLN KB CUSTOM COUPE

Coachwork by Judkins

Chassis no. KB 1635

Engine no. KB 1635

448ci L-Head V12 Engine

Single Dual-Throat Stromberg Carburetor

150bhp at 3,800rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel vacuum-assisted, Drum Brakes

- Beautiful custom coachwork by Judkins
- Only known example with rear mounted spare
- Extremely authentic example with original features throughout
- Everything you love about a 32 Ford but bigger.
- Smooth and powerful V12 engine



THE LINCOLN KB

The acquisition of Henry Leyland's Lincoln Motor Company gave Ford the Luxury division they lacked. Ford was a one-model brand at the time and this opened the door into the potentially higher profit sales of luxury models. The Leyland Lincoln was a finely engineered, if a bit conservative of a motorcar. The styling of the Lincoln would be changed to give it a stylistic connection to the Ford brand.

With the major revamp of the Ford brand for 1932, Lincoln would receive a similar redesign. The two brands would continue to share a stylistic connection and both would receive new power plants. Ford would adopt the legendary flathead V-8 and Lincoln would get a powerful V-12. Initially employing the "fork and blade" design of the Leyland designed V-8, the new twelve cylinder engine was smooth, robust, and significantly more powerful than the eight.

The new model was offered in long and short wheelbases, the short was dubbed the KA and the long the KB. The KA would be equipped with its predecessors' V-8 for 1932 but would not be offered after this point.

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

The KB chassis would earn legendary status in period and today is a highly desirable

senior CCCA classic. Praised for its excellent driving qualities, with exceptionally light and predictable steering and fine power-boosted brakes, the KB has become quite popular with seasoned classic era enthusiasts with an appetite for touring.





THE MOTORCAR OFFERED

This handsome Lincoln KB wears custom Coupe coachwork by Judkins. The J.B. Judkins Company of Merrimac Massachusetts produced three distinct custom bodies for the KB Chassis. The total number of Judkins coupes built is unknown but most of the custom bodied Lincolns had production totals under 25. This Coupe is believed to be the only example extant with a rear mounted spare, and this styling difference gives the car an entirely different appearance than its side-mount equipped brethren. The look is both elegant and powerful.

This excellent example has been meticulously restored over a 15-year period. Finished approximately seven years ago, the KB is fresh and well presented, and was recently inspected by a noted classic Lincoln specialist whom praised it for its correctness and originality.

The car is finished in a handsome Ford dark tan color over black fenders with Brewster green reveals. The color scheme emphasizes the similarity to its family relative – Fords masterpiece the 1932 three-window Coupe. The Judkins Coupe could be configured with a rumble seat or trunk compartment like the example on offer.

Recently demonstrated for a Bonhams specialist, this Lincoln was noted for its smooth and extremely quiet engine. At idle you could truly balance a quarter on the engine block. The powerful vacuum assisted brakes displayed excellent power. The KBs are considered by many to be the best driving big classic and it does not take long behind the wheel to see why.

The example presented is wonderfully restored and believed to be a one off version of the

handsome Judkins coupe. Having never been offered on the public market and yet to see a Concours d'Elegance, this Lincoln is a special opportunity indeed.

\$225,000 - 275,000



1940 PACKARD SUPER EIGHT 160 CONVERTIBLE SEDAN

Chassis no. 13772026

Engine no. C501064

35ci L-head Inline 8-Cylinder Engine

Single Stromberg Carburetor

165 bhp at 3,200 rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Matching numbers example*
- *Recent full restoration*
- *One of 15 known surviving 1940 Super Eight 160 Convertible Sedans*
- *Beautiful color combination*
- *Many Deluxe options*



THE PACKARD SUPER EIGHT

"The 1940 Packard", boasted the company, "spoils you for all other cars". That was an appeal to the rapidly dwindling luxury automobile market that had been hit so hard by the Great Depression. There were four Packard lines for the 1940 model year, representing the final iteration of classic Packard styling: There were now two Junior models and two Seniors, which were now called the Super-Eight One-Sixty and the Super-Eight One-Eighty. "160", wrote Beverly Rae Kimes in her comprehensive history of the marque, "...meant something; it was the developed horsepower of the brand-new engine to be used in both Senior cars."

The 180 was merely a 160 with better-quality upholstery, trim, and other accoutrements. The 1940 body shells were essentially the same as had been introduced in 1938. The hood appeared longer, with the narrowed radiator shell

now extended an extra five inches, and framed by "catwalk" grilles. This would be the final year for separate bullet headlights, which were now of sealed-beam design for the first time. Smaller parking lights atop the front fenders echo the elongated shape of the headlights. Although management had some misgivings about the styling, there was no doubt that the cars could perform. Advertising proudly declared "With its 160 horsepower, (the One-Sixty) is the most powerful eight-cylinder motor built for passenger car use in America today."

The cast-iron en bloc engine had nine main bearings and a bore and stroke of 3 ½ x 4 5/8 inches, delivering peak power at 3500 rpm, with 292 foot-pounds of torque arriving at just 1800. The Super Eight, part of Packard's Eighteenth Series, was produced from August of 1939 to September, 1940, and was virtually identical to

the outgoing Model 120, save for some minor trim items. Of the 98,000 automobiles delivered by Packard in 1940, only 5662 were from the Super Eight line.





THE MOTORCAR OFFERED

This rare and magnificent 1803 series Packard Convertible Sedan is one of only 15 known survivors. According to the consignor, this big Super Eight was sold by Eastman Motors of Stamford, Connecticut on October 27, 1939. The car eventually moved to sunny Southern California where it was enjoyed by subsequent owners for many years. The previous owner commissioned a full restoration which was completed in early 2015; unfortunately, the owner did not live long enough to see the work completed, and the car was sold by his estate.

The restoration reportedly includes a full bare-metal repaint in Packard Cream. A new dark red leather interior was installed, and all chrome items, including the bumpers, window frames, and other trim were expertly replated. The instrument panel was restored with new wood graining and plastic trim. The

car is fitted with a variety of Deluxe options, including a heater and defroster system, steering wheel, dual spotlights, dual fog lights, reversing lights, a cormorant hood ornament, fender-mounted covered spares with individual rear-view mirrors, a rear luggage rack, and massive front bumper guards.

Mechanically, the engine was rebuilt by a marque expert. The electrical system has been upgraded to 12-volt, and the car has been fitted with new white-sidewall radial tires for comfortable touring. This rare and elegant Packard Super Eight presents wonderfully, with glistening light cream paint, fine leather interior, a tan canvas folding top, and a full set of wide whitewall radial tires. The consignor states that he has owned four other 1940 Packards, and that this example drives without fault, with good acceleration and a crisp gearshift. This model

is recognized as a Full Classic© by the Classic Car Club of America, and would be welcome at any CCCA tour or show, and of course any gathering of Packard Club enthusiasts.

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



1969 MERCEDES-BENZ 280SE COUPE

Chassis no. 111.024.12.003812

Engine no. 130980.12.029092

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,200rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Expertly restored example of the classic 280SE*
- *Wonderful Mercedes-Benz quality*
- *Equipped with air conditioning, power windows and floor-shift*
- *Smart and useful Mercedes-Benz in timeless design*
- *Offered with copy of the Mercedes-Benz built sheet*



THE MERCEDES-BENZ 280SE

Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280SE saloon shared its bodywork with the 'New Generation' 280S, the 280SE Coupe and Cabriolet retained the elegant looks of the outgoing 250SE that had debuted back in 1959 on the 220SE; the 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph, with the automatic not far behind.

Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and

more efficient control of emissions. Production of the 280SE Coupe and Cabriolet totaled a little over 5,000 units between 1968 and 1972 when production ceased. Today, these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.

THE MOTORCAR OFFERED

This lovely example of the timeless W111 Mercedes-Benz Coupe was completed at the Stuttgart-based Mercedes-Benz factory in September of 1969, and finished much as it appears today in the classic Ivory DB50 color. The car's early history remains unknown, but the car is believed to have been in California for several decades, and possibly since new.

This elegant 280SE Coupe benefits from a recent cosmetic restoration, and shows beautifully inside and out. The exterior paint has been professionally re-finished in the as-factory delivered DB50 Ivory color, while seals and gaskets has been renewed throughout the car. The chrome and brightwork has also been carefully refinished or replaced where needed.

Once inside, a newly fitted interior in the beautiful Bamboo beige invites, neatly





contrasted by elegant burl wood, which has also been refinished to the highest standards. The carpets have been redone in matching, German quality wool. A period-correct Becker Europa radio adorns the dashboard area, and the correct Behr air conditioning system has recently been serviced.

The car is neatly fitted with color-coded hubcaps and features the classic, low-grille frontal look that these cars are known for. The greenhouse-design looks fantastic from every angle, and the car exhibits a level of class that can be compared to few other cars of the era. With floor-mounted gearlever, power windows and air conditioning, the car retains some very desirable options.

Offered with a copy of Mercedes-Benz' factory built sheets, this stylish 280SE Coupe

is to be displayed at concours events, or used on Sunday drives. The high build quality of these fine automobiles makes them very reliable and user friendly, and one could actually imagine using a car of this quality as a daily driver. Classic, elegant and of very high quality, this Mercedes-Benz would be a great fit in any collection.

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

Please note that this car is titled as a 1970.



1931 CHRYSLER IMPERIAL CG SPORT ROADSTER

Coachwork by LeBaron

Chassis no. 6005318

Engine no. R16997

385ci Flathead L-Head 8-Cylinder Engine

Stromberg Carburetor

125bhp at 3,200rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Hydraulic Drum Brakes

- *Previously owned and enjoyed by William F. Harrah*
- *Exquisite presentation throughout*
- *Sporting LeBaron Sport Roadster Coachwork*
- *Featured in Harrah's Collection book*
- *Striking Black over Red livery*



THE CHRYSLER IMPERIAL



When Walter P. Chrysler's up-market Imperial model made its debut in 1926, the marque he founded was just two years old. Nevertheless, by the end of that year, Chrysler would be the seventh-ranked US automaker. Produced in the old Chalmers plant in Detroit, the first Chrysler was an innovative, medium-priced, six-cylinder car of better-than-average performance, as numerous motor sport successes would soon demonstrate. The range soon expanded to encompass a four, a smaller six and the Imperial, a larger and more expensive automobile that was intended to compete with the likes of Cadillac, Lincoln and Packard.

Chrysler joined the multi-cylinder "club" in 1931 with the introduction of two models with straight-eight engines: the CD Eight and the Imperial CG Eight. Displacing 384.84 cid, the latter's nine-bearing engine produced 125

bhp at 3,200 rpm, which was good enough to propel the 2.5 tonne Imperial to a top speed in excess of 95 mph, truly world-class performance for the era. Notable features included hydraulic brakes, adjustable seats and steering column, as well as hydraulic shock absorbers. Chrysler's "Floating Power" engine mounting and a 4-speed synchromesh manual transmission contributed to the powertrain's smoothness and flexibility.

Long and dramatically low-slung, the all-new 1931 Chrysler Imperial drew obvious inspiration from the front-wheel-drive Cord L-29 that Errett Lobban Cord had sprung on the market in 1929 to widespread acclaim. Reportedly, L-29 designer Alan H. Leamy actually contributed to the Imperial design, during a hiatus from his employment as chief designer for Auburn and Cord automobiles. The Imperial's streamlined,







THE MOTORCAR OFFERED

swept-back radiator shell was overtly Cord-like, and as with the L-29, the Imperial windshield was set far back on the chassis, permitting a very long hood/cowl line and gracefully sweeping front fenders. With its 145 inch wheelbase chassis being even longer than the L-29, the Imperial's proportions were all the more breath-taking.

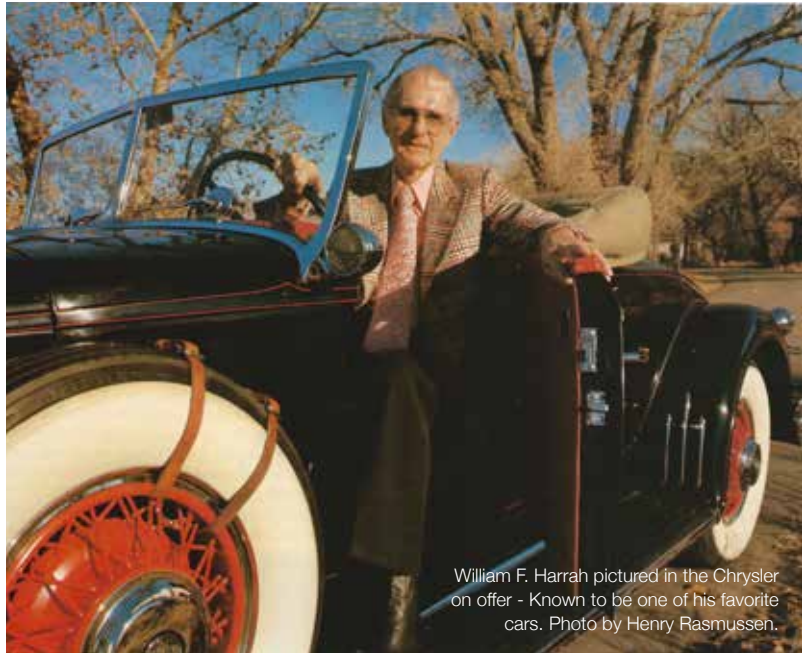
The new Imperial was offered in two sub-series, a standard line with production Briggs-built bodies and a more prestigious Custom line featuring semi-custom bodies, finished to order. LeBaron designed and built all but one of the Imperial "catalog custom" styles.

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

In 1924, Edsel Ford had lured Ray Dietrich to Detroit as he wanted him to design bodies exclusively for Lincoln. Hibbard had departed for Paris in 1923, and designer Ralph Roberts had been made partner in LeBaron. In 1927, the Briggs Body Company in approached him to acquire LeBaron. Roberts sold out and moved to Detroit to manage LeBaron from there. The captivating lines of this 1931 Imperial Custom are therefore the work of Ralph Roberts, and as such must be ranked as one of the most pleasing and graceful designs ever to come out of Detroit.

The wonderful Imperial offered here in desirable Sport Roadster form presents beautifully throughout. Although the cars early history remains vague, this example is well known in Chrysler circles, as it formed part of the famous; Reno based Harrah Collection for many years.





William F. Harrah pictured in the Chrysler on offer - Known to be one of his favorite cars. Photo by Henry Rasmussen.



William Fisk Harrah, one of the pioneers of car collecting and Casino mogul had many, many great cars- accounts vary, but it is believed that Mr. Harrah had over 2,000 cars in his impressive collection during the 1960's, 1970's and 1980's. Now, other car owners may claim the following statement about their ex-Harrah car, but as described in Dean Batchelor's book *Harrah's Automobile Collection*; this exact Chrysler Imperial Sport Roadster was known to be one of Mr. Harrah's favorite cars. In fact, Mr. Harrah is pictured sitting in this car on the introductory pages of the book. Mr. Harrah also picked this car to be photographed with, for Henry Rasmussen's book; *The Survivors, American Classic Cars*, in which the Chrysler was to appear.

Today, the Chrysler is presented beautifully inside and out, with black chosen for the body,

complemented by deep red leather upholstery. Beautiful bright and chrome work appears all over the car, and classic whitewall tires are fitted. The car appears to be subject of a very professional restoration done sometime in the past, and has aged nicely throughout.

One of the grandest of all American classics, the Imperial CG Roadster is renowned for its style, power and handling. The offered car embodies a classic design considered by many to be one of the most beautiful and desirable of all Chrysler Imperials, allied to a tasteful and restrained; yet striking color combination. It is certain to draw admiring crowds in the course of any public exhibition.

\$450,000 - 600,000



40²

1967 MAZDA COSMO SERIES I

Chassis no. L10A-10260

Engine no. 10A-1245

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

- One of just 343 Series I Cosmo's
- First production vehicle with twin-rotary engine
- One of the most desirable Japanese sports cars of all time
- Japanese domestic market example
- Iconic, innovative and collectible sports car



THE MAZDA COSMO

Introduced at the 1964 Tokyo Motor show, the Mazda Cosmo was the firm's first foray into rotary-engine production vehicles, shortly after getting the license from NSU to do so. The Cosmo was the first production vehicle to feature a twin-rotor rotary engine. Colloquially referred to as a Wankel engine after NSU engineer Felix Wankel, these engines were lauded for their free, high revving nature as well as their high output relative to their size and weight. However revolutionary, early reliability issues plagued the rotary engine, dooming its widespread adoption in the automotive industry. Mazda was the only major company to put rotary engines into mass production, continuing through the recent RX-8.

In 1967, the Series I entered serial production featuring a 110 horsepower rotary engine mated to a 4-Speed manual transmission,

motivating this charming 930-kilogram two-seater to a top speed of 114 miles per hour. Stopping from such speeds was dealt with using front discs and rear drums mounted to an independent front suspension and a De Dion rear end. The unmistakable profile of the Cosmo is defined by its simple, low lines and pronounced greenhouse. It also featured decidedly fish-like gills on the front quarters and bumper and innovative split taillights. Stylistically and technically, the Cosmo stands out from its competition.

The Cosmo is a truly an innovative and important sports car and one of the most exceptional and desirable Japanese cars ever produced. Just 343 of these Series I examples were produced of the charming Cosmo.

THE MOTORCAR OFFERED

This stunning Series I Cosmo has remained in Japan since its production in 1967. Originally delivered in the classic combination of white over a black, checkered interior, this sports car eventually made its way into the collection of the consignor. Recently undergoing a thorough restoration, this Cosmo is presented in incredible condition throughout. The engine and transmission has been refurbished by a former Mazda Group C racing mechanic and the suspension has been sorted. Cosmetically, the distinctive, grilled body has been expertly repainted in the original white and the chrome has been re-plated, making this rare coupe shine brilliantly. The interior has also benefitted from this thorough restoration, with new seats and new red carpets.

This example of one of Japan's rarest and most significant sports cars is presented in stunning





condition and is offered with books, manuals, and a complete tool set. It offers a rare opportunity to attain a well-sorted Series I to be spiritedly driven or shown at the highest levels.

**\$180,000 - 200,000
WITHOUT RESERVE**



1968 MASERATI GHIBLI 4.7 COUPE

Coachwork by Ghia – Design by Giorgetto Giugiaro

Chassis no. AM115.538

Engine no. AM115.720

4,719cc DOHC V8 Engine

4 Weber Carburetors

330bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- *Exceptional nut-and-bolt restoration by Classic Investments*
- *One of the best restored Ghiblis available anywhere*
- *Multiple First-in-Class Concours Award winner*
- *Home-market model with desirable 5-speed transmission*
- *Offered with Maserati Factory documentation and restoration file*



THE MASERATI GHIBLI

A strong contender for the “most handsome car of the 1960s” title, Maserati’s Ghibli debuted in coupe form at the Turin Motor Show in November 1966. Styled at Carrozzeria Ghia by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivaled the Ferrari Daytona for straight-line performance - its top speed was close to 275km/h (170mph) - while beating it in price. At more than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it.

Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tires did not foul the wheel arches. The roofline fell away from the

top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a lower cabin than that of almost all the Ghibli’s contemporaries, albeit one with restricted headroom for rear passengers.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon’s tubular steel chassis in its live rear axle form. In preference to the more complex suspension designs favored by its rivals, the Ghibli used leaf springs and a single locating arm, a much more easily maintained arrangement.

The power unit was Maserati’s powerful, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-liter form up to 1970 when it was superseded by the 4.9-liter SS version

in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8’s enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did 40 years ago.







THE MOTORCAR OFFERED

This outstanding example of Maserati's classic Ghibli stands out as one of the finest restored examples of the model that we have ever seen. Completed at Maserati's Modena workshops in April of 1967, this Ghibli Coupe, chassis no. AM115.538 was built as a left hand drive Coupe equipped with the desirable 5-speed manual ZF transmission for the home market, and finished in Light Blue Celeste Chiaro over a Black Connolly leather interior. The new Ghibli had been ordered by a Torino-based company called Plastic Kero Super S.p.a., and was delivered to them on July 20th, 1968.

By the 1970s, the Maserati had found its way to the US, and was here owned by a wealthy gentleman living in New York by the name of JeeJeebhoy. As the story goes, Mr. Jeejeebhoy would use the car during the 1970s, including long trips across the US.

During one trek from New York to Las Vegas, the Maserati had issues while crossing the state of Nebraska, and was left here for the next three decades. The car was discovered in a barn near Lincoln, Nebraska in 2006, the cars odometer reading was just 83,000 Kms (51,000 miles), a reading that is in fact believed to be the cars original since new.

By the late 2000s, a ground up restoration was begun to bring the aging Ghibli back to its former glory. The car is said to have been highly original before this extensive restoration commenced, but it should be noted that at some point early on, and possibly the cause of Mr. Jeejeebhoy's breakdown in Nebraska, the cars original engine number AM115.538 was replaced by a correct, 4.7 Liter unit from a Ghibli built just a few months later, carrying engine and chassis number AM115.720. The three-

year, nut and bolt restoration was performed by Denver's award-winning European sports car specialists, Classic Investments. Hundreds of restoration photos are available in the Ghiblis extensive restoration file, documenting each step of the extensive refurbishment.

Since the restoration was completed, the blue Ghibli has toured the Concours fields, and raked numerous First-in-Class Awards at national level Concours d'Elegance events such as the Santa Fe Concorso. Offered with extensive Maserati Classiche paperwork, including copies of the original built sheets and handwritten Alfieri Maserati test-sheets before delivery, this Ghibli is ready for serious scrutinizing. This magnificent Ghibli, meticulously restored, with a factory five speed manual transmission, presented in a striking color combination, truly stands out



1965 ISO GRIFO A3 COMPETIZIONE

Coachwork by Drogo

Chassis no. B0213

Engine no. 129-F12183Q

327ci OHV V8 Engine
 4 Twin Weber Carburetors
 420bhp at 5,400rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Hydraulic Disc Brakes

- One of the first twenty Drogo-bodied Aluminum examples
- Restored in 2012 by Bizzarrini foreman Salvatore Diomante
- Shown at the 2013 Pebble Beach Concours d'Elegance
- Extremely powerful machine with excellent road holding
- Featured in road test with Paul Frère in Auto Motor und Sport magazine in 1965



THE ISO GRIFO A3 COMPETIZIONE

Renzo Rivolta was one of the more ingenious entrepreneurs of the Italian postwar landscape. Mr. Rivolta was the owner of the Isothermos refrigeration company but after the war, he decided to follow his passion and branch off into automotive manufacturing. The visionary started with motorcycles and then introduced the Isetta - a wildly successful mass-market economy car that he eventually licensed in full to BMW and other companies. By the early 1960s Rivolta's interests had turned to touring cars, and he introduced the Iso Rivolta GT at the 1962 Turin Auto Salon.

One of Rivolta's key recruits to his fledgling company was the famed Giotto Bizzarrini, the gifted engineer who had played such a pivotal role in the development of Ferrari legends like the Testa Rossa and the 250 GTO. After the so-called Palace Revolt of 1962, Bizzarrini left

Maranello and soon found employment as a freelance contractor, taking a significant role with Iso.

In an effort to spur sales, Bizzarrini and others encouraged Rivolta to build a sports car, and the engineer soon received the go-ahead to develop such an Iso on a shortened Rivolta GT chassis. The resulting Iso Grifo was introduced in two versions at Turin in November 1963, with the luxury touring A3/L (for lusso) displayed on coachbuilder Bertone's stand, while Bizzarrini's race-prepped A3/C (for corsa) was presented on Iso's stand.

Wearing aluminum coachwork penned by Bertone's Giugietto Giugiaro and built by Piero Drogo's Carrozzeria Sports Cars in Modena, the A3/C was a spectacular vision with aerodynamic flair. The results were an impossibly low and

wide car that was exotically curved from every angle. In an effort to avoid the complications of engine production, Iso utilized a 5.3-liter Chevrolet Corvette engine in all of its cars, which was tuned for racing in the A3/C. The big-block motor was sunk far behind the front axle, giving the car a competition-worthy mid-engine layout that optimized weight distribution. According to some historians, Bizzarrini described the A3/C as the second coming of his GTO, and a more refined one at that.

Logistically, Bizzarrini provided full build execution for the AC/3 at his factory in Livorno, while Iso and Bertone took on production of the Grifo A3/L. To Rivolta's thinking the Grifo was just a tool to promote his GT car, but Bizzarrini was ever consumed with racing, and a widening philosophical gap inevitably developed between the two men. After perhaps just 20 examples of







THE MOTORCAR OFFERED

the Drogo-bodied A3/C's were made, Bizzarrini left Iso altogether and continued to produce the model under his own name - the 5300 Strada. While production totals are somewhat uncertain, it is believed as few as 115 examples were made under both names.

Part of the A3/C's transition from an Iso product to a Bizzarrini standalone involved a change of coachbuilder from Drogo to Salvatore Diomante and his Carbondio concern, which was eventually reborn as Autocostruzione SD of Torino. Diomante is the rare craftsman who not only helped build the original cars of the 1960s, but has become the world's foremost restorer of these cars. His efforts have helped preserve and document the short run of breathtaking A3/C and 5300 Strada examples, giving Italian sports car enthusiasts an opportunity to experience the most developed versions of Bizzarrini's original.

Like many cars made under the Bizzarrini mantle, chassis no. B0213 does not possess a clearly documented history. However, the car is believed to be first referenced in factory paperwork on December 15, 1964, and both the body appearance and the chassis numbering suggest that this A3/C is one of the first twenty riveted aluminum-bodied examples produced by Drogo. Also referenced in the paperwork, are records between Bizzarrini and Carrozzeria Sports Cars.

B0213 was retailed in early 1965 to Auto Becker in Germany, and B0213 was featured as a test car in the April 1965 issue of *Auto Motor und Sport Magazine*, driven by legendary racing-driver Paul Frère. Ownership soon passed to Swiss scrap collector and privateer racer Pierre De Siebenthal, who by some accounts served as a Bizzarrini factory driver.

De Siebenthal was known to have owned and raced various Bizzarrini-made cars during this period, and though there is no documentation proving that this car was ever used in such a way, it may very well have been driven in some of the owner's campaigns. In any event, it is quite clear that he retained possession of B0213 for many years.

In 1993, after decades of ownership, the A3/C was sold by De Siebenthal to former Livorno principal Salvatore Diomante, who would show the car pre-restoration at the *Auto Moto Retro* show in Torino, before he eventually rebuilt the motor to his latest specifications and refinished the rare Drogo body. Upgrades included the addition of four Weber carburetors mounted on a Diomante manifold, which was a development of the Campagnolo manifolds that were originally equipped in period.



Paul Frère with B0213

PAUL FRÈRE FUHR
270 km/h
MIT DER TOURENAUSFÜHRUNG DES
BIZZARINI
GRIFO



After completing restoration in 2013, the A3/C was purchased by the consignor, who then showed the freshly restored car at the 2013 Pebble Beach Concours d'Elegance.

Upon close inspection, it is evident that Diomante has exercised characteristic skill in his restoration, leaving the car in a stunning state of condition, and equally prepared for further vintage racing use. Now equipped with drilled competition pedals, the Diomante intake manifold, and Schroth 4-point racing harnesses, this muscular A3/C is ideally prepared for hot laps.

Offered with the sale of B0213 are many historical documents, including an original copy of the April 1965 issue of Auto Motor und Sport, various receipts and paperwork from the 1993 sale from de Siebenthal, as well

as a signed testimonial of authenticity from Salvatore Diomante. B0213 is an arresting vision of sports car engineering in its purest form, delivering both race-worthy performance and a visceral appearance. This piece of automotive history would make a crowning addition to any sports car collection.

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



1961 RENAULT 4CV RESORT SPECIAL

Coachwork by Ghia

Chassis no. 3607759

Engine no. 890672

747cc OHV Inline 4-Cylinder Engine

Single Solex Carburetor

21bhp at 4,000rpm

3-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Exquisitely restored example of Renault's rare Resort Special
- Believed to be one of just 50 Ghia-bodied Renault 4CV Resort Specials' produced
- Charmingly finished in Mint Green and Cream color-scheme
- Ready for Beach or Ranch
- The perfect St. Tropez-mobile



THE RENAULT 4CV

Nationalized by the French government at the end of WWII, a re-vitalized Renault commenced post-war production with two models: the Juvaquatre, an up-dated design from the 1930s, and the 4CV, an entirely new car. Conceived in secret during wartime, the 4CV had been influenced by the most advanced small car of the pre-war period - the FIAT 500 Topolino. Better equipped than many cars twice its size, the Topolino with its hydraulic brakes, independent front suspension, and 12-volt electrics, set a new benchmark of refinement for small cars when launched in 1936.

Beginning production in 1946, the Renault 4CV improved on its Italian rival's specifications by virtue of its four-door, four-seat body, which included an all-independent suspension, and overhead-valve engine, though the FIAT would soon gain the latter. The 4CV's rear engine

also set it apart from the FIAT of course, and this layout would characterize all Renault's mainstream passenger cars until the 1960s. Initially of 760cc (it was downsized to 747cc in 1950) the four-cylinder engine produced between 19-22bhp and drove via a three-speed gearbox. The 4CV's top speed was around 60mph, but for those who wanted more excitement there was a high-performance version - the R1052 Sport. 4CV production had totaled over one million units by the time the model was withdrawn in 1961. The car's outstanding commercial success played an integral role in laying the foundation for Renault's post-war resurgence.

Undoubtedly the most endearing variant of the 4CV was the open beach car, or *Resort Special* as it was officially named. The delightful open runabout was intended for beach resorts

and other tourist destinations. Created by the prominent Italian coach building firm *Carrozzeria Ghia* on the Renault 4CV base, the cars featured weather-resistant wicker seats and a fringed surrey top for protection from the sun. Comparatively expensive (nearly twice the price of the basic model 4CV), only fifty of these *Resort Specials* are believed to have been built.





THE MOTORCAR OFFERED

This exquisite Renault 4CV Resort Special stems from a rare breed indeed. Purchased by the consignor in California some years ago, the car is believed to have spent several decades in the West Coast state. The consignor, a San Pedro-based collector, car connoisseur, and restorer, has treated this rare Renault to a comprehensive restoration. With the help of several well-known Southern California collector car specialists, the Renault was completely disassembled. All of the body work was media blasted before being treated to a fresh paint job by noted painter, Mario Perez, in a charming Mint Green and Cream two-tone livery. The suspension, braking and cooling systems were all refurbished. Re-plated/re-chromed nuts and bolts throughout attest to the meticulous attention to detail. The engine was overhauled by well-known Jaguar specialist Richard Jenkins, and the gearbox was taken apart and

refurbished with new seals and bearings before a new clutch was installed. New wicker seats were hand-woven, and the cars instruments and switches refurbished. Photos of the comprehensive work performed can be found in the cars history file.

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

\$60,000 - 80,000
WITHOUT RESERVE



1956 FERRARI 250 GT ALLOY COUPE

Coachwork by Boano

Chassis no. 0609GT

Engine no. 0609GT

2,953cc SOHC V12 Engine

Triple Weber Carburetors

240bhp at 7,000rpm

4-Speed Manual Gearbox

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- One of circa 12 Alloy Boanos built
- Expertly restored in 2013
- Veteran of the California Mille and Colorado Grand
- Well-documented and matching numbers example
- Accompanied by Marcel Massini history and service invoices



THE BOANO-BODIED 250 GT

In the mid 1950s, automotive designer Mario Felice Boano left the employment of Ghia, a company he had bought after the death of the firm's founder in 1944. Working among a design pool that included Giovanni Savonuzzi and occasional collaborator Virgil Exner, Boano had contributed to some of the era's most archetypal designs, including the Fiat Supersonic, Lancia Aurelia GT, and several notable Alfa Romeos.

The carrozzeria he founded under his own name in 1956 was co-managed by his son, and the two men quickly set about fulfilling independent contracts at their Grugliasco-based shop. Well familiar with Enzo Ferrari from his stint at Ghia, Boano soon received an order to build cabriolets based on Ferrari's new series-built 250 GT chassis. His prototype was shown at the March 1956 Geneva Motor Show

along with a Pinin Farina built coupe and a similarly designed 410 Super America.

Ironically the roles of the two coachbuilders were ultimately switched, with Pinin Farina taking on coachbuilding duties for the new 250 GT cabriolets, and Boano receiving the order for the line of coupes that would replace the outgoing 250 Europa GT. Boano built approximately 88 examples of the 250 GT coupe through late 1957, largely replicating Pinin Farina's original design with the exception of removing a small shoulder haunch in favor of one straight unadorned beltline.

The Boano coupe's low roof and rounded rear glass notably became style motifs for the upcoming Super Americas, a strong indication of the design's favor. Generally considered to be the first series-built Ferrari, the 250 GT Boano

coupe was also distinguished by handsome foglamps positioned within the egg-crate grille, a feature absent from the 1958 Ellena-bodied successors that replaced the model until Pinin Farina took over coupe production.

Characterized by exquisite form, rarity, and handbuilt craftsmanship, the 250 GT Boano coupes have become increasingly collectable as the design's appeal has aged exceptionally well, resembling today's chop-top custom hot rods. The model retains a special place in the Ferrari lineage as the first series-built 250 GT road car, a cachet that is matched only by its timelessly elegant appearance and boutique coachbuilt quality.









THE MOTORCAR OFFERED

Chassis no. 0609 GT is approximately the 52nd example of 88 low-roof Boano-bodied 250 GT chassis. The coachwork was desirably constructed entirely in lightweight alloy, giving this car an improved power-to-weight ratio, and superior overall performance compared to a steel-bodied example. It is believed to be one of as few as a dozen such alloy-bodied Boanos, which were likely built for competition-minded privateers.

According to a history by marque expert Marcel Massini, a factory certificate of origin was issued on January 21, 1957, and this 250 GT was equipped with a 3-liter 128B motor, the torquey early iteration of the Colombo short-block 3-liter V-12. The original factory color scheme is currently unknown, but it is entirely possible the car was finished in a two-tone livery as currently configured, considering that dual color

combinations with offset roofs were particularly common with the Boano design.

In April 1957, this 250 GT was sold by Enzo Ferrari to its first owner of record, Luciano Pacini of Rome. Registered with tags reading "Roma 286041," the Ferrari was purchased in December 1957 by the Societa Immobiliare Agricola Rifugio, and the car continued to be domiciled in Rome for the next three years.

In February 1960, the Boano was purchased by Giuseppe Casagrande of Naples, Italy, after which the historical record of the unique 250 GT disappears until the 1980s. Like many great vintage Ferraris, 0609 GT was acquired during the 1980s by the Swedish collector Hans Thulin, who infamously amassed a great assemblage of important sports cars and vintage classics before having to liquidate his

collection in the early 1990s.

In 1989 the Ferrari was offered at auction in Monaco, and was soon acquired by Robert Beachem of England. Shortly thereafter the Boano benefited from a round of restorative measures by Colin Clarke Engineering of London, as clarified by invoices in the car's file. Passing to John Collins' esteemed Talacrest Ltd., the 250 GT was sold in July 1997 to Robert Korastinsky, an American citizen residing in Basel, Switzerland. Under his ownership, the coupe was inspected and certified by the FIA, with a technical passport being issued in September 1997.

Registered on Swiss license plates in August 1998, the alloy-bodied 250 GT was entered in the Mille Miglia Storica in May 2002, but did not start the race. The beautiful car







was transported to Germany at some point over the following few years and domiciled in Gieseng, outside of Munich. As he was well into his eighties, Mr. Korastinsky was unfortunately beset by health issues, and was compelled to sell the Boano in August 2012. 0609 GT was then purchased by Mario Bernardi of Hannover, who conducted a mechanical restoration during January 2013.

In June 2013 the Boano was sold to the consignor, who prior to delivery commissioned Mr. Bernardi to conduct a full cosmetic restoration to concours standards. The exterior was repainted in ivory white with a contrasting red roof, while the interior was trimmed with matching red leather. After completion of the restoration in January 2014, the car was imported to the United States and the consignor soon began enjoying it, participating

in the California Mille in April 2014, and the Colorado Grand 1,000 in September.

Also the subject of a feature in the German *Ferrari World* magazine, this rare alloy Boano is documented with a thick folder of invoices and related materials, including ACI registrations, the FIA passport application, a FIVA card, and correspondence with Maranello Concessionaires confirming original factory numbers. Currently displaying approximately 74,960 kms, this alloy-bodied 250 GT is fitted with Simpson four-point competition harnesses, making it ideally equipped for further vintage rallying pursuits.

With its early build date, the car is eligible for nearly every major vintage rally event, including the California Mille, Copperstate 1,000, Colorado Grand, and the king of them all, the

Mille Miglia Storica. Also beautifully prepared for top-tier exhibitions, this Boano coupe is sure to be welcomed at FCA corrals and marque events, as well as premium concours d'elegance. It is the living embodiment of *la belle macchina*, and it would make a brilliant addition to any collection.

\$1,500,000 - 1,800,000



45

1938 LINCOLN MODEL K ROADSTER

Coachwork by LeBaron

Chassis no. K9059

414ci L-Head V12 Engine

Single 2-Barrel Carburetor

150bhp at 3,800rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Duo-Servo Mechanical Drum Brakes

- *One of just 8 Model K LeBaron Roadsters built*
- *Class winner at the Greenwich Concours d'Elegance*
- *Elegant and Sporting coachbuilt Lincoln*
- *Powerful Twelve cylinder engine*



THE LINCOLN MODEL K

With the major revamp of the Ford brand that took place in 1932, Lincoln received a similar redesign. Lincoln also received a powerful V-12 engine, and the new model was offered in long and short wheelbases. The short was dubbed the KA and the long the KB.

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

Lincoln engineers designed the big, smooth

L-head 67° V-12 for 1933 models to succeed the 60° V-8 designed by Henry Martyn Leland, used in his first automobiles. The new engine was in the mainstream of 1930's classic car design. It had ample torque delivered with silky multi-cylinder smoothness and would pull steadily from negligible revolutions.

Edsel Ford had long since resolved the first Lincolns' stodgy body designs by relying on Ford's own designers and a loyal retinue of coachbuilders including Brunn, LeBaron, Willoughby and Judkins. The coachbuilders supplied both individual bodies and a steady stream of up-to-the-minute ideas, which could be incorporated in Lincoln's own coachwork. 1938 brought important visual changes in Lincoln design, including a new grille, and revised hood side shutters and side trim, which eliminated the thermostatically controlled hood shutters.

416 Model K's were built in 1938, but only 8 of them received the sporting Roadster coachwork by LeBaron.





THE MOTORCAR OFFERED

This stylish LeBaron bodied Lincoln K presents beautifully inside and out. One of just 8 1938 Model K Lincolns finished by LeBaron with the sporting Roadster coachwork, it is a very rare car. Among the custom bodies available for 1938 was a Sedan and Coupe by Willoughby, Convertible and Brougham models by Brunn, and then Coupe, Convertibles and finally the Roadster by LeBaron; the latter arguably the most sporting of them all.

Finished on the short 136-inch wheelbase, these cars were fitted with the large, 414 cubic-inch 150bhp V12 engine, offering plenty of power for the considerably light Roadster. The car's early history remains unknown, but the car is believed to have resided in the North East for years. The car received a comprehensive restoration sometime back, and still presents very well.

This custom bodied Lincoln is a former First Place winner at the Greenwich Concours d'Elegance, and is one of the last true custom bodied classics of the pre-war era.

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



1973 PORSCHE 911 CARRERA RS 2.7

Chassis no. 9113601446

Engine no. 6631401

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

210bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers, well documented example*
- *Beautifully restored inside and out*
- *Presented in its factory delivered appearance*
- *One of the most iconic sports cars of all time*
- *Offered with Certificate of Authenticity and tools*



THE PORSCHE 911 CARRERA RS 2.7

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

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

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

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





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

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

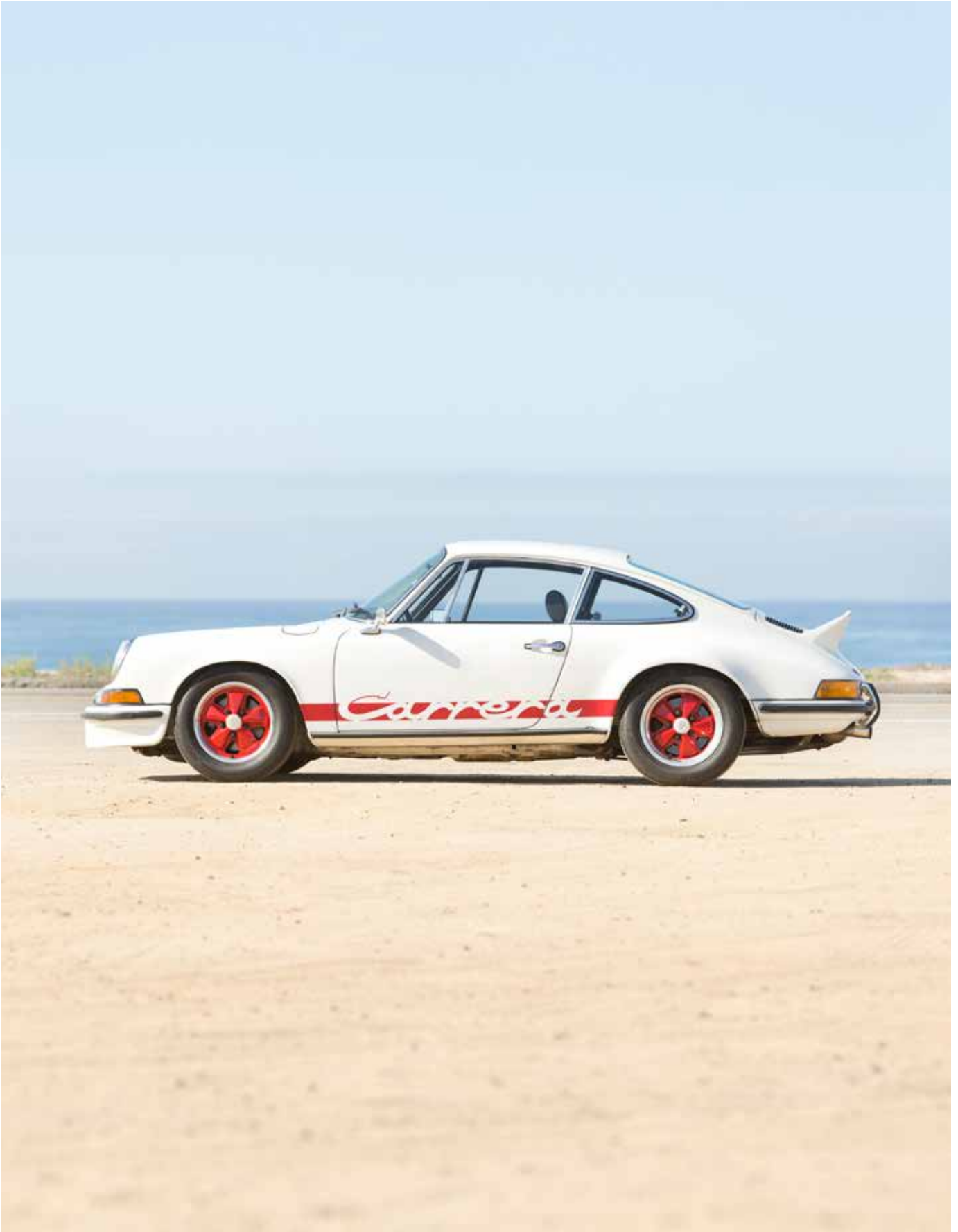
The 2.7 RS could be ordered in a variety of colors, but only those delivered in Grand Prix white left the factory with a choice of black, blue, red, or green "negative" graphics with wheel centers painted to match. Porsche wanted this new, very special 911 to be noticed - the Carrera stripes helped ensure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

THE MOTORCAR OFFERED

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

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







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

Today, 1446 presents very well, and appears to be a car with integrity and no "stories". The car retains its original, matching numbers engine, and the fit and finish throughout is remarkable.

In the current ownership for the past 10 years, the 911 Carrera RS 2.7 has been serviced and detailed as needed, and exercised on vintage car rallies such as the *Copperstate 1000* and *Going To The Sun*. The car is naturally listed in the well-known book on the model, *Carrera RS* by Dr. Thomas Gruber and Dr. Georg Konradshelm.

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

\$600,000 - 800,000



47

Offered from The BHA Automobile Museum 1954 CHEVROLET CORVETTE

Chassis no. E54S004622
Engine no. 0754423F54Y

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

- Among the final 20 '54 Corvettes built
- \$180,000 restoration by Prueitt Restorations
- Carefully driven and well maintained since being restored
- Classic, elegant example of America's first post-WWII sportscar



THE CHEVROLET CORVETTE

*Lots 47-50 are offered from
The BHA Automobile Museum.*

*Proceeds from vehicles sold by the
BHA Automobile Museum will be
distributed to charities that benefit
medical institutions (including
Johns Hopkins Medicine), the arts,
education and social services.*

The sports car boom was in full swing by the early 1950s, fueled by the desire of American GIs returning from WWII who wanted something like the lithe Jaguars and MGs they had seen overseas. American manufacturers like Chevrolet therefore felt pressure to introduce a competing model. Introduced in 1953 at the Autorama display of the New York Auto Show, the Harley Earl-designed Corvette started life as a comfortable, leisurely six-cylinder boulevard cruiser.

It was built with a fiberglass body over a Chevrolet sedan powertrain and chassis. However, thanks to its more pedestrian underpinnings, the Corvette was available at an accessible price, and a strong dealer network meant that buyers would not have to endure long waits for British or Italian parts to come from overseas. For 1954,

production was moved to the St. Louis plant in expectation of high demand. The overhead valve 235ci Blue Flame Six, which already had dual exhausts and solid lifters for performance, was upgraded with triple Carter carburetors and a new camshaft for increased power. Unfortunately, sales were still below expectations, and only 3640 were built for that year, nearly resulting in the Corvette's demise.

Luckily for the Corvette, there was a second chance. Thanks to the introduction of the Thunderbird, the Chevrolet 265ci V8, and Zora Arkus-Duntov's influence, the very first Corvettes did not fade away. Instead, the new V8-powered Corvette was sent back into battle in 1955, making these earlier cars the genus of what is arguably the most popular American sports car.





THE MOTORCAR OFFERED

Finished in the classic color scheme of Polo White over Red vinyl, this 'Vette was completed in mid-July of 1954 as one of the last six-cylinder examples to roll off the assembly line (serial number 04640 was the final car). The known early history of this example is limited at the time of cataloging, but it was likely a Cleveland based car in the beginning of its life based on a pair of Cleveland Sports Car Club plaques from 1958 and 1959 affixed to the dash. In 1989 when it appeared for sale in *Cars and Parts* magazine. Offered as a nice driver, it was described as having an original interior but a newer block that had been replaced years prior.

In 1996 the car was acquired by the present owner and completely restored by Al Prueitt & Sons (later called Prueitt Restoration) of Glen Rock, Pennsylvania in April 1996. From

November 1996 until May 1999, the Corvette was thoroughly gone through and restored to a high level. Over 80 pages of receipts totaling nearly \$180,000 document the extensive work completed.

Since completion of the restoration, this 'Vette has been regularly serviced and maintained by Treasured Motorcar Service of Owings Mills, Maryland.

Carefully driven and enjoyed in the 16 years since the restoration was completed, the car still shows well and presents nicely. As stylish and attractive now as it was when it left the St. Louis factory in 1954, this is an excellent machine in which to hit the road and go for a cruise.

\$60,000 - 80,000
WITHOUT RESERVE



Offered from *The BHA Automobile Museum*

1968 MERCEDES-BENZ 280SL

Chassis no. 113 044-10-000 615

Engine no. 1130 130098 10 000272

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Fitted with the rare and desirable ZF manual transmission
- Includes both hard 'Pagoda' top and folding soft top
- Numbers matching, uncommon and elegant color scheme
- The most sporting iteration of the W113



THE MERCEDES-BENZ 280SL

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

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL. The 280 featured the same modified W111 chassis

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

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

THE MOTORCAR OFFERED

Constructed in February of 1968, this 280SL Pagoda was delivered new to Germany. According to its Mercedes-Benz data card, it was finished in Moss Green over Cognac MB-TEX, both tops, and the rare and desirable ZF 5-speed manual transmission—a \$500 option at the time.

Retaining its original colors and specifications, the car was acquired by the current owner in August 2008. Arriving from sunny San Antonio, the numbers matching car continues to show very well today. Service and regular maintenance has been religiously performed by Treasured Motorcar Services in Owings Mills, Maryland.

This striking 280SL with the desirable manual transmission option and hardtop offers a great opportunity to acquire one of Mercedes'





most iconic models. Add the gorgeous and rarely seen color scheme along with its brilliantly presented condition and it is easy to see why 280SLs remain popular today and why this example is among the best ones to have in your garage.

\$100,000 - 130,000
WITHOUT RESERVE



Offered from *The BHA Automobile Museum*

1955 ASTON MARTIN DB2/4 DROPHEAD COUPE

Coachwork by H.J. Mulliner

Chassis no. LML/1003

Engine no. VB6J/545

2,922cc DOHC Inline 6-Cylinder Engine

140bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- Rare, factory left hand drive Drophead Coupe
- Formerly in the collection of glass artist Dale Chihuly
- Well kept, high quality restoration in the original colors
- Great thoroughbred sports car from a golden era of motoring



THE ASTON MARTIN DB2/4

The need to widen the appeal of the already-successful DB2 resulted in the launch of the 2+2 DB2/4 in October 1953. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor.

Technically, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front

suspension and well-located live rear axle. The W.O. Bentley-designed, 2.6-liter, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-liter, DB3S-derived, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds.

The DB2/4 was never intended to be a racing car but did have an impressive competition career, which began early in 1955 when the Aston Martin Works entered three cars in the Monte Carlo Rally. Reg Parnell was partnered by motor racing photographer Louis Klemantaski in one car, Peter Collins and Graham Whitehead shared the second, while the third was crewed by two former Monte winners, Dutchman Maurice Gatsonides and

Frenchman Marcel Becquart. Parnell and Collins put themselves out of the competition by going flat-out from the start and getting penalized for arriving at the checkpoints too early. Parnell was then disqualified before the car got back to Monte Carlo, but Collins was able to continue and won the traditional race around the Monaco GP Circuit. Gatsonides and Becquart led the rally until they passed a secret time-check, and dropped to seventieth place. They were awarded the RAC Trophy for 'Comfort and Safety' for their impressive performance.

DB2/4 production had amounted to 565 cars by the time of the MkII's introduction in October 1955, only some 73 of which were Drophead Coupes. Today, these smart-looking, hand-built Aston Martins are high on collector's lists worldwide, prized for their enviable blend of elegance, performance and usability.









THE MOTORCAR OFFERED

A truly great 'best of both worlds' sports convertible, the Mulliner Dropheads on these chassis provide fully open motoring or properly enclosed cover if the temperature changes or precipitation should arise. As such they make ideal road touring cars and are blessed with the fabulous heritage of the brand.

As a collectible automobile the limited production run of only 73 cars is bettered still when one divides out those that were built for non-domestic countries and in Left Hand Drive. This extremely rare example is noted on its build sheet as being delivered in this form and was sold through U.S. Agent Inskip 61 years ago in November of 1955. Finished in Blue Haze with blue hides and a beige top it was supplied new to Count Cars Inc. of Media, Pennsylvania.

The early history of this Aston is a bit murky,

but it was acquired by the world-famous glass artist Dale Chihuly as part of his burgeoning collection of Aston Martins that came to grow to 28 cars in total. In 2001, the car appeared for sale as a recently restored machine with a work having been finished just prior to sale. Retained by the subsequent, West Coast owner from 2001-2010, LML1003 was purchased by the present vendor in April of 2010. In recent times, the DB2/4 has been regularly serviced and maintained by Treasured Motorcars Services in Owings Mills, Maryland.

Interestingly, a car of identical specification had a starring role in Alfred Hitchcock's seminal 1963 flick *The Birds*. Driven by Tippi Hedren's character, socialite Melanie Daniels, it featured prominently in many scene—including the ominous closing sequence, and was perfectly suited to the stunning scenery in Bodega

Bay, California. The exact car used, carrying California registration RUJ 655 in the film, remains unknown, however.

Documented by a copy of its original build sheet and showing beautifully today, this Aston is ready to be toured and enjoyed.
\$375,000 - 475,000



50

Offered from The BHA Automobile Museum 1950 RILEY RM DROPHEAD COUPE

Chassis no. 61S/7987
Engine no. 6598

2,443cc DOHC Inline 4-Cylinder Engine
Twin SU Carburetors
100bhp at 4,400rpm
4-Speed Manual Transmission
Torsion Bar Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- One of only 502 Dropheads built
- Comprehensive and well maintained restoration
- Rarely seen in the U.S.
- Golden age motoring with post-WWII mechanicals



THE RILEY RM

While American car designers plunged into new forms and fads as soon as possible after WWII, many British automakers continued to offer updated versions of their pre-1940 products into the early 1950s. The grim realities of an England struggling to find its post-war economic footing created a situation that resulted in some wonderful automobiles; cars that carried the sweeping lines of Europe's finest pre-war sport models into a new era.

Developed just before WWII, the RM series' 2.5 liter engine continued to feature Riley's signature double-cam valve train layout, which dated to the famed Riley Nine of 1926. The camshafts flank the cylinder bores in the block, operating inclined overhead valves via pushrods. The design enabled the engine's hemispherical combustion chambers.

The Riley RM was offered during 1948-1951, in 4-door Saloon, Sports Roadster and Drophead Coupe. Only 502 RM Dropheads total were produced, for both home market and export.

In 1952, Riley was acquired by British Motor Corp. and would soon thereafter lose its traditional distinctions; the final, fully badge-engineered Rileys would appear in 1969.

THE MOTORCAR OFFERED

The 1950 Riley RM Drophead Coupe offered here is a fine example of an upper mid-market post-WWII British car built to pre-war standards by a long-established and proudly independent automaker. The genuine wood interior trim, leather seating, cabriolet top with exposed landau bars, rear-hinged doors and vestigial running boards combined to present, for one last round, a car redolent of a golden but forever lost age.

This Drophead's body was fitted to a 1½ liter RMA chassis in 1964 and remained as such until it was by J.E. Botinger of North Devon in the United Kingdom in March of 1993. The prior owner, who had acquired the car at least a decade, had enjoyed it for 7-8 years before stripping the car down for a restoration he became too ill to complete. When Mr. Botinger bought the car, it was apart but had been carefully stored in a dry garage.





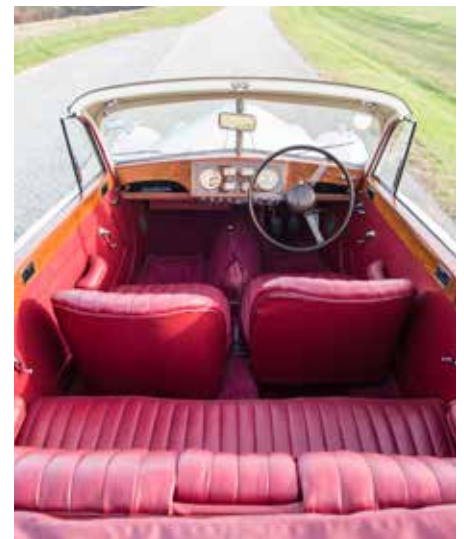
A restoration was started with the first step being to return the body to its original 2½ liter specification by fitting it to a RMB chassis and running gear. The chassis and drivetrain were thoroughly restored with the former being shotblasted and rebuilt and the latter being completely gone through with new pistons, rings, main bearings, and timing chain. The body, meanwhile, was stripped to bare metal and repainted in Old English White Cellulose with fresh chrome fittings and a newly reupholstered interior trimmed in rich Connolly leather and topped by a new Everflex convertible top.

Coming stateside two year in June of 1995, this lovely Riley has been carefully maintained an occasionally driven since its restoration. Still showing very well, this rare (one of only 502 built) drophead is a regal

and stately conveyance for motoring through the town or country.

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

Please note that this car is titled with number 61S79876598.



1927 ROLLS-ROYCE PHANTOM I PICCADILLY ROADSTER

Chassis no. S285RM

Engine no. 22856

7,668 cc OHV Inline 6-cylinder Engine

Single Rolls-Royce Carburetor

113bhp at 2,300rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

- *Luxurious and Sporting Piccadilly Roadster*
- *One of just 20 examples known to have been built*
- *Beautifully presented inside and out*
- *Offered with Rolls-Royce factory records*
- *Elegant and Sporting Rolls-Royce from the golden era*



THE ROLLS-ROYCE PHANTOM

Rolls-Royce's "single model" policy had proved an outstanding success for the company, but immediately after the end of The Great War, the recession in the motor trade prompted the introduction of a smaller, cheaper 20HP car to be built alongside the existing 40/50HP Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its 6-cylinder engine, a centre-change gearbox, and a "Hotchkiss drive" rear axle. The arrival of the advanced newcomer only served to emphasize the Silver Ghost's Edwardian origins. Replacing the elegant but ageing Silver Ghost chassis was no easy task for Rolls-Royce, but the big 40/50HP model would soon benefit from developments pioneered on its smaller sibling.

The new model which debuted in 1925 was a more than worthy successor. In total, the

revisions demanded a new model name, and the revised chassis was dubbed the New Phantom by the factory, which was later changed to the Phantom I. The new model took Rolls-Royce into the modern mid-twenties era of motoring. The chassis of the Silver Ghost was improved, but not in any revolutionary manner - the design philosophy of the marque remained a careful evolution.

The biggest innovation was a new inline 7,668 cc 6-cylinder engine with an aluminum crankcase and the cylinders cast in three pairs of two. The one-piece, detachable cylinder head featured pushrod-actuated overhead-valves for much improved breathing compared to the old Silver Ghost power plant.

New Phantom production began at Derby, England in 1925 and the following year in the

Springfield, Massachusetts plant, owned by Rolls-Royce. The US-built cars featured left-hand drive and two wheelbase lengths, of 143.5 and 146.5 inches respectively. Prior to the crash in 1929, production reached twelve chassis per week, a number that fell abruptly when the Great Depression affected even the very wealthy. By the time Phantom I production ended in 1931 at Springfield, about 1,240 Phantom I chassis had been built.

Prominent coachbuilders flocked to body this luxurious chassis, but unlike its British-built counterpart, the American product could be ordered with "factory" bodywork. The "factory" bodywork was usually by Brewster, a company which was taken over by Rolls-Royce in December 1925. In addition to manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the





THE MOTOR CAR OFFERED

time of its acquisition by Rolls-Royce. In 1934 when US Phantom production finally ceased, Brewster re-emerged as an automaker in its own right, using Ford chassis, and the company became part of the reconstituted Springfield Manufacturing Corporation. For the Phantom I, Brewster provided no less than 28 individual styles for the discerning customer, including sedans, limousines, towncars, touring cars and roadsters.

One of the most elegant and sporting custom bodies offered for the Phantom I was the Piccadilly Roadster, as presented on the example offered here; chassis no. S285RM. According to factory records supplied by the Rolls-Royce Foundation, S285RM was delivered on the 13th of December 1927 to Colonel Joseph Samuels, a long time Rolls-Royce customer and known philanthropist residing in the Rhode Island area.

The Rolls-Royce was sold to Mr. Frederick Schloss in September of 1929, and then returned to J.S. Inskip, the official Rolls-Royce agency in New York, to be offered for sale in the late 1930s.

Following Mr. Schloss's ownership, the car became the property of enthusiasts such as Walter Hanson, Hathaway Weekes Scully, Ted

Barlett and Lewis L Smith. It was featured in the Flying Lady publication in February of 1963 whilst owned by Oliver Merrill and then changed hands becoming the property of Barry Randell of New Jersey, who would restore the car. S285RM was shown at the RROC National Meeting in 1988, where it was rewarded for its quality and condition. The car continues to present very nicely, and is complete with fitted luggage in the tail-mounted trunk. This stylish American built Phantom I with its original coachwork intact, should serve its next owner very well and be considered by both collectors and enthusiasts alike.

\$225,000 - 300,000



1934 BENTLEY 3½ LITER TOURER

Coachwork by Thrupp and Maberly

Chassis no. B 75 BL

Engine no. X 5 BD

3,669cc OHV 6-Cylinder Engine

Twin SU Carburetors

100hp (Approximately)

4-Speed Synchromesh Transmission

4-Wheel Servo Boosted Mechanical Brakes

- *Attractive example of the "Silent Sports Car"*
- *Known history from new*
- *Easy-to-drive 3½ Liter Bentley with great performance*
- *Original coachwork*



THE 3½ LITER BENTLEY

'... the ability to traverse the rapidly crowding roads of Great Britain in less time, and with less, effort were points strong in its favour.' Johnny Green on the 3½-Litre, *Bentley, 50 Years of the Marque*.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the

former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were originally bodied by Park Ward.

THE MOTORCAR OFFERED

B75BL was ordered by M.S. Spencer-Nairn, of Fife, Scotland, the heir to the Michael Nairn linoleum company. In chapter 12 of his published family history, *Silver Spoon*, Mr. Nairn wrote that he sold his 1932 Lagonda Open Tourer and bought "...my dream car, a 3½-Litre Bentley...to be fitted with a drop head coupé body made by Thrupp & Maberly."

According to the factory build sheets Mr. Spencer-Nairn specified that his Bentley include several non standard items: a speedometer with a clock mounted in the upper center of the dial, a steering column and gear lever that were two inches shorter than was standard, also it is stated that car was to be used for both "town work and touring."

Mr. Spencer-Nairn took delivery of the car on June 18, 1934. Chassis B75BL was stored



during the war. After the war a more piratical Bentley saloon was ordered.

B75BL was sold to R.E. Merchant, of Derby, who owned it until 1984, it then came into the ownership of Howard Brown, a Californian working in London. It was repainted, and the chassis, mechanicals, and cosmetics were redone, resulting in a very reliable car and "a joy to drive." When Howard and Kathie Brown returned to California they brought their Bentley. In 2008, Mr. Brown had the car's body stripped to bare metal in preparation for repainting, but sadly, he died prior to its completion. The car remained in Mrs. Brown's ownership until it was sold to its current owner, who completed the freshening.

Chassis B75BL remains in excellent mechanical condition. The rich brown colored leather

upholstery, re finished woodwork, and Wilton wool carpets all work nicely with the black coachwork. The Bentley is fitted with correct new wheel discs and new Dunlop tires, and it will be presented to its fortunate new owner complete with an extensive history, which includes English log books, build sheets and the original owner's handbook that have been issued by Bentley Motor Cars, and the service file, which dates back to 1953.

\$200,000 - 225,000



1960 JAGUAR MK II 3.4 SALOON

Chassis no. 175483 DN

Engine no. KG2406-8

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Early example of a matching numbers Mk II*
- *Favored by the British Motor Racing fraternity*
- *Beneficiary of recent restoration and service work*
- *Derrington accessory steering wheel*
- *Exhilarating performance from a pace setting British classic*



THE JAGUAR MK II

Introduced in 1958, Jaguar's compact "Sports car for four" offered sparkling performance in a compact, well-constructed unit-body package. The Mk II, recognizable by the center bar of its radiator grille and different side lamps, turn signals, and flush-mounted fog lights, appeared in 1959. It offered a wider rear track, larger windows, power-assisted disc brakes at all for corners, and a bit of additional brightwork.

There were many changes inside the roomy passenger cabin as well; larger front bucket seats that incorporated folding picnic tables for rear-seat occupants, a newly-redesigned dashboard, the tachometer and speedometer placed directly in front of the driver with ancillary gauges in a center panel, and of course an abundance of polished burl. A total of 28,666 Mk II's were built from 1959 to 1967.

THE MOTORCAR OFFERED

This elegant 1960 Mk II was delivered with the 3.4-liter six and a four-speed manual transmission with electric overdrive. While we don't have much information about its original owner Mr. J.P. Fuller, it is known that this car was enjoyed by Mr. Geoffrey Hollister of Sequim, Washington for many years. In March of 2015, Mr. Hollister's estate sold the car to Cascadia Classic LLC of Portland, Oregon. Soon after, it was acquired by the current owner.

Recently the subject of a high-quality repaint in its original British Racing Green color, re-trimmed in correct saddle tan leather, and fitted with a new clutch and pressure plate, this Mk II offers good looks and very satisfactory performance, with tight steering, powerful disc brakes, and a crisp electric overdrive that allows relaxed cruising at speed. The car has

been serviced by a Jaguar dealer and is ready to drive anywhere. The Jaguar enthusiast looking for a very nice Mk II should give this example serious consideration.

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



1904 BUCKMOBILE RUNABOUT

Chassis no. 244

Munson Brothers T-Head 2-Cylinder Engine
 Single Carburetor
 Approximately 15bhp
 2-Speed Planetary Transmission with Chain Drive
 Leaf Spring Suspension
 Single Transmission Brake

- One of only 3 known survivors
- Charming early horseless carriage
- Unique suspension system
- Some recent sympathetic restoration work carried out
- Subject to VCC accreditation; a strong 2 cylinder London-to-Brighton participant



THE BUCKMOBILE

Approximately 40 Buckmobiles were produced from 1903 to 1905 in Utica, New York. One of the countless manufacturers of early automobiles to make a valiant effort at capturing the public's eye before faltering, the Albert Seaton-designed Buckmobile was well-received at its introduction at the New York Auto Show in January, 1903. The company claimed that its unique suspension, comprising a pair of longitudinal semi-elliptical steel leaf springs and a pair of longitudinal ash planks acting as shock absorbers, allowed the car to travel "without the slightest vibration over the most uneven roads."

These were costly vehicles for the time, retailing at \$1,200 in Utica, but their light weight and quite powerful motors gave them surprising speed. After trying to increase production from two units per week to one unit a day, the company ran out of capital in 1904.

THE MOTORCAR OFFERED

This rare Buckmobile two-seat runabout with a two-cylinder water-cooled engine is believed to be just one of just two or three survivors. The body wears a cast metal plaque numbered "244", and the framing is inscribed with the Roman numeral for 36, making it likely that it was the 36th body manufactured. The "244" might simply have been a marketing ploy to make it appear to customers that the firm had produced many more vehicles than it had.

Part of a Pennsylvania collection for many years, it was acquired by the consignor in non-running condition at Bonhams 2012 Preserving The Automobile Auction at The Simeone Automotive Museum. He has since put a great deal of effort and expense into making it entirely roadworthy again, the work including the manufacture of four new wood-spoked

wheels, a distributor, brass radiator shell, and many other pieces. The wooden body and black leather-covered seats are in beautiful condition. This early automobile would be a worthy addition to any collection of early automobiles and a great candidate for the annual London-to Brighton Veteran Car Run, subject to VCC accreditation.

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



55

1935 HISPANO-SUIZA K6 CABRIOLET

Coachwork by Fernandez et Darrin

Chassis no. 16014

Engine no. 333022

5,184cc SOHC Inline 6-cylinder Engine

140bhp at 3,500rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- *Rare and elegant one-off cabriolet coachwork by Fernandez et Darrin*
- *Luxurious Art Deco interior with full instrumentation*
- *Quality restoration that presents beautifully*
- *Classic example of a long-distance continental touring automobile*



THE HISPANO-SUIZA K6

The choice of European Royalty, Indian Maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza marque was superbly engineered and unashamedly imitated by some of the world's leading car manufacturers. The K6 model was the spiritual successor to the legendary H6, which had been the world's most advanced automobile at the time of its introduction in 1919 and for many years thereafter. The H6 was cataloged until 1933, by which time 2,158 chassis of all types had been completed.

In 1931, the smaller Ballot-based HS26 Junior was introduced, only to be superseded in 1934 by the lovely K6. The K6 shared many mechanical and chassis components with its otherworldly sibling, the incredible 9.5 liter twelve-cylinder Hispano-Suiza J12 model. In this way, the K6 Normal chassis rode on the

same 342 cm wheelbase as the J12 Court, and the gearbox, brakes, steering and suspension were identical. Indeed, for historians, it has been a constant source of confusion over the years to tell a K6 from a J12 without a chassis number to aid identification.

The K6 was a superior long distance touring chassis for owners who did not desire the size and complexity of a J12, but wanted the same high quality, superior standard of excellence, beautiful road manners and unquestioned prestige of driving a Hispano-Suiza. K6 production is believed to have been a mere 204 chassis, all fitted with individually coachbuilt bodies, painstakingly constructed by the very finest carrossiers in France and abroad.

FERNANDEZ et DARRIN

When the elusive Gino Fernandez met Howard "Dutch" Darrin during one of the summer concours in Paris in late 1931, he had been operating a small factory since 1927 under the name Carrosserie Fernandez. The encounter bore fruit, and the two decided to enter into a partnership. Fernandez et Darrin was founded in 1932 in Boulogne-Sur-Seine, and it was a felicitous match: Darrin could concentrate on designing, while Fernandez provided business acumen. Ultimately, Fernandez et Darrin was only in business until 1937, but the company established itself almost immediately as a supernova on the firmament of French coachbuilding.

Fernandez et Darrin found their wealthy clients in London and amongst the highest levels of Parisian society. Prices were at the top







of the market. When interviewed when he was in his late 70s, Howard Darrin recalled that a body alone cost somewhere between 125,000 and 1,000,000 francs, which was the equivalent of \$10,000 to \$40,000, depending on the bodystyle. The most expensive and exclusive chassis were routinely being bodied by Fernandez et Darrin: Delage, Hispano-Suiza, Bentley, Bugatti, Delahaye, Duesenberg, Packard, Panhard, Renault, Rolls-Royce, and Voisin. How spoiled for choice the wealthy car buyer was!

A number of signature styling touches characterized Fernandez et Darrin designs. This included the thick Art Deco beltline molding in polished or chromed brass and an endlessly long hood which stretched from the radiator across the cowl to the windshield, leaving the firewall invisible. Combined with extremely

low windshields, elegantly curved running boards and the early use of skirted fenders, the cars had a low-slung rakishness which was supremely elegant, ritzy, and very, very chic.

Customers paid through the nose and walked away happy. At its peak, Fernandez et Darrin employed approximately 200 people and averaged one to two finished bodies per week. It is estimated that roughly 300 bodies were manufactured during its six-year life span. Very few remain, as many were chauffeur-driven town cars and limousines which have a notoriously low survival rate.

Nothing is forever. In 1936, France was racked by strikes, turmoil, and social upheavals. A new socialist government was elected which passed legislation aimed at the wealthy. The dollar dropped. Hispano-Suiza stopped

making automobiles, and as the franc was also devalued, imported chassis became prohibitively expensive. Fernandez et Darrin closed its doors in 1937, and the showroom was vacated. There are no further records of Fernandez' activities in Paris and he seems to have disappeared back into the obscurity from which he came.

Darrin returned to America, where he had a long and illustrious career as a designer and stylist. In Paris, he had become friends with film mogul and fellow polo-player Darryl F. Zanuck. Zanuck introduced Darrin to the Hollywood jet set, and soon Darrin was building the famous Darrin Packards in Los Angeles on the corner of Sunset and Clark. After the war, he collaborated with Kaiser and later designed the Kaiser-Darrin sports car with its memorable sliding doors. He passed away in 1982.



The Fernandez et Darrin-bodied Hispano-Suiza sometime ago. Peter Larsen Collection.



THE MOTORCAR OFFERED

1935 Hispano-Suiza K6 chassis no. 16014 presents a rare opportunity to acquire the best of several worlds: a rare and very elegant cabriolet body in the classic French style by a famed and coveted coachbuilder, supported by one of the finest luxury chassis of the interwar years. From its classic and immediately recognizable radiator topped by perhaps the most beautiful hood ornament of all time, to its neatly integrated trunk, 16014 exudes understated good taste from every panel and curve of its exquisite body. In addition, 16014 embodies signature Fernandez et Darrin styling cues, such as its graceful Art Deco beltline which sweeps from the grille and around the body, as well as its handsomely curved fenderlines.

K6 chassis 16014 is a rare and exquisite automobile that will be welcomed at high-level events and provide a refined and tasteful enhancement to any collection of quality.
\$600,000 - 800,000



1969 PORSCHE 911S 2.0 COUPE

Chassis no. 119301410

Engine no. 6391988

1,991cc SOHC Flat 6-Cylinder Engine

Weber Carburetors

170bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Beautifully restored example of the desirable SWB 911S
- Factory-optional with Sunroof, Fog Lights and Sport Seats
- Presented in the factory-delivered Metallic Blue over Beige color combination
- Matching numbers example
- Offered with Porsche Certificate of Authenticity, owners manual and tool kit



THE PORSCHE 911

The first Porsche 911 (née 901) got the new overhead cam, dry sump, flat six-cylinder engine, clutch and transaxle nearly right. With mechanical specifications changed so much from the 356, Porsche's engineers elected to stay with what they knew and understood: a low-mounted, horizontally-opposed, rear-mounted engine with rear wheel drive and transaxle. They accordingly packaged their new car tightly, fitting everything into a short wheelbase of 2,211mm. Despite their best efforts at reducing the engine's mass, however, its position outside the wheelbase exaggerated the effects of the polar moment of inertia. The O- and A-series 911 swapped ends like a carnival ride.

In July 1968 Porsche resolved that problem by lengthening the wheelbase by 57mm (2 ¼ inches), accomplished by relocating the

independently sprung rear wheels within the same body shell. The wheelbase changed, but overall length and the positioning of the engine didn't. Moving the rear wheels back and using a lighter magnesium crankcase helped to even out front-to-rear weight distribution, while wider 6" rims and slightly flared rear fenders increased the front and rear axles' track. The 911's evolution had begun.

In 1969, Porsche introduced a legend, the 911S. If heat transfer (as in the cylinder heads) or stiffness (as in the cam boxes) wasn't a requirement for an alloy component of the 901/2 engine, then it was replaced with magnesium. Titanium alloy – unprecedented in 1969 – was chosen for connecting rods. Dual ignition ensured both rapid ignition in the combustion chambers and reliability. Triple-throat Solex carbs were abandoned

for precisely tune-able Webers and their free-breathing characteristics were augmented by bigger valves and higher lift cams with more aggressive timing.





THE MOTORCAR OFFERED

The factory-sunroof optioned 911S offered here was completed on July 15th, 1969 at the Zuffenhausen Porsche factory. The new sports car was attractively finished in the special-order '6853' Metallic Blue over a Beige leatherette interior, and was equipped with the optional electric sunroof, Recaro sports seats, yellow fog lights, a left side mirror, and a desirable Becker Bremen radio with loudspeaker and antenna installed. The car featured tinted windows all around, and was shod on Michelin tires.

This beautiful example of Porsche's iconic short wheelbase 911S recently underwent a restoration by marque experts and is presented in beautiful condition throughout. Featuring fresh paintwork over a new interior in the cars original color combination, the cosmetic restoration is further enhanced by refurbished bright work and Fuchs alloy wheels.

The 911S family of cars; from the original 2-liter version of 1967 through to the 2.4 variant from 1973 represent the finest driving – genuine - sports cars of their day. For those who have thought about owning one of the best production sports cars from the 1960s, this car awaits; its glorious high revving 2-litre Weber 40 IDS carburetor-induced engine guarantees spirited driving (and offers up that unmistakable flat six howl), all while finished in a striking color scheme, and equipped with desirable a factory-installed sunroof.

Offered with the Porsche-issued Certificate of Authenticity, owner's manual and tool kit, this numbers-matching 911S sunroof Coupe is ready for spirited drives on challenging roads and active participation in local and club shows.

**\$175,000 - 225,000
WITHOUT RESERVE**



57

1932 CADILLAC 370-B V12 TOWN SEDAN

Coachwork by Fisher

Engine no. 1301468

368ci OHV V12 Engine
Twin Updraft Stromberg Carburetors
135hp at 3,400rpm
3-Speed Synchronized Manual Transmission
Front and Rear Leaf Spring Suspension
4-Wheel Vacuum Assisted Mechanical Brakes

- *The pinnacle of pre-war Cadillac styling*
- *One of only six Fisher body designs offered*
- *Rarely seen, attractive Town Sedan coachwork*
- *Full CCCA Classic*
- *A V-12 powered prewar classic*



THE CADILLAC V12

As the 1920s drew to a close, General Motors, under Alfred P. Sloan, was in control of the widely diverse American automobile market. The Roaring Twenties was a time of opulence and excess and although America's rich and famous were looking to Packard and Duesenberg to fulfill their needs, the Cadillac division remained a seemingly unchallenged namesake in the automotive industry. This position was maintained by continually innovating and producing designs that, without fault, exhibited timeless elegance and styling individuality. Whether it was the sporting look of a V-8 roadster or the powerful magnificence of a V-16 sport phaeton, all of the Cadillac models exemplified their slogan, "The Standard of the World."

By 1931 Cadillac had reached the pinnacle of automotive styling. The 1931 model line offered

four separate passenger car choices powered by eight, twelve or sixteen cylinder engines. Despite decreased sales volume brought on by the Great Depression, Cadillac managed to run its competitors into the ground. There were a total of twelve body styles available and they included customer specified designs carried out by the prestigious American coachbuilders, Fleetwood and Fisher. General Motors employed an Art and Color styling department led by one of the most famous automotive designers, Harley J. Earl. Earl and his staff worked their magic on all of the 1931 Cadillac lines and the results were impressive.

The new for 1931 Cadillac V12 filled the large gap between the V8 and the V16 in Cadillac's line up. The V12 borrowed more heavily from its big sister and carried many of the features that made the V-16 so great. It received a

hood equipped with doors instead of louvers, a beautiful dash board with full instrumentation similar to the V16s, and an engine that was nearly a dead ringer for the sixteen, with the exception of a few cylinders. The end result could have been the flagship of any competing manufacturers line. The accompanying coachwork was equally impressive and many designs were shared with the V16 chassis. A total of 30 body styles were offered for the V12; six by Fisher and twenty-four by Fleetwood.

To celebrate the launch of the new Cadillac it served as the pace car for that year's Indianapolis 500.





THE MOTORCAR OFFERED

This Cadillac 370-b wears an attractive town sedan body by Fisher. The close-coupled body with integrated trunk was a stylish alternative to the usual sedan body of the era. The style 32-12-252 was one of dozens of body styles available on the 140"V12 powered chassis. Given its production was during the height of the depression, it is likely just one of a handful produced.

This V12 is believed to have been fully restored in the 1980s and is offered in good running order with cosmetics that have aged well. Offered from a noted and long-term collection it has resided next to other fine classics of this era. The full leather interior is well executed and compliments the instruments on the wonderful Cadillac dashboard. The exterior has benefitted from some recent paintwork to bring it back to its full glory.

The engine runs strongly and sounds menacing with its dual exhaust system. With the exception of the more tunable Stromberg carburetors the engine compartment looks correct and tidy. On a recent test drive the Cadillac proved its reputation with the great driving characteristics this model is known for.

A distinctive and rare classic made in the peak year of its era, this V12 Cadillac represents great value. Few V12 powered classics can be approached at this level and the V12 Cadillac has much of the looks and charisma as their coveted V16 sibling.

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



1965 LOTUS ELAN S2 WITH FACTORY HARD TOP

Chassis no. 4530
 Engine no. LP3132

1,558cc DOHC Inline 4-Cylinder Engine
 2 Weber Carburetors, 105hp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Subject of a comprehensive long term restoration*
- *Limited ownership from new*
- *Complete with hard and soft tops*
- *Iconic Lotus livery and guise*



THE LOTUS ELAN S2

An Elite-type fiberglass monocoque having proved insufficiently rigid when applied to an open car, Lotus boss Colin Chapman came up with a simple but effective steel backbone frame for the company's new Elan sports car. Suspension was all-independent with unequal-length wishbones at the front, while a wide-based lower wishbone and modified Chapman Strut - as used in Lotus Grand Prix cars - was employed at the rear. Rack-and-pinion steering was sourced from the Triumph Vitesse, and there were Girling disc brakes all round. The Elan's engine was a highly-modified 1,498cc (later 1,558cc) Ford Cortina unit topped with Lotus' own twin-camshaft cylinder head, and both the gearbox and differential came also from Ford.

Introduced in November 1964, the first chassis being number 3901, the S2 featured numerous

detail styling changes; championship badges were fitted to the lower part of the front fenders; an 'S2' chrome script on the trunk lid; a chrome flip top fuel cap replaced the former screw on one. The interior now featured a full width veneer dash with a lockable glove box, chrome window lifts and levers, and chrome surrounds for the instruments, the pedal cluster was also revised. As production ran on, further improvements were made from chassis 4109 with a revised brake and master cylinders, new front brake calipers with larger pistons and revised rear brake discs, as well as differential and inboard/outboard drive shafts. A mere 18 cars later in the series it received new rear light clusters also.

With 105bhp on tap, light in weight and endowed with exceptional roadholding and handling, the Elan would prove an immense

commercial success for Lotus, slightly fewer than 9,000 being produced by the time production ceased in 1973, of which only 1250 were S2 models.





THE MOTORCAR OFFERED

As denoted on this car's chassis plate, 26/4530 was an original North American Market/U.S. delivered car. It migrated to Canada in 1980, by which time it still wore its original brown paint scheme albeit in need of some attention as it entered its 3rd decade of existence. At this juncture, a comprehensive restoration was begun, and as the car was disassembled its owner worked with the most incredible attention to detail and design, taking copies notes and design drawings, and researching each aspect while maintaining receipts for many parts acquired. As time marched on it would actually be some 20 years before the beautifully restored rolling chassis and superbly painted body in Lotus yellow were re-united. But ultimately, owing to its owner's death, the car was not completed. 3 years ago the Elan and all the spares and parts passed into the hands of a close friend and near neighbor Tom

Munro, a master engineer and top restoration specialist based in Victoria, Vancouver Island, who finished the project in 2015.

Close inspection of the car shows very fine attention to detail in both the fit and finish, the Lotus Yellow paint is immaculate with no evidence of the common GRP body issues. Equally, the underside is very clean and the suspension and brake components well detailed. The chrome has been expertly replated, the interior refurbished properly and to a very high standard and it comes the appealing accessory of an original factory hardtop, as well soft top and tonneau cover. As well as its cosmetics, the mechanical aspects are reported to have been rebuilt and a new stainless steel exhaust fitted. It could best be summarised as a true 'nut and bolt restoration'. Further, the factory hard top is rather more than a pretty weather accessory as when fitted it improves the

aerodynamic punch through the air, gives faster acceleration and better fuel economy.

Chapman's Elan is recognized universally as one of the truly great sports cars of all time and perhaps the concluding remarks of the road test report in the February 1964 issue of 'Car and Driver' say it best "The Elan very simply represents the sports car developed in tune with the state of the art. It comes closer than anything else on the market to providing a formula car for ordinary street use. And it fits like a Sprite, goes like a Corvette and handles like a formula junior.

This superb Elan is an enthusiast's car, a drivers car, ready and willing deliver its unique performance for rally, tour, club event or just simply as a delightful road car.

**\$55,000 - 75,000
WITHOUT RESERVE**



59

1969 MASERATI MISTRAL 4.0 COUPE

Coachwork by Frua

Chassis no. AM109A1.1742

Engine no. AM109A1.1742

4,014cc DOHC Inline 6-Cylinder Engine

Lucas Fuel Injection

255bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *Matching numbers example of the sporting Mistral*
- *Beautifully presented in Silver over Light Blue interior*
- *Desirable end-of-the-line 4-liter Mistral*
- *Sophisticated Pietro Frua coachwork*
- *Smart and powerful Italian GT with great driving characteristics*



THE MASERATI MISTRAL

Maserati's survival strategy for the 1960s centered on establishing the company - which hitherto had mainly concentrated on its Grand Prix and sports car racing activities - as a producer of road cars. The Modena marque's new era began in 1957 with the launch at the Geneva Salon of the Touring-bodied 3500GT. A luxury '2+2', the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956.

Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-

camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially, later examples producing 235bhp on Lucas mechanical fuel injection. Built originally with drum brakes and a four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and, finally, all-disc braking.

The next development of the theme arrived in 1962. Built on the short-wheelbase chassis of the Vignale-bodied 3500GT Spider, the Sebring Coupe featured a five-speed gearbox, disc brakes and fuel injection as standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options.

Last of the classic six-cylinder Maseratis, the Pietro Frua-styled Mistral commenced

production in 1963. The 3.7-litre version of the famous long-stroke engine was fitted to most cars, other options being the 3.5-litre or, from 1966, the 4.0-litre unit, all of which came with Lucas fuel injection. A handsome two-seater on a shortened, square-tube chassis, the Mistral was built in Coupe and Spider versions, the former's opening rear window hatch making it unusually practical for a sports car. A five-speed gearbox, disc brakes and fuel injection were standard equipment, automatic transmission, air conditioning and a limited-slip differential the options. Production ceased in 1970, by which time a total of 827 Coupes and 123 Spiders had been built.





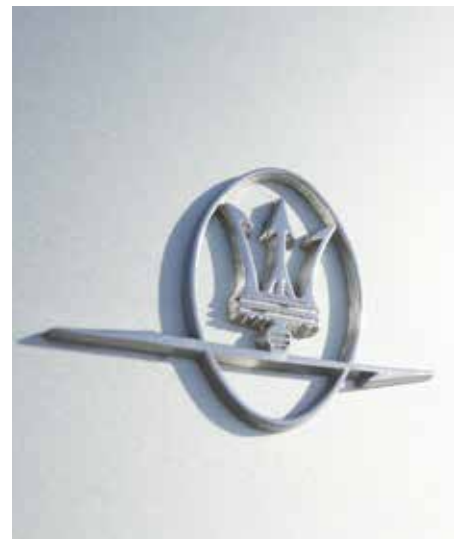
THE MOTORCAR OFFERED

The fine example of the fully evolved, 4-liter Mistral Coupé iteration offered here, was completed at the Modena-based Maserati Works in the spring of 1969, and delivered to its first owner in Italy on May 14th, 1969. The new Maserati is believed to have stayed with this owner for about a year, before it was sold to the second owner, a Michele Revello of Asti, Italy, on May 31st, 1970. The car is believed to have remained with this owner for 13 years, before the third owner purchased the Mistral in 1983. The car is thought to have remained in Italy until the spring of 2015, at which point it belonged to a Mr. Gnutti Emilio of Brescia.

Offered from a prominent San Diego based collection, this Mistral remains in beautiful condition throughout. The interior offers a spacious greenhouse design, and a lovely wood-rimmed steering wheel to hang onto.

Shod on classic Michelin tires wrapped on Borrani wire wheels, this Maserati looks just right. From the end-of-the-run, more powerful Mistral production, this smart Coupé is ready to take on road rallies or enter in local concours events in much class and style.

\$150,000 - 200,000



The ex-Anna Maria Peduzzi
1953 FIAT 8V ELABORATA
 Coachwork by Zagato

Chassis no. 106.000022
 Engine no. 104.000.000043

1,996cc OHV Alloy V8 Engine
 110bhp at 6,000rpm
 5-Speed Manual Gearbox (And Original Gearbox)
 4-Wheel Independent Suspension
 4-Wheel Alfin Drum Brakes

- *One of just 5 exceedingly stylish 8V 'Double-Bubble' Zagato Elaboratas built*
- *Matching-numbers with exiting period racing history*
- *Recent exhaustive restoration*
- *Pebble Beach Concours d'Elegance Award winner and Colorado Grand Participant*
- *Exquisitely presented example of a coachbuilt jewel*



Anna Maria Peduzzi on her way to a second place finish at the 1956 Coppa Int. Delle Dame in 106.000022. Photo courtesy of Corsa Research.

THE FIAT 8V



In the spring of 1948, Fiat management instructed technical director Dante Giacosa to begin developing a V-6 engine to be used in a newly planned six-passenger sedan. The attempt to produce an American-style touring sedan never advanced beyond the inceptional stage, but the engine devised by Giacosa soon morphed into a V-8 of considerable merit. Displacing just under two liters, the Tipo 104 motor featured an unusual 70° architecture, as well as advanced racing components such as a finned aluminum sump, forged crankshaft, polished intakes and ports, and tubular 4x1 stainless steel exhaust manifolds. As Giacosa later noted of the V-8 in his autobiography, "the idea of mounting it on a sports car for a small production run was attractive and aroused the keenest interest among the design engineers."

And so was born the Fiat 8V, which featured

the only overhead-valve V-8 that Fiat ever built during its long and storied history. Known in Italy as the Otto Vu, the new model was positioned as a luxury grand touring sports car, obviously a far cry from the automaker's niche for utilitarian mass-market cars like the 500. To maintain the necessary quality-control for such a high-end product, the fabrication of the chassis was farmed out to Giorgio Ambrosini's Siata, the tuning specialists that had long served as Fiat's in-house competition and customization department. This choice was probably further facilitated by Ghia owner Mario Felice Boano's 1950 hiring of Luigi Segre, a former Siata sales manager, as Ghia's sales director.

The 8V's tipo 106 chassis was one the world's most advanced, challenging the finest offerings from Ferrari or Maserati with four-wheel







independent suspension (a Fiat first), and Borrani wire wheels with Rudge knock-off hubs. Completed chassis were sent to the Carrozzeria Speciali FIAT in Lingotto, where they were clothed with an elegant new coupe design by Fabio Lucio Rapi that was aerodynamically fine-tuned in the Turin wind tunnel. The Otto Vu made its public debut at the Geneva Salon in March 1952, and immediately impressed all who saw it with Fiat's ability to produce such a jewel-like automobile.

Over the following two years, about two hundred tipo 104 motors were produced (though more than fifty of these were eventually installed in the upcoming Siata roadster). The Otto Vu automobile was even more rare, with approximately 114 examples built through 1954. While at least forty of these cars were bodied with the factory coachwork by Rapi,

the other chassis were clothed by coachbuilders such as Balbo, Pinin Farina, Vignale and Zagato.

In the Zagato form, the 8V earned class wins at the 1955 Targa Florio and 1957 Mille Miglia, and claimed the 1956 Italian Sports Car Championship (2-Liter Class), a huge benchmark in the model's competition pedigree.

CARROZZERIA ZAGATO

Now in its 95th year, Zagato has rightfully earned its existence as one of very few surviving coachbuilding houses. That it has persisted where others did not can almost certainly be attributed to the fact that its designs have always been fresh, different and of the very finest quality. And in what may be the ultimate expression of life imitating art, even today, founder Ugo Zagato's name sounds exciting, edgy and modern. Pioneering designs such as the solution to increasing localized headroom by creating twin roof bulges brought the expression 'Double Bubble' into existence, a rare example of the coachbuilder creating a hallmark that extends beyond the car brand.

While other houses also created incredible designs for various car manufacturers, frequently in today's collector car market it is the combination of Zagato with the brand that is





most prized. The company was in its relative incubation when the first designs were made and cars built, and similarly to Gabriel Voisin, Zagato's skills had been acquired while building fighter aircraft for the Italian Air Force. In transferring these principles to roadgoing machinery he created automobile bodies that were as light as they were beautiful.

His attention to detail was legendary, his bodies were costly, and when a wealthy Milanese family took Zagato to court on the grounds that their son had been "mad" to order a "shockingly expensive" Zagato-bodied 8C2300 Alfa, the judge rejected their claim on the grounds that "the search for beauty is a most normal thing in a man".

Zagato's painstaking approach was highly appreciated by the top drivers, and his circle of

friends included Giuseppe Campari, Baconin Borzacchini, Giulio Ramponi... and most notably Enzo Ferrari. He recalled in later years: "think of how much motoring history was made in those Zagato spiders, first on the RL, then on the 1500 and 1750. It was a glorious series, the fruit of an avant-garde mechanism and a brilliant improvisation that lasted for years and brought so many victories."

THE MOTORCAR OFFERED

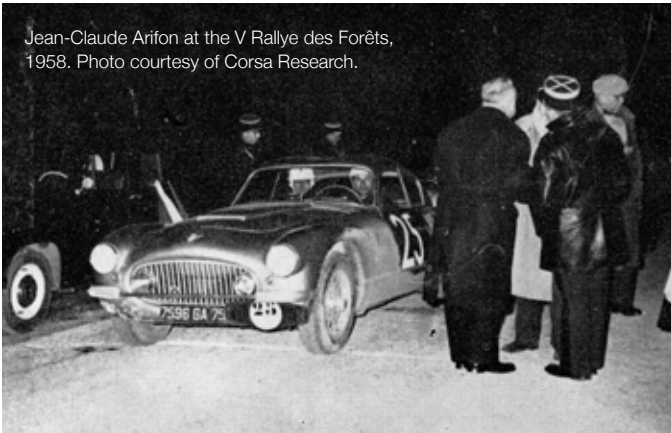
According to the research of Tony Adriaensens' authoritative 2012 volume on the Otto Vu model, chassis number 106.000022 with engine 104.000.000043 was sold new to a Milanese owner on April 20, 1953. Although this car carries the earliest chassis number of the 8V Zagato Elaboratas is not believed to have been the first completed of the only five at Zagato. When 106.000022 arrived at Zagato, the car received the iconic Double-Bubble aluminum bodywork, lightweight bumpers, Plexiglas side windows and other racing and weight saving features that only the Elaboratas had.

From here, 8V Zagato Elaborata 106.000022 would start a wonderful competition campaign, which today has made its marks on the history books. This exciting chapter starts with Anna





Anna Maria Peduzzi at the start of the 1956 Coppa Int. Delle Dame behind the wheel of 106.000022. Photo courtesy of Corsa Research.



Jean-Claude Arifon at the V Rallye des Forêts, 1958. Photo courtesy of Corsa Research.



Maria Peduzzi, one of the most successful female drivers in the history of Italian motorsport. Peduzzi began racing in the early 1930s, successfully participating in local races and hill climbs in her husband's Alfa Romeo 6C. By the 1934 season, she had secured a position with Scuderia Ferrari and went on to win her class at the Mille Miglia in a Alfa Romeo 6C Testa Fissa. After the war, Peduzzi returned to the racing circuits and was often seen behind the wheel of lightweight Etceterini such as Stanguellini's.

In May of 1956, just before her first outing with Scuderia Ferrari in a brand new 500 TR, Peduzzi campaigned 106.000022 in the VI Coppa Internazionale delle Dame, a race open to female racing drivers with separate Turismo, Gran Turismo and Sport racing classes. The popular event, also known as

the Trofeo Luisa Rezzonico, was divided into two distinct sections, and the contestants had to first face the grueling 7.4-km Como-Lieto Colle hillclimb before completing six laps on the Circuito di Campione track. Wearing race number 64, Peduzzi – who had already mastered the same race in the 1951, 1952 and 1954 editions – drove 106.000022 to an impressive second place finish, right behind the winning 300SL Gullwing of Gilberte Thitton.

After this impressive racing debut, 106.000022 was sold to French privateer Jean-Claude Arifon. Arifon, who had previously raced a Simca in regional events, was particularly taken with his latest acquisition and immediately began competing in the Zagato Elaborata. On June 16, 1957, Arifon entered 106.000022 in the Prix de

Paris at Monthléry with racing number 72. In early October, the 8V Zagato Elaborata returned to the famous Parisian track for the Coupe du Salon wearing number 61. The final competition outing for the Elaborata with Arifon took place in 1958 at the V Rallye des Forêts. Jean-Claude Arifon would sell the 8V Zagato Elaborata in 1959, but the car certainly left a lasting impression. When contacted decades later, he remembered the Elaborata fondly and remarked that it was the only car he raced that gave him the impression of driving a go-kart!

A French sports car enthusiast discovered the rare 8V Zagato Elaborata in 1972. At a later date, the 8V came to the attention of Paul Berson. During his ownership, 106.000022 was repainted in Swiss racing colors, and was featured on the cover of French classic car





magazine *Auto Passion* in October of 1998. That same year, the previous owner purchased the 8V Zagato Elaborata, and the car became part of his exceptional US-based collection of Zagato bodied sports cars. After arriving in the US from France, 106.000022 was entrusted with Redondo Beach, California based restoration shop Tillack & Co for a comprehensive restoration. The car was completely gone through from stem to stern between 1998-2001. Once disassembled, it was discovered that the car was in very good and largely original condition, with the original sheet metal and matching-numbers engine intact. The only area of concern was the nose area, which was beginning to show its age with some minor corrosion. It was decided to restore the front to the more typical Zagato Elaborata appearance, rather than the wider grille opening.

In an effort to make the 8V better suited for touring purposes, a five-speed gearbox was installed; however the original four-speed unit accompanies the car. In 2002, 106.000022 made its debut at the Pebble Beach Concours d'Elegance, where it received a prestigious Second in Class award in tough competition. Some years later, the Zagato Elaborata successfully finished the Colorado Grand 1000-mile rally.

Purchased by the consignor in 2011, a Florida-based collector of exceptional sports cars, 106.000022 has since undergone a comprehensive restoration to ensure its ready to take on top-level concours or touring events. The finest restoration shops were selected to do the job; Paul Russell & Company redid the complete interior, while CB Restorations stripped and repainted the

Elaborata in Grigio Fumo; a very period color for the car. Chuck Sims went over the mechanicals, while Steve Claassen handled the final assembly.

Restored to exceptional condition, this breathtaking Fiat 8V Zagato Elaborata will be warmly welcomed at vintage events, is eligible for rallies around the globe like the Mille Miglia Storica and the Colorado Grand, though perhaps better-suited for world class concours d'elegance like Pebble Beach, Villa d'Este, and Amelia Island. One of just five examples built, 106.000022 is a rare automobile claiming a documented history of some prominent racing driver-owners in the period. It is a nearly flawless example of Fiat's one and only V8 prestige car, and should command the attention of collectors worldwide.

REFER TO DEPARTMENT



61

1964 PORSCHE 356C 1600 COUPE

Coachwork by Karmann

Chassis no. 220576

Engine no. 715831

1,582cc OHV Flat 4-Cylinder Engine

Twin Carburetors

75bhp at 5,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Just one owner from new until 2012*
- *Matching numbers example*
- *Very well-documented example with a large history file*
- *Elegant and iconic Porsche-design*
- *Offered with tools, jack and COA*



THE PORSCHE 356C

Porsche's Type 356, introduced in 1948, is acknowledged as 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 were produced 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 brought 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 highly original 356C was completed at the Zuffenhausen Porsche works on October 23, 1964. The new Porsche was finished as it appears today, in Signal Red over a Black leatherette interior, and destined for the US market. The car's first owner, Lt. Col. Bob T. Nobles of Burnie, Maryland purchased the car on December 5, 1964 from Stuttgart Import, while trading in his 1963 Porsche 356 Super.

Lt. Col. Nobles used the red 356 as daily driver until the mid 1970's, at which point it received a paint job, but then driven less and less, and finally put in storage in 1982. The car was found and recognized as a very original barn find in 2012, before being purchased by the consignor, a renowned and highly regarded Southern California based Porsche collector.





In 2014, the largely untouched 356 was purchased by the consignor, and carefully brought back to life, making it run and stop.

This Porsche would be a great candidate for a restoration, or to keep as original as it is, but would require further mechanical refurbishments to be fully road worthy. The car displays a wonderful patina, and retains its original numbers matching and date stamped wheels, engine and transaxle, dealer installed radio, logbook, and receipts from day one, as well as a copy of the Porsche-issued Certificate of Authenticity. Further accompanying items include a tool kit and jack, and the original keys.

The car's mileage of less than 65,000 is carefully documented in the first owners logbook, and is certainly believed to be the

cars full mileage since new. This is a great, highly original example of the end-of-the-run Porsche 356.

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

Please note that this car is titled as a 1965.



1971 FERRARI 365 GTB/4 DAYTONA BERLINETTA

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 14219

Engine no. B942

4,390cc DOHC V12 Engine
 6 Weber Carburetors
 352bhp at 7,500rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Exceptional example with less than 9,000 miles from new*
- *Matching-numbers and superb condition throughout*
- *Delivered new to the US through Chinetti and with first owner for 27 years*
- *Ready for FCA and national level concours exhibition*
- *Offered with books, tools and Massini report*



THE FERRARI 365 GTB/4

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

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

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

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

The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed

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

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

The venue for the new model's launch was the October 1968 Paris Salon, and its immediately successful reception saw it being nicknamed the 'Daytona' in honor of the Ferrari factory







THE MOTORCAR OFFERED

team's 1-2-3 defeat of the mighty Ford GT fleet in the 1967 Daytona 24-Hour race. Shortly after debuting the gorgeous GTS/4 Spider, a number of important revisions were introduced on both the Berlinetta and Spider versions. These changes came about as a result of the newly imposed federal safety legislation in the USA that deemed covered headlights illegal. Ferrari and Pininfarina were subsequently being forced into carrying out a mild front-end makeover. Their answer was to fit the Daytona with retractable headlights in early 1971.

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

Completed on April 2nd, 1971 this 365 GTB/4 Daytona Berlinetta left the factory in new Rosso Chiaro 20-R-190 paint and Beige VM 3218 leather interior with Black seat inserts. The car was equipped and destined for the US-market, and optioned with air conditioning. The car was delivered to East Coast Distributorship Luigi Chinetti Motors later that year, and sold to first owner, Columbus, Ohio resident Don Marsh.

According to renowned Ferrari historian Marcel Massini, Mr. March and his son had traveled to Chinetti in New York, to take delivery of their new Daytona, and then got in the car and drove to Ohio. Mr. March would keep the red Ferrari, using it very sparingly, until 1998, when the car was sold at auction in Monterey to the second owner. At this point, the car had only covered 6,100 miles

from new, and remained in highly original condition, still finished in the original livery. The Daytona was treated to a comprehensive restoration between 2006 and 2007 by the California based specialists at Prancing Horse and GP Enterprises, and was in 2011 shown at The Quail – A Motorsports Gathering by renowned collector Larry Bowman.

This superbly presented example of a low mileage Daytona Berlinetta must be one of the best available anywhere. It is offered with both Campagnolo alloy wheels, and the Borrani wire wheels fitted to the car, as well as a full tool kit and full array of owner's manual and books in the pouch. With just over 8,000 miles from new, documented ownership history and exquisite presentation and mechanical condition, this Daytona is ready for FCA judging or a national level





concours exhibition. The car is presented in the original livery of striking Rosso Chiaro over a Beige interior, and equipped with a period, and possibly Chinetti-installed Voxon radio, as well as the factory air conditioning system. The car has not been modified, and all compartments presents factory correct. Furthermore, the original, matching numbers engine is still in the car.

This Daytona was recently inspected and inducted in Ferrari's Classiche certification program, and the next owner will be receiving the red certification binder once issued by Ferrari Spa. A finer Daytona than this is hard to find. With a well-documented provenance since new, very low mileage and superb condition, this exquisite example will stand out in any Ferrari collection.

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



1961 MORGAN PLUS 4 ROADSTER

Chassis no. 4796

Engine no. 81633

2,138cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

101bhp at 4,600rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *Classic example of Morgan's most popular model*
- *Original New York City, Fergus Motors supplied*
- *Original left hand drive*
- *Desirable two-seat configuration*



THE MORGAN PLUS 4

Introduced in 1950, the Standard Vanguard-engined Plus 4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained - what else would one expect from Morgan? - the frame underwent extensive alteration, gaining in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4.

A few years later - in 1953 - Morgan began the process of updating the car's appearance. With supplies of the old flat-fronted radiator and separate headlamps coming to an end, Morgan opted for a front-end makeover that would eventually produce the rounded radiator cowl appearance that Morgan retains today.

THE MOTORCAR OFFERED

A beautifully presented example this attractive sporting Morgan is confirmed on a copy of a chassis record document from the factory to have been delivered new to the American market. The car was dispatched from the works on April 19, 1961 to left hand drive configuration and with engine number 81633.

One of the more prominent agents for Morgan were Fergus Motors of New York, who Morgan confirm that they supplied the car to. Interestingly and unusually, today it still retains an original Fergus Imported Cars supply plate, listing it as stock number 22906.

Its subsequent history is not recorded, but very clearly in recent years it has undergone a fine cosmetic restoration, putting it into the appealing modern paint scheme of silver grey. At the same time, to provide a little

more comfort on the road its seats have been updated to a more commodious and sturdy form and these refinished in burgundy.

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

\$45,000 - 60,000
WITHOUT RESERVE



64

1936 HUDSON STRATTON SPORT SALOON

Coachwork by Coachcraft, Ltd.

Chassis no. 643679

Engine no. 44601

254ci Flathead Inline 8-Cylinder Engine

Single Carburetor

113bhp at 3,800rpm

3-Speed Manual Transmission

Leaf Spring Rhythmic-Ride Suspension

4-Wheel Drum Brakes

- *Beautiful High-Deco Coachbuilt Hudson*
- *One of very few surviving examples*
- *Impressive 8-Cylinder power*
- *Great touring car with room for four*
- *Believed to have been used by a previous Governor General in Hong Kong*



THE HUDSON STRATTON

The Hudson Motor Car Company was founded in Detroit during 1904. The ever so innovative company made many great, and quite unconventional cars. During the 1950's the company underwent a name change, becoming AMC.

For 1936 Hudson revamped its cars, introducing the new 'Radial Safety Control' or 'Rhythmic Ride' suspension. This new setup suspended the live front axle from two steel bars as well as from the leaf springs. Doing this allowed for the use of longer, softer leaf springs which resulted in a much more comfortable ride. The new suspension gave the Hudson a smoother ride than most other cars of the era. The 1936 Hudson's also offered considerably more cabin room than that of its competitors.

THE MOTORCAR OFFERED

This beautiful Hudson Stratton Sport Saloon is a highly unusual car with a great design. It wears wonderful coachbuilt bodywork by Coachcraft Ltd of London. Coachcraft Ltd perhaps best known for being the most prolific supplier of bodies for Railton, and with fewer than 2000 ever built, is likely the same reason why the company remain in obscurity. With an impressive 113 horsepower on tap from the Hudson Eight, performance from this touring saloon is surprisingly brisk.

Little is known about the cars early history, but previous owners believe the car was originally supplied in the UK, and then it found its way half way around the world, where it is believed to have been used by the Governor General of Hong Kong. The somewhat conventional, but very attractive body looks particularly good finished in its

current dark green and black combination. Dual enclosed side-mount spares provide an element of luxury and style while the spectacular grille stands out from the rest of the bodywork. The grille is a bold combination of mesh and strakes, providing a fine example of high-deco style. The cabin is cozy and attractive, giving off the aura of a true luxury car. Duo-tone beige and brown upholstery covers the seats and door panels while large expanses of wood line the dash, door panels, and window frames. The wood is in good condition and is quite attractive, and the upholstery work has been done very well with good quality stitching and fitment. This is a fine and unusual Anglo-American classic, which combines interesting history and great styling.

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



65

1912 ROLLS-ROYCE 40/50HP SILVER GHOST "ROI-DES-BELGES"

Coachwork in the style of Barker, by I. Wilkinson & Son Ltd

Chassis no. 2006

Engine no. 7W

7,428cc L-Head Inline 6-Cylinder Engine

50 bhp at 1,500 rpm

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

Rear Drum Brakes

- Beautiful example of the classic Roi-des-Belges style Silver Ghost
- Expertly restored
- Original brass finish car
- Recorded in the John Fasal book The Edwardian Rolls-Royce



THE ROLLS-ROYCE 40/50HP SILVER GHOST

For anyone not familiar with the model, the Silver Ghost towers above many of its contemporaries in that it was entirely over-engineered and built to last forever, but also it was well-marketed and so was very successful causing it to last in production for nearly 20 years.

Henry Royce's fastidious attention to detail ensured that where a certain level of build quality was necessary for a car to work, he would make it far beyond this requirement, one only need gaze at the engine or rear axle, each held together with so great a number of bolts that it seems possible that they were intended never to come apart, indeed on a few surviving examples they never have! Where one ignition system was enough for some cars, naturally the Rolls had magneto and coil, throughout the car a 'belt and braces' approach was taken.

Better still as with all the best machinery, the most important element – the motor – is a work of art in itself, the blend of aluminum crankcase, copper and brass piping, brass and aluminum castings and intricate control tubes being such a work of beauty, that even when some cars were scrapped this aspect was preserved and restored, some adorn collections today in this form. A well rebuilt motor will often start simply on the firing of the spark from the coil to one of the liter capacity cylinders, without the engine having ever been turned over, it is little wonder that they were so appreciated by their chauffeurs! Similarly they were coveted by their owners, who frequently named them as one might a yacht. The silence of the company's silver painted trails car earned the 40/50hp model its 'Ghost' title.

Where other manufacturers with products of similar quality faltered, thanks to the marketing

genius of Claude Johnson the model sold well, and the reputation that it earned meant that they have always been prized from day one. Because of this they were rarely scrapped, though often since the running gear continued to perform long after the coachwork was fashionable many have had a series of 'lives' from luxurious transport to reliable workhorse.





THE MOTOR CAR OFFERED

This magnificent automobile is a fabulous expression of two names that together to most people represent what the legendary Edwardian era Rolls-Royce 40/50hp was, being a 'Silver Ghost' and 'Roi-des-Belges'. The first, the apt name originally applied to one of the earliest of the model built, reflecting its silver painted colouring and whisper quiet engine, the second, the voluptuous coachwork style famously preferred by the monarch of Belgium, distinctive for its separated front seats and sculpted body that 'steps up' and out from front to back.

As one might expect for cars of such quality, there was a formal ordering process and each car was methodically tested before its delivery to the coachbuilders and ultimately to its purchaser. Very fortunately Rolls-Royce retained all of this information from day one and until more recent times when they donated it

to the Rolls-Royce Enthusiasts Club in the U.K. preserving this marvelous resource for posterity. For this reason, today one can literally pour over the original order that their client made with the company. In his magnificent tome 'The Edwardian Rolls-Royce' master historian John Fasal carefully summarized this information, opening up the histories and many images of this era of production to the world.

The colonies proved to be strong markets for the 40/50hp, Indian Maharajahs patronising these cars strongly, and numerous cars being delivered to Australia also among other countries. Chassis 2006 was one such car, as listed in Fasal's reference work, its order was made for delivery to James Mansfield Niall of London and Melbourne Australia. Son of an auctioneer and pioneer Pastoralist from Northern Ireland, Mr. Niall was himself born in

Australia and became the driving force behind Goldsborough Mort & Co. a major player in the wool industry. In his ascendancy at this point (the following year he became Managing Director), with his heritage and wealth he would have been a natural client for Rolls-Royce.

Delivered new with Landaulette coachwork, and with brass accessories, no doubt Niall would have cut a stately presence in Melbourne when his car arrived in the summer of 1912. The car is documented as remaining in Australia for most of the first half of its century of existence, passing to N. Faulkner of Melbourne in 1916, F. Knight of Toorak, Victoria in 1922, and then J. Perry. Around 1960, according to Fasal, it gained a Tourer body. By 1964 it was the property of M.R. Markoff still in Victoria, when it left Australia for the first time, destined for the U.S.







Its next owner was the famed collector and auctioneer Jimmy Leake who acquired the Rolls in 1966 and would keep it for more than 2 decades, before it was offered in one of his Oklahoma sales in November 1987. At this point as noted by Fasal it migrated to Denmark and then later into the present ownership. The majestic Roi des Belges coachwork which it wears today was fitted to the car in 1989, its construction being by the universally acclaimed British coachbuilding house Wilkinson and sons.

As evidenced today, this was a typically successful marriage of period style coachwork on the renowned Silver Ghost chassis. Beautifully finished in rich red paint, accented with burgundy coachlines and hood decoration, this contrasts finely with its correct brass radiator and accessories. From stem to stern it

is appointed its exquisite Lucas lights, compact 'Autolite' units at the front and King of the Road at the side of the scuttle and tail.

In more than 25 years since its restoration its use has been modest and careful, such that today the car continues to be immaculately presented.

When viewing and using a Silver Ghost today, it is so easy to understand how the brand came to be so successful and renowned, when it was on these solid foundations. Set up well they are incredibly refined, comfortable and straightforward, in an era when many of their contemporaries were very complex in their operation. For this reason they have become the mainstay of Brass Era touring, and continue to be coveted for their usability as well as for the fact that their solid survival rates mean that they are well

supported by restorers in terms of parts and knowledge for maintenance.

Certainly one of the most handsome examples that our company has had the pleasure to offer for sale, with some gentle mechanical recommissioning it would grace any tour or concours field.

\$800,000 - 1,000,000



1988 LAMBORGHINI COUNTACH 5000 QUATTROVALVOLE

Design by Bertone

VIN. ZA9CA05A8JLA12269

Engine no. L507VA/71 1480

5,167cc DOHC 48-Valve V12 Engine

Bosch Fuel Injection

414bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original and well-cared for example*
- *Low-mileage example of the radical Countach Supercar*
- *Beautifully presented inside and out*
- *Recently serviced*
- *One of just 610 produced*



THE LAMBORGHINI COUNTACH

In 1966, Lamborghini defined the 'supercar' with the Miura. Instantly an icon, the mid-engine high-velocity coupe put the nascent carmaker on the map for groundbreaking design and performance. The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. Drawing from his revolutionary Lancia Stratos Zero concept the year before, Gandini designed the Countach as an angular wedge with crisp lines and dramatic angles. The production version would not be seen for another two years, with deliveries commencing in 1974.

Lamborghini employed the Miura's fantastic four-cam V12 engine for the Countach,

mounted longitudinally behind the cabin. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential – driven by a shaft passing through the sump – at the rear. The result was a delightful gearchange and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-liter, instead of the prototype's 5.0-litre, engine. Even with the smaller engine producing 'only' 370bhp, the lightweight Countach could attain 170mph and, as one would expect, offered incredible roadholding and maneuverability.

The first upgrades appeared in 1978 as the 'LP400S', with the addition of flared wheel arches to accommodate massive 345mm rear

tires for increased grip and stability. A large rear aerofoil became available that further accentuated the outrageous styling of the Countach and was, unsurprisingly, the choice of most customers.

The Countach's largest potential market, the USA, remained untapped until the arrival of the 'emissions friendly' LP500S in 1982. While horsepower remained the same as the smaller engine, the updated 4,754cc unit delivered a welcome boost in torque. The ultimate iteration of the Countach debuted in 1985 as the Countach Quattrovalvole, named for its thunderous 5,167cc engine and new four-valves-per-cylinder heads. This 414 horsepower version was capable of an astonishing top speed of 186 mph. In 1987, the design of the Countach became more outrageous still, with the addition of straked sideskirts.









THE MOTORCAR OFFERED

First roaring to life in Lamborghini's Sant'Agata Bolognese workshop in October of 1987, this 1988 model year Bianco Polo Park Countach 5000 Quattrovalvole was destined for the US market. Featuring a fuel-injected version of Lamborghini's new 48-valve 5,167cc V12, this potent supercar was driven sparingly by its first owner, an Illinois resident according to the cars CARFAX. By 1995, this rare Italian supercar had covered just over 8,000 miles when it came was sold to a collector who kept it maintained and stored in a climate and humidity controlled museum setting for 15 years.

Thanks to careful maintenance over the past 27 years, the Quattrovalvole on offer remains in highly original condition. The angular Kevlar and aluminum bodywork is very straight and the Bianco Polo Park paintwork presents beautiful throughout. At some point, the large American-

market bumpers were removed, replaced with the considerably less intrusive European-specification examples.

Upon raising the iconic scissor-style doors, the cabin is swathed in its original black leather, which shows minimal wear and retains a rich black hue. The bolstered seats are in similarly good condition, as is expected with such a low mileage example. All gauges and interior features, including the air-conditioning, are in fine working order.

With fewer than 35,000 kilometers shown on the odometer, a figure believed to be the cars actual mileage from new, this Countach underwent an extensive servicing in October of 2015, preparing it to be enjoyed by its next owner. Offered with its original tool kit and jack and CARFAX report, this Countach 5000

Quattrovalvole is an absolute head-turner in highly original state and, thanks to its recently serviced V12, performs as incredibly as it looks.
\$350,000 - 500,000



67

1949 MG TC MIDGET

Chassis no. TC8109
Engine no. XPAG8903

1,250cc OHV Inline 4-Cylinder Engine
Two SU Carburetors
54bhp at 5,000rpm
4-Speed Manual Transmission
Front Beam Axle with Leaf Springs - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- A nicely restored early TC Midget
- Numbers-matching example
- Northwest history
- Attractive color combination
- Good touring MG for club events



THE MG TC

The right-hand drive TC appeared in 1946, and was almost identical in appearance to the pre-war Types TA and TB. The sporting little MG was brought to the US in considerable numbers by GIs returning from England and soon gained a strong following, especially in California and on the east coast. These MGs had many endearing features, including a slab fuel tank, 19-inch diameter wire wheels, folding windshields and octagonal dashboard instruments.

Sales got a great lift when a *LIFE* magazine photographer shot one being driven underneath a big lumber carrier on a Los Angeles street. Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers in a TC.

THE MOTORCAR OFFERED

Here is a delightful example of the diminutive, classically styled two-seat roadster that is credited with sparking America's love affair with imported sports cars after World War II.

This very pretty TC Midget is finished in light cream yellow with a red leatherette interior and chromed wire wheels. Its early history is unknown, but it came into the hands of well-known British car specialist Harold Dick in Portland, Oregon, where it was given a sympathetic mechanical and cosmetic restoration over a period of years. All chrome has been replated, and a wood-veneer instrument panel was installed. The tan cloth top and side curtains are in very good condition and the consignor states that all systems operate properly. Driven only a few thousand miles in the years since its restoration, it carries Oregon plates "MGTC". Recently serviced by

the consignor, a noted British car dealer, this TC Midget is ready for touring or show.

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

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



1977 PORSCHE 911S 2.7 TARGA

Chassis no. 9117211349

Engine no. 6273027

2,687cc SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic Fuel Injection

165bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Beautifully preserved low-mileage example*
- *Believed to have remained with the first owner for several decades*
- *Comfortable and iconic open top Porsche*
- *Offered with Porsche Certificate of Authenticity and copy of window sticker*



THE PORSCHE 911 TARGA

Porsche added an open-topped variant to the 911 model range for 1967 featuring a stainless steel-clad roll bar, removable roof panel, and a detachable plastic rear window (a fixed glass window wasn't made available until the following year). Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed Targa, a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s, and thanks to its iconic looks and popularity, the 911 Targa remain in production today.

THE MOTORCAR OFFERED

The beautiful, low-mileage example of Porsche's iconic 911 Targa model offered here, was completed at Porsches Zuffenhausen plant on February 1st, 1977. The new Porsche was finished as it appears today, in striking Guards Red, equipped with a black Targa top, and a Cork-colored interior. The car was destined for the US-market and optioned with a Blaupunkt Frankfurt radio, speakers, and Fuchs alloy wheels shod on Dunlop tires.

According to a copy of the cars original window sticker, the red Targa was delivered new through the Evansville, Indiana based Porsche agency, Patrick Imports in March that same year. The new Porsche retailed at nearly \$17,000, and is believed to have been purchased by a Mr. Jacobs of Eddyville, Kentucky, with whom the Porsche is said to have remained until 2015.

Today, this striking 911 Targa presents beautifully throughout. The smart Cork-colored interior is believed to be original, and factory decals and markings can be found in many areas. The odometer reading of less than 51,000 miles is believed to be original as well and certainly matches the cars original appearance. The car is offered with the original tool roll and jack, a copy of the original window sticker, and Porsches Certificate of Authenticity. With its matching numbers engine still in place, this fine 911 Targa is ready to be driven and enjoyed.

\$60,000 - 80,000
WITHOUT RESERVE



1968 JAGUAR E-TYPE SERIES 1 ½ 4.2 ROADSTER

Chassis no. 1E17108

Engine no. 1E16208-9

4,235cc DOHC Inline 6-Cylinder Engine

2 Zenith-Stromberg Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Well-kept example believed to have less than 28,000 mile from new*
- *Matching numbers E-Type presented in factory-delivered color combination*
- *Powerful 4.2 Straight-Six Engine with fully-synchronized Gearbox*
- *Recently serviced and offered with many receipts*
- *Accompanied by, books, tools, history file and Jaguar Heritage Trust Certificate*



THE JAGUAR E-TYPE

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

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

around 500lbs (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motorcar.

The first significant up-grade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. The top speed remained unchanged, the main performance gain resulting from the larger engine was improved acceleration.

THE MOTORCAR OFFERED

According to this E-Type's Jaguar Daimler Heritage Trust Certificate, it was dispatched from the Browns Lane Jaguar works in February of 1968. Denoted as a left hand drive Series 1 Roadster, this car is one of the interim Series 1 cars built, dubbed the Series 1 ½ by Jaguar aficionados, featuring the Series 2 headlight treatment, but keeping the more delicate looking Series 1 taillight arrangement. The new E-Type was finished in Carmen red over a black Connolly leather interior, and fitted with a black soft top. The car was destined for Jaguar Cars of New York, where Mr. Harlow G. Brown became the car's first owner later that year.

This Series 1 ½ E-Type Roadsters' subsequent early history remains unknown, but the car is believed to have had few owners over the years that have taken very good care of the car. By the mid-2000s, the car was in the hands of





a NY-based collector who did a great deal of work to the car, including a repaint in the cars original Carmen red color, as well as a rebuild of the suspension, braking and cooling systems. Furthermore, a new convertible top was installed, and a new clutch and stainless steel exhaust system were fitted.

With fewer than 28,000 miles shown on the cars odometer, a count that is believed to be the cars actual mileage, the red Jaguar is said to be a very tight and proper handling car. The interior is believed to be the original installed at Jaguar when new, and the well-kept E-Type impresses even the most discerning collectors.

Offered with a tool kit, jack, Jaguar Daimler Heritage Trust Certificate and a substantial history file containing many records and receipts, a more original and better-preserved

E-Type will be difficult to find. Shod on period-looking Michelin tires, this numbers matching Series 1 1/2 Roadster is ready to be enjoyed on rallies and driving events such as the Copperstate 1000, or shown at concourse events.

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



1956 MERCEDES-BENZ 300Sc COUPE

Chassis no. 188014.5500029

Engine no. 199.980.5500002

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Fuel Injection

175bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Extraordinary restoration by marque specialists*
- *Matching numbers example*
- *Highly exclusive, top-of-the-line 300Sc Coupe*
- *Offered with Mercedes-Benz factory records*
- *Rarer than a Gullwing and more expensive when new*



THE MERCEDES-BENZ 300 SERIES

More expensive than the 300SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300S was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front ranks of prestigious car manufacturers, marking a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

"To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while

the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal," observed Autocar magazine.

Although Mercedes-Benz would adopt a unitary chassis/body construction for its lower and mid-priced cars as the 1950s progressed, the retention of a traditional separate frame for the 300 enabled a wide variety of coachbuilt body types to be offered. The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height.

Initially developing 115bhp, the 3-liter, overhead-camshaft, six-cylinder engine - used in fuel-injected form in the 300SL sports car - was boosted in power for the succeeding 300B and 300C models, finally gaining fuel injection in the re-styled 300D of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300D) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The 300 was the car of choice among West







German government officials, and throughout Europe and the USA was widely favored by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer.

The conservatively styled 300 Saloon was soon joined by the 300S (Super), a model that succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater Coupe, Cabriolet and Roadster forms on a shortened 300 saloon chassis.

Not only was the two-seater 300S considerably lighter than the saloon, it was also more powerful, boasting an engine equipped with triple (as opposed to twin) Solex carburetors and a raised compression ratio. Maximum

power output was increased to 150bhp and top speed to 110mph (176km/h). Unlike some of its spartanly furnished contemporaries, the 300S boasted a lavishly equipped interior featuring supple leather upholstery; beautiful burr walnut trim, chromium-plated dashboard instrumentation and precision-made switchgear.

The top offering of the series was the 300Sc. The 300 Sc featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted a revised rear suspension with single-pivot swing axles similar to that of the 300SL Roadster, a development that enhanced both road holding and handling. The car's top speed was now 180km/h (112mph) with 100km/k (62mph) reachable in around 13 seconds. To cope with the improved performance, servo-assisted brakes, optional from 1954, were standardized.

Coachbuilt in the traditional manner by Sindelfingen, the 300S family represents a standard of excellence that has rarely been equaled; only materials of the finest quality were used for the hand finished interiors, which were comparable with those of the contemporary Rolls-Royce. The 300Sc is widely regarded by discerning collectors as the most desirable of all Mercedes-Benz's post-war luxury models. Only 200 examples of the 300Sc were built and survivors are both rare and highly sought after. Ownership of such an exclusive automobile was necessarily restricted to a wealthy few, among them film stars Cary Grant and Gary Cooper, and the Aga Khan.





THE MOTORCAR OFFERED

One of only 98 built with this particular body style, this stunning and ultra-rare 300Sc Coupe was completed at the Stuttgart-based Mercedes-Benz factory on February 10, 1956. The Sindelfingen-built coachwork was finished in DB274 Metallic Green, and the luxurious interior trimmed in Cream leather hides. The car was optioned with a rear compartment jump seat instead of a traditional back seat arrangement. The new Mercedes-Benz was equipped and destined for the growing US-market, and dispatched for New York later that month.

The 300Sc's subsequent history remains unknown, but a stamped entry in the cars accompanying owners manual, suggests that the car might have been in Dayton, Ohio at some point. During the mid-1980s, the 300Sc Coupe was discovered in Minnesota by noted Mercedes-Benz 300-series expert

Chuck Brahm. Soon thereafter, the 300Sc was purchased by Mercedes-Benz collector Gary Gallup, who stored the car with his friend Robin Onsoien, the owner of Early Motors in Nipomo, California, with the agreement, that Mr. Onsoien would eventually perform an extensive restoration on the 300Sc.

The aging Mercedes-Benz spent decades in clean, dry storage, and the extensive restoration finally begun in 2007. Following disassembly of the cars delicate bodywork, the panels were prepared and then refinished in a period Mercedes-Benz light Metallic Burgundy before being carefully reassembled. Jack's Upholstery in Santa Maria, California trimmed the interior in fine Belgian leather hides and expertly installed tan leather and carpeting. Lesco Engines of San Louis Obispo refurbished the cars original fuel injected engine, with many parts sourced from

the factory-backed Mercedes-Benz Classic Center in Irvine, California. The cars wiring harness was replaced, and both interior and exterior chrome and brightwork was sent to renowned plating company Christensen Plating of Vernon, California.

The completed restoration is nothing short of breathtaking, with exceptional attention to detail throughout this luxurious motorcar. Equipped with Mercedes-Benz 300SL type alloy-rimmed wheels, dual spares in the trunk, as well as a full array of rare Karl Baisch luggage, this exceptional 300Sc Coupe presents beautifully. From the end-of-the run of real hand-built Mercedes-Benz automobiles, this rare and extraordinarily luxurious 300Sc Coupe is ready to show at national level Concours, or pack-up for the weekend away.

\$650,000 - 750,000



71

1956 ALFA ROMEO GIULIETTA SPIDER

Coachwork by Pinin Farina

Chassis no. 149500861

Engine no. AR 135442763

1,290cc DOHC Inline 4-Cylinder Engine

Single Weber Carburetor

65bhp at 6000rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Timeless and elegant styling, a true classic*
- *Professionally restored by marque expert*
- *Completely rebuilt engine and gearbox*
- *An early example eligible for a variety of motoring events*
- *La Dolce Vita in automotive form*



THE ALFA ROMEO GIULIETTA

Designed by Pininfarina on a modified Sprint Coupe chassis that had been shortened by five inches, the Alfa Giulietta Spider was the company's second post-war model. The little two-seat Sports Spider was introduced in mid-1955 at the insistence of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving all-alloy 1.3-liter twin-cam four mounted in a steel unibody chassis that weighed less than 1900 lbs at the curb. With the installation of a 1600 cc engine, the Spider became the slightly larger Giulia, and remained available in that form until the arrival of the iconic Duetto in 1966.

Over its nine-year production run at San Giorgio Canavese, a little more than 14,000 units of

this durable little convertible were delivered. In recent years, Giuliettas, especially the Spiders, are gaining recognition as a good value in the collector's market, and prices have been rising steadily, following the course of that other post-war small-displacement favorite, the Porsche 356. Many have been prepared for vintage racing, where they deliver good performance and predictable handling, often vying against their old sales rival.

THE MOTORCAR OFFERED

Belying its nearly 60 years of life, this charming Giulietta Spider is presented in its original color scheme of white over a red leatherette interior and a black canvas top. It is believed that this Spider was sold new by the Hoffman Motor Company in New York, but it eventually found its way to the Northwest and has been registered in Oregon for many years. The consignor acquired this Alfa about three years ago and began a slow restoration. He states that the body was in good condition, with little rust discovered.

The engine and transmission were completely rebuilt to original specification by noted Alfa Romeo specialist and long-time racer Dennis Pillar of Portland, Oregon. The slightly-undersquare (74mm x 75mm) engine received new bearings, pistons and cast-iron liners. The cross-flow aluminum cylinder head with hemispherical combustion chambers was fitted with new





valves and guides. The single Weber downdraft carburetor was rebuilt, as was the gearbox, and a new clutch assembly was fitted. All other systems, including Alfa's very effective dinned aluminum drum brakes, are said to be in good condition.

Recently repainted, reupholstered and carpeted, and fitted with new tires and a new battery, this little Alfa convertible is ready for the road, whether club tours or just fair weather weekend excursions. It is supplied with a spare wheel and tire, a correct jack retained by its original leather straps, and a red leatherette tonneau cover.

Fun to drive and easy to maintain with no serious weaknesses, this Alfa Romeo Giulietta Spider presents and drives well, and would be a great addition to any collector's stable.

\$80,000 - 100,000
WITHOUT RESERVE



1966 LANCIA FLAMINIA GT 2.5 3C COUPE

Coachwork by Touring

Chassis no. 824.10.3330

Engine no. 82310.13446

2,458cc OHV All-Alloy V6 Engine

3 Twin Weber Carburetors

131bhp at 5,100rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes – Inboard Rear

- *Desirable Triple-Carburetor 2.5-Liter Flaminia*
- *Stylish Touring Superleggera Coupe coachwork*
- *Exquisite presentation inside and out*
- *Long-term ownership by legendary Lancia enthusiast, Tom Sheehan*
- *Mechanical refurbishment by Walter Spak and recent service by Chris Dugan Enterprises*



THE LANCIA FLAMINIA

The Coupe and Cabriolet versions of the sophisticated Lancia Flaminia were made in relatively small numbers and surviving examples in good condition are therefore, quite rare. Lancia's Pininfarina-styled Flaminia saloon had debuted at the 1956 Turin Motor Show. The car was designed by the newly recruited Antonio Fessia. Intended as a replacement for the Aurelia, the Flaminia retained its predecessor's mechanical layout, though the form of unitary construction was changed and Lancia's traditional 'sliding pillar' independent front suspension, which had been used on every model since 1922, gave way to a more modern double wishbone and coil spring arrangement.

Aurelia carryovers include the overhead-valve, 60-degree V6 engine and the De Dion rear transaxle (with inboard rear brakes). Although

the basics of the engine were carried over, it had been extensively reworked by Fessia, resulting in a much stronger power unit than that designed by his predecessor, Vittorio Jano.

The short-wheelbase Flaminia Coupe appeared in 1958, followed by the Touring-styled GT, GTL (2+2) Coupes, and the Cabriolet. The latter trio shared a further-shortened wheelbase (99") with the Sport and Super Sport models - all featured disc brakes and increased power.

THE MOTORCAR OFFERED

Offered here must be one of the finest examples of Lancia's elegant and sporting Flaminia GT Coupe, both in terms of provenance and condition. Built in the latter and highly-developed part of the production run, the example offered here was treated to the elegant Superleggera-type Coupe coachwork by famed Italian coachbuilders Touring when new. Furthermore, the Flaminia GT 2.5 3C benefitted from the V6 aluminum power plant, and was equipped with the optional, high-performance trio of Weber carburetors.

The sporting Lancia has an ownership history that dates back to the early 1970s when it was purchased by legendary Lancia collector, Tom Sheehan, for his personal collection. Mr. Sheehan was owner of the Lancia Parts Consortium and was an excellent ambassador for the marque and one who helped increase awareness and appreciation in the USA. After his





passing, this Flaminia GT was sold to a collector in Maine who kept it in excellent condition and oversaw the cars first repaint in the late 1990s.

A decade later the car moved from Maine to California by Italian car specialist, Raymond Milo, when it was sold to Italian car aficionado and expert mechanic, Jaan Hjorth. Hjorth passed it to Phil Miller of Ohio in wonderful running and driving condition, but with low compression on one cylinder. Miller hired a full time mechanic and began an engine and suspension rebuild that never made it past the tear down phase. The stalled project was sold in just one phone call to noted Lancia expert, Walt Spak. Spak remembered the car from when it was owned by his longtime friend, Tom Sheehan. He (Spak) had a massive inventory of Lancia parts and knew he could find anything necessary. He had rebuilt countless Lancia,

Ferrari and Fiat Otto Vu (8V) engines with surgical precision in recent years. The call from Miller to Spak was a match made in heaven.

Over the next two years, Spak assessed, analyzed and planned a full mechanical refurbishment of this Flaminia GT that included the engine (from the crankshaft up), suspension, steering, transaxle and braking systems. The chassis, floor pans and sub frames were stripped, and then refinished. Mr. Spak estimates that 950 man-hours were invested by him in the mechanical work, and tallies the parts and machining costs alone at nearly \$40,000. After his passing in, the Flaminia GT was sold to a California based dealer who quickly placed it in a large collection of special Italian cars. In the summer of 2015 the same dealer purchased it back for himself and began using it as a weekend driver in Southern California. During his ownership, the car was

serviced extensively by Dugan Enterprises, and additionally, a completely new interior has just been installed along with all new rubber around the glass. The white paint is in very good condition with few signs of its age. The grey painted roof and wheels show an excellent contrast and a brand new leather and vinyl interior make for a very handsome car. Included in the sale is a history binder that supports the cars history and includes restoration notes and pictures.

This rare, extremely well-engineered sports car, with elegant Touring Superleggera Coupe coachwork, offers exquisite driving characteristics and eligibility to many exclusive tours and concours events. As some will say; better built than the contemporary Maranello-based counterparts, the Lancia Flaminia is really a wonderful classic to own and enjoy.
\$110,000 - 140,000



73

1961 ALFA ROMEO GIULIETTA SPRINT SPECIALE

Coachwork by Bertone

Chassis no. AR10120.00379

Engine no. AR00120.00769

1,290cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

100bhp at 6,500bhp

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Alfin Drum Brakes

- *Rare and Beautiful Giulietta Sprint Speciale*
- *Possibly used by Alfa Romeo at US Motor Shows in 1961*
- *Beautifully presented example*
- *Researched by Alfa Romeo Historical Department*
- *Delivered new to Max Hoffman Motors*



THE ALFA ROMEO SPRINT SPECIALE

With the introduction of the Giulietta in 1954, Alfa Romeo established the “small car, big performance” formula which would characterize the Milanese marque’s finest offerings from then on. Alfa’s classic twin-cam four was downsized to 1,290cc for the Giulietta, gaining an alloy cylinder block in the process. The original Bertone-styled Sprint Coupé was soon joined by Berlina (saloon) and Spider (open) versions, and then in 1957 came the model intended to represent the ultimate Giulietta - the Sprint Speciale – the first of the new 101-Series cars.

Built on a slightly shorter wheelbase than the standard Sprint, and again the work of Bertone, the mouth-wateringly curvaceous Sprint Speciale came with 100bhp on tap, a five-speed gearbox and a top speed of 125mph. Compact, aerodynamically efficient and very powerful for its size, the Sprint Speciale proved

highly successful in 1,300cc class racing the world over. A mere 1,366 examples had been produced by the time the model was superseded in 1963 by the Giulia version. Today these rare, coachbuilt models are highly prized by Alfa Romeo connoisseurs and collectors around the world.

THE MOTORCAR OFFERED

The beautiful example of Bertone’s styling-masterpiece offered here, is believed to have been used by the Alfa Romeo Factory when new, possibly as a US market demonstrator or Motor Show car. The Giulietta Sprint Speciale was completed at the Alfa Romeo works on January 20th, 1961, and was destined for the US-market, where Max Hoffman’s, Hoffman Motor Car Company of New York later took delivery. Hoffman was at the time the North American Distributor for Alfa Romeo, along with many other prestigious European-manufactured vehicles.

The new Giulietta Sprint Speciale was finished in a red exterior paint, and carried Bertone body number 87.381. This car was sequentially the 3rd of 742 examples assembled in the production year of 1961, out of the total run of 1,366 Giulietta Sprint Speciale’s produced from





1959 through 1962.

The new Giulietta Sprint Speciale is believed to have been air freighted to the US, rather than standard ocean transport. From the time of delivery at Hoffman's and over the next eight months, formal ownership remained with the Alfa Romeo Factory. Although there are no confirming records or reports, it is believed by Alfa Romeo historians, that this car could have been displayed at North American Motor shows while still owned by Alfa Romeo.

Hoffman finally purchased the Sprint Speciale from Alfa Romeo on November 3rd, 1961. From here, the Alfa Romeo's ownership history remains unclear, but the car is reported to have been with a long-term US based owner in 1990, having 40,000 original miles and

in remarkably original condition. Not long thereafter, the car was sold and exported to Japan where it was road registered in 1991. The Alfa Romeo remained in Japan, with a single owner, until the late 1990s.

In early 2013, the Sprint Speciale was sold to a Japanese dealer, and then exported back into the United States. Over the next two years, the car was stripped and repainted in the original and correct shade of Alfa Red, while careful attention was given to preserve the cars many original finishes. The Giulietta Sprint Speciale presents beautifully throughout, and would be a great car for vintage rallies or local concours shows.

These Bertone-bodied Giulietta's are among the best-looking Italian cars of the era, and offers excellent handling and light steering. The

all-alloy DOHC sporting engines loves to be revved, and with 5 gears, you can really keep them on their cams.

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

Please note that this car is titled with chassis number 1012000379.



2005 ASTON MARTIN V12 VANQUISH S

VIN. SCFAC24375B501606

5,935cc DOHC V12 Engine
 Electronic Fuel Injection
 520bhp at 7,000rpm
 6-Speed Manual Gearbox with Auto/Manual Shift Select
 Double Wishbone Front/Rear Suspension with Coil Springs
 4-Wheel Ventilated Disc Brakes

- Kept in a prestigious private collection from delivery
- Fewer than 3,000 miles from new
- Hand-crafted aluminum body panels and leather interior
- 200mph+ performance
- One of the last Newport Pagnell-built models



HERITAGE MUSEUMS & GARDENS

Heritage Museums & Gardens displays a "collection of collections" that celebrates American culture, a key component of which is the story of the automobile in America. Recent exhibitions have included 'Driving our Dreams – Imagination in Motion' showcasing automobile design in America, displayed alongside the core permanent auto collection founded by Josiah K. Lilly III. The three cars offered for sale here are generously donated to support day to day operations and future exhibitions.

THE ASTON MARTIN VANQUISH S

The official Aston Martin website calls the 2001-2007 Vanquish/Vanquish S series, "a car beloved by modern day enthusiasts and also heritage collectors alike." Originating with a 1998 Ian Callum concept design, the sleek 2001 Vanquish introduced Aston Martin's all-alloy V12—the first of its configuration for the marque. The Vanquish series brought "huge developments in engineering and design," many of which are still evident in current Aston Martins. These advances were achieved without diminishing the marque's traditions of hand-finished craftsmanship and exceptional performance—traits which have pleased the most demanding and perceptive of automotive aficionados for more than a century. With Vanquish S power upgrades, the V12 engine put Aston Martin into the ultra-exclusive 200mph+ supercar club.

A featured role in the 2002 James Bond franchise film, "Die Another Day," very successfully connected the Vanquish to another globally prominent aspect of the Aston Martin marque legacy.

The Vanquish S debuted as a 2005 model. Among the subtle styling touches distinguishing the 'S' were a revised and enlarged grille, an aero front 'splitter' and the rear spoiler built into the boot lid. Then company CEO Dr. Ulrich Bez proudly proclaimed the Vanquish S not only the fastest Aston Martin to that time, but also the best handling, too. The 520bhp 'S' engine provided a 60hp boost over the base Vanquish V12's output. It drove through a paddle-shift six-speed gearbox with driver-selectable electro-hydraulic controls. With





THE MOTORCAR OFFERED

its specific gear ratios, the Vanquish S accelerated to 60 mph in the 4.5-4.8 seconds range and could exceed 200 mph. Weighing a perfectly balanced 4,134 lb. (1,875 kg), the 'S' included the "Sports Dynamics" suspension, steering and braking package that was optional on the Vanquish.

During its 2013 centenary, Aston Martin resurrected the Vanquish series name for a new flagship line of twelve-cylinder "super grand tourers." With those cars, the firm acknowledged the contribution the highly regarded 2001-2007 Vanquish and Vanquish S cars made to the marque heritage.

Having covered fewer than 3,000 miles from new, the Vanquish S on offer is a truly remarkable and enticing super car that has been very sparingly used and carefully conserved. One of 1,086 Vanquish S Coupes built for 2005, this one is the most sporting two-passenger version—a 2+2 configuration was also available. The car cleared U.S. Customs at Newark, NJ on December 14, 2004. It was delivered to a prominent Massachusetts couple, with 117 odometer miles showing, on March 9, 2005. Kept since in their multi-car private collection, it has had only very occasional use over the past decade.

Steeped in the finest traditions of hand-built craftsmanship, even as it demonstrates 21st Century sports car performance and handling most rewardingly, the 2005 Aston Martin Vanquish S is a wonderfully capable and

immensely grand expression of the bespoke British sports car.

At the owners' behest, proceeds from the sale of this extraordinary Aston Martin will be donated to the Heritage Museum and Gardens at Sandwich, Mass.

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



2010 PORSCHE PANAMERA TURBO

VIN. WP0AC2A7XAL090275

4,806cc DOHC V8 Engine
 Electronic Fuel Injection
 500bhp at 6,000rpm
 7-Speed Automated Manual Double-Clutch Gearbox
 All-Wheel Drive – Independent Suspension
 4-Wheel Ventilated Disc Brakes

- 3,300 miles from new and just one owner from new
- Part of a collector's supercar stable since delivery
- Spotless CarFax report
- Top-line twin-turbocharged V8 performance
- Four-passenger luxury sedan comfort



THE PORSCHE PANAMERA

An automobile like no other, the superbly luxurious Porsche Panamera is a four-door Gran Turismo that seats four adults comfortably—even as it offers world-class supercar performance and handling. Porsche first explored the concept in the late 1980s, with its prototypical rear-engined 989 sedan. Inspiration for the Panamera name given Porsche's subsequent production über lux/sport sedan came from Mexico's "Carrera Panamericana" road races of the early 1950s.

The production Panamera, with its engine up front, had its global reveal at the March, 2009 "Auto Shanghai" show. The all-wheel drive Turbo—as offered here—topped the line-up of three V8 models initially cataloged. Two V6-powered variants were added during 2010. The Panamera remains in production for 2016.

The monocoque Panamera body utilized boron steel, aluminum, magnesium and high-tech composites to create a robust lightweight structure. Panamera bodies and powertrains came together for final assembly at Porsche's Leipzig, Germany facility. The twin-turbocharged DOHC 4.8L Porsche V8 powering the Turbo Panamera produced 500bhp—a 25 percent increase over normally aspirated 2010 Panamera V8 models. Coming in at 516 lbs. ft., the torque rating was also impressive.

The car's seven-speed automated manual transmission allowed driver selection of automatic or manual shift modes and drove through double clutches. Panamera was first luxury sports sedan to feature "active aerodynamics"—the special full-width Turbo rear spoiler moved up and down automatically and was angle-adjustable. Also Turbo-only are

the 19-inch alloy wheels, with wheel widths of nine inches in front, 10 inches in rear.

Offering exceptional comfort, the heated front bucket seats were clearly inspired by the contemporary Porsche 911 of the time. Flowing down from the instrument panel, the center console extended between the seats front and rear to maintain convenience and provide a sports car environment for all four passengers. A power moon roof was also included, along with a very lengthy list of comfort and convenience features. An extensive options menu offered many additional features and upgrades.

Testers praised the luxury, performance and agility of the 2010 Panamera, rating it superior in significant categories to its European sports/luxury sedan contemporaries. The Turbo





THE MOTORCAR OFFERED

V8 Panamera accelerated to 60 mph in 4 seconds—and reached 99 mph in 9 seconds. Quarter mile runs took about 12 seconds, with trap speeds of more than 110 mph reported. Top speed, as reported by Porsche, was 188 mph. Base model MSRP for the 2010 Panamera Turbo was \$132,600—a \$42,800 upcharge over the RWD Panamera S with its naturally aspirated V8.

On October 17, 2009, Porsche proudly introduced its Panamera four-door Grand Turismo to the North American market. Three days later, the offered 2010 Panamera was titled in Massachusetts to its first and to date only owner. Held since in a collection including multiple exotics and super cars, it has been used only sparingly. An odometer reading of 3,001 miles was recorded at a March 28, 2014 state inspection—approximately 300 miles have since been added.

repeated—opportunity to acquire what has to be one of the lowest mileage examples of an early production Panamera Turbo extant.

At the owners' behest, proceeds from the sale of this extraordinary Porsche Panamera will be donated to the Heritage Museum and Gardens at Sandwich, Mass.

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

Showing virtually no evidence of prior use throughout, this splendid Panamera's exterior is finished in Dark Blue Metallic, with its beautiful interior done in a striking full-leather Yachting Blue-and-Cream two-tone combination.

The superb car offered here represents a remarkable—and unlikely to soon be



2007 LAMBORGHINI GALLARDO SPIDER

VIN. ZHWGU22T67LA05471

4,961 DOHC V10 Engine
 Multi-Point Sequential Fuel Injection
 520bhp at 8,000 rpm
 6-Speed 'E-Gear' Transaxle
 All-Wheel Drive – Independent Suspension
 4-Wheel Ventilated Disc Brakes

- *Factory soft top version of most popular Lamborghini ever*
- *Collector owned from new—only 1,200 miles*
- *Pristine CarFax report*
- *Desirable “e-Gear” paddle-shift option*
- *Exceptional two-tone interior*



THE LAMBORGHINI GALLARDO

Lamborghini's mid-engine Gallardo Coupe made its sensational debut at the 2003 Geneva Auto Show. Inspired by “inverted wing profile” explorations penned by Fabrizio Giugiaro of the legendary Italdesign Giugiaro design firm, the production Gallardo was attributed to then Lamborghini design chief Luc Donckerwolke. Throughout the car, Gallardo engineering reflected positive inputs from Audi—Lamborghini's senior design partner after the Italian firm's 1998 purchase by the Volkswagen Group.

A soft-top Gallardo Spyder was introduced as a mid-2006 model. The planned production of the new drop-top immediately sold out, with delivery wait times stretching to 12 months. The Gallardo Spider was named BBC Top Gear “Dream Car of the Year – 2006.” After calling the new Spider, “...the best, most fun car to

emerge all year,” the show's host bought one for himself. An international jury convened by The Triennale di Milano art/design museum voted the 2006 Spider, “The World's most Beautiful Car.”

Gallardo models offered performance worthy of the fierce breed of Spanish fighting bull that was their namesake. Their V10 engine generated 520bhp and 376 lbs. ft. torque for 2007. With newly lowered ratios in the redesigned '07 six-speed manual gearbox, the all-wheel drive Gallardo could accelerate to 100 km/h (62 mph) in less than 4 seconds, and run the ¼-mile in 12 seconds at 120 mph or better. Spyder top speed (top up) was 196 mph. The car's stance, balance and standard adaptive suspension made it a joy to drive on the most twisting of roads. 19x11-inch aluminum rims and performance tires were standard.

Veteran supercar testers praised the sumptuous Gallardo interior for its comfort. The Spider's cloth power top retracted in 20 seconds and was concealed beneath the carbon fiber hood also covering the engine. Its design included a fully retractable rear window glass and pop-up rollover bars—which emerged only if deployed by the car's air bag control system. A rear deck spoiler rises automatically when vehicle speed surpasses 75 mph. Lamborghini built 1,015 Gallardo Spiders in 2007. The Spider had a base MSRP of \$200,600 that year.

The Gallardo was destined to become the most popular “Lambo” series ever. Production at Sant'Agata ended on November 27, 2013. A total of 14,022 Gallardo models were built over the car's 10-year run.





THE MOTORCAR OFFERED

Having covered only about 1,200 miles from new, this car is surely one of the lowest mileage and finest early Gallardo Spiders existing. It is finished in "Blu Fontus Metallic," a dark shade that coordinates beautifully with the especially striking two-tone medium blue and tan leather interior. A significant option found on this Gallardo is Lamborghini's "e-Gear." "Enthusiastically endorsed by road testers, the electronically controlled paddle-shift system added \$10,000 to the Spider's MSRP. Its settings enable the driver to interact with the gearbox to suit his/her preference, ranging from fully automated shifting to full driver control of gear selection. The Gallardo is also equipped with a factory option in-dash Navigation system.

Following upon its April 2007 completion at Lamborghini's Sant'Agata Bolognese works, the Gallardo Spider was shipped to a Texas

Audi dealer. The car was first registered to its original Massachusetts owners on June 11 of that year, and has remained under their ownership since. Records reported by CarFax indicate the Gallardo Spider has been driven only 100-200 miles per annum since delivery eight years ago. Its odometer showed but 1,161 miles at the November 2015 photo shoot for this catalog. Consider that many Gallardo Spider owners undoubtedly exceeded this example's odometer reading during their first weeks of ownership!

At the owners' behest, proceeds from the sale of this exceptionally attractive and extremely low mileage Gallardo Spider will be donated to the Heritage Museum and Gardens at Sandwich, Mass.

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



1930 RUXTON MODEL C SALOON

Chassis no. 1005
 Engine no. 18S-1043

268ci Inline 8-Cylinder Engine
 Zenith Carburetor
 100bhp at 3,400rpm
 3-Speed Manual Transmission
 Front Wheel Drive
 4-Wheel Hydraulic Drum Brakes

- *Early-production example of the innovative Ruxton Automobile*
- *Highly fashionable and recognizable paint scheme*
- *Excitingly engineered with under-slung chassis*
- *Believed to have been displayed at Motor Shows when new*
- *A highly collectible and exiting piece of American automobile history*



THE RUXTON

The Ruxton automobile was a highly innovative and luxurious machine, low and streamlined with a hood top that was barely higher than the fenders over its 19-inch front wheels. The roof of the sedan, designed by Budd's Joseph Ledwinka, was only 5 feet 3 inches high. The car was about 10-inches lower than other more conventional cars on the roads in the early 1930s.

Developed at roughly the same time as Cord's pioneering front-wheel-drive L-29, the Ruxton also took its inspiration from the success of Harry Miller's front-wheel-drive race cars, which began to make a splash at Indy and throughout the racing world in the latter half of the 1920s. Where Cord simply bought Miller's – and later, Van Ranst's – front-wheel-drive transaxle patent rights, however, the Ruxton's gestation proved more difficult.

It began, more or less, with Bill Muller, a development engineer for Budd in Philadelphia. Around 1926, he began to investigate the idea of a front-wheel-drive passenger car and, with Budd's support, a couple years later built a running prototype that used a Studebaker engine, Warner four-speed transmission, and de Dion front axle running through Weiss constant-velocity joints. Budd body engineer Joseph Ledwinka modified a Wolseley sedan body to fit it. Budd, however, only intended on supplying the body and concept to another company, which would then assemble and market the car, and one of Budd's directors, Archie Andrews, tried pitching it to a number of carmakers, including Peerless, Hupmobile, and Gardner. Rebuffed by each, he and Muller then decided to form a company, New Era Motors, and build the car themselves.

Among those on the board of directors were William Ruxton, who Andrews named the car after, and Childe Harold Wills, who would help Muller develop an improved transaxle that would both shorten the lengthy drivetrain by more than a foot and allow the Ruxton to achieve a much better front/rear weight distribution than the L-29. Andrews announced the Ruxton in spring 1929 and promised that production would begin that July, but Muller wouldn't finish the first Ruxton Model A prototype until August, right around the same time the Cord L-29 entered production.

All along, Andrews had to figure out exactly how New Era Motors would build the Ruxton. Budd would of course supply the bodies, and the Ruxton would use a Continental straight-eight engine, but New Era didn't have any production facilities of its own. So Andrews, who made





his millions leveraging buyouts of marginal car companies, bought up Moon of St. Louis and persuaded the company to build the Ruxton; as a fallback, he also convinced Hartford, Wisconsin's Kissel to chip in.

Ruxton production did begin in June 1930, and Andrews recruited Broadway set designer Josef Urban to design eye-catching paint schemes for Ruxton's show cars, schemes that used horizontal bands of varying colors, usually in a gradation pattern, to emphasize both its length and its lowness, the latter a chief selling point of the car. Though hampered by the tough economic climate, the Ruxton did find buyers – either somewhere around 300 or 500, depending on the source – and some even preferred it over the larger and heavier Cord L-29. Michael Lamm, in comparing the two for Special Interest Autos #128, March

1992, noted that the Ruxton "takes a noticeably lighter touch, it's at least as responsive, much easier to drive, and while its styling isn't quite so sophisticated and well wrought as the L-29's, it's still quite an impressive, harmonious job of design." In fact, Ruxton production came to a halt in November 1930 not because of the car itself, but because both Moon and Kissel went out of business.

The Ruxton name and automobiles remain highly sought after by collectors worldwide, and very few remain in existence. In 2014, the marque was featured at the prestigious Pebble Beach Concours d'Elegance, where the onlookers could admire the fine, radically yet beautifully finished, striped Ruxtons.

THE MOTORCAR OFFERED

The beautiful example of the Ruxton model C offered here is configured in the Saloon body style. The car is the 5th example built of the model, and is believed to have been used by Ruxton and New Era Motors as a promotional car when new, and therefore possibly shown at various Motor Shows. The Ruxton's early history remains unknown, but picks up by the 1970s when the radical and innovative machine was in the hands of Mr. Doug Shinstine of Summer, Washington.

Mr. Shinstine had an extensive restoration done over a 4-year period during the late 1970s, before starting to exhibit the car at prestigious Concours events during the early 1980s. Exceptional Awards were earned for the Ruxton, including a First in Class at the Pebble Beach Concours d'Elegance.

Today the Ruxton Saloon remains in beautiful condition throughout. It is evident, that Mr.







Shinstine's restoration was done to a very high level throughout, but as can be expected for a job done several decades ago; the paint has started to crack and make 'spider webs' in areas. The livery of six different shades of blue, neatly accented by a purple beltline and wheels really suit the Ruxton, and was among the factory color schemes when new. The chassis is finished in a dark burgundy color, and still appears clean and highly detailed.

Once inside, fine Cord silk can be found all over, naturally finished in blue as well, and the painted dashboard matches one of the exteriors stripes. Classic car magazine articles about the car dating back to the early 1980s describe the paintwork to have taken hundreds and hundreds of hours to complete, and somewhat of a masking and measuring nightmare!

A highly collectible and exiting piece of American automobile history, this early-production Ruxton is sure to catch people's eyes wherever it goes. Displaying highly innovative engineering methods and construction, and a strikingly and fashionable appearance, this Ruxton should be a welcomed entrant to concours events anywhere in the world.

\$450,000 - 600,000



1966 CHEVROLET CORVETTE 427/425HP COUPE

Chassis no. 194376S109547

427ci OHV V8 Engine
 Single 4-Barrel Carburetor
 425bhp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Powerful big block Corvette Coupe*
- *Smart Maroon over Black livery*
- *Loaded with many options*
- *Desirable 4-Speed manual*
- *Great Corvette for high-speed rallies and tours*



THE CHEVROLET CORVETTE

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Color Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range.

Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the center of gravity to be significantly lowered, improving both road holding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette

which I am proud to use in Europe.' Now recognized as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

The Sting Ray customer could take his or her pick from an extensive range of factory options, with the result that seldom are two cars exactly alike. 1966 was the first year a Corvette could be ordered with the optional 427ci big block engine, which gained notoriety as one of the most powerful ever offered for public sale when in 1967 it became available in L88 configuration with 560bhp on tap. Although the L88 was listed for a few more years (latterly with 'only' 430 claimed horsepower but almost certainly more) only 20 cars were ever delivered with this stupendous engine, probably because it increased the list price by almost 25%!

It is very hard to argue with the attraction of the big block Corvette. There is nothing subtle about these extremely powerful and loud cars, and in the subsequent forty years until today, the 427 big block Corvette is one of the most desired and avidly sought of all collector cars.





THE MOTORCAR OFFERED

The fine example of the potent mid-year Corvette offered here, was completed at GM's St. Louis based Corvette plant on December 27th, 1965. According to the trim tag affixed to the underside of the cars dashboard, the new Corvette Coupe was finished in Maroon over black vinyl interior. The car is believed to have been in California for several years, and is today handsomely equipped with a side-mounted exhaust system and knock-off style, alloy wheels. The cars stamped engine number has been shaved off, possibly at a time when the engine block would have been skimmed during a rebuild, but the casting numbers are believed to be within the correct range, and suggest that this engine could be the one installed in the car from new.

An extremely powerful Corvette; this would be a great car to take on vintage rallies and tours,

such as the Copperstate or Texas 1000, or simply get in on an early Sunday morning to wake up the neighbors. Beautifully presented throughout; this big clock Corvette is ready for the next caretaker.

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



1982 ASTON MARTIN V8 VOLANTE

VIN. SCFCV81C9CTL15261

Engine no. V/580/5261/LFM

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

- *Original US delivery 5-Speed Manual LHD V8 Volante*
- *Low-mileage example one single owner for several decades*
- *Powerful and elegant Aston Martin Drophead*
- *Retains matching-numbers engine*
- *Offered with copy of factory built sheet*



THE ASTON MARTIN V8 VOLANTE

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-liter six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled

front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as, "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe," the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customer demand for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated top which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car

aerodynamics meant that top speed suffered with the top down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.





THE MOTORCAR OFFERED

According to copies of Aston Martin's factory built records, this V8 Volante was built during February of 1982, then completed on March 1st, and finally shipped off on March 2nd. The new Aston Martin was delivered new to the United States, through the official importer, Aston Martin Inc. The car had been equipped with a left hand drive steering arrangement and a 5-speed manual transmission, just as it appears today. The new Drophead rode on Avon 235 VR tires, and was painted Canterbury Blue, with the interior and convertible top finished in a natural beige color, and the carpets done in a neatly contrasting brown color.

The new Aston Martin Volante is believed to have been purchased by a New York based enthusiast. The CARFAX report issued for the car pinpoints the car in New York City, New

York in 1986, and regular entries on the report shows it here until 2015. The Aston Martin is believed to have remained with the same owner for more than three decades, and the odometer reading of less than 29,000 miles is in fact believed to be the cars actual mileage since new, and is supported by the CARFAX report.

Today this highly original V8 Volante presents beautifully throughout. The interior is believed to remain the original installed from new; the same goes for the bright and trim work. The exterior is finished in an elegant and period Burgundy Metallic color, and a close inspection of the cars bodywork will make most think that this is in fact the cars color from new, and not the Canterbury Blue as noted on the cars built sheet.

These V8 cars are being appreciated increasingly by collectors as an important

cornerstone of the Aston Martin story in America. This low-mileage, manual transmission example offers great potential for its next custodian.

\$125,000 - 150,000



1967 JAGUAR E-TYPE SERIES 1 4.2 ROADSTER

Chassis no. 1E 13274

Engine no. 7E 9292-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers example*
- *Original New York delivery*
- *Believed to be sub 30,000 miles from new*
- *Offered with Heritage Trust Certificate*



THE JAGUAR E-TYPE

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

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

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

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

THE MOTORCAR OFFERED

According to its Jaguar Daimler Heritage Trust Certificate, this Series 1 E-Type was completed at the Browns Lane Jaguar works on July 11, 1966. As one of the final Series 1 production cars built, this car featured the fully synchronized transmission and the 4.2-liter XK engine.

The car was delivered new in cream livery, with a black interior and top, and was shipped to the U.S. market to be sold through Jaguar Cars New York to its first owner John M. Flynn III.

It isn't known how long Mr. Flynn kept the car, but it is thought to have remained on the East Coast for much of its life, surfacing in Pennsylvania in the mid 2000s. By this time it is stated by its seller to have covered a little under 30,000 miles, but was in need of sympathetic refurbishment. It was sent to notable marque specialists Jag Connection of Allentown and





received considerable attention. This included a repaint to the white livery it wears today, and a refurbishment of its interior. At the same time the car was gone through mechanically and also refurbished, rebuilding, replacing or refurbishing the technical aspect to return it to the road and to be reliable.

A little later the car migrated to the West Coast and in the last few years has been further improved preserving its integrity and originality but enhancing its cosmetic condition generally. Today, it is showing extremely well and is reported by its owner to be running driving equally well.

As it stands today, complete with a factory hardtop, this really is the iconic guise of the model, as these cars continue to be appreciated and appreciate.

\$220,000 - 250,000



1931 PACKARD 840 ROADSTER

Chassis no. 189993

385ci Inline 8-Cylinder Engine
120hp at 3,200rpm
4-Speed Manual Transmission
4-Wheel Drum Brakes
Leaf Spring Suspension

- *A true styling masterpiece of the Classic Era*
- *Last year of the true Packard roadster*
- *Only year for the four-speed transmission*
- *Well-restored and ready to use example*
- *Full CCCA Classic*



THE EIGHTS SERIES PACKARD

Packard's rise to prominence has its roots in 1907 with the introduction of the landmark Model 30. From that point forward, Packard produced arguably the finest styled and engineered automobiles in the United States. From the Model 30 to the magnificent six-cylinder cars, then to the technologically triumphant Twin Six, Packard could do no wrong. The manufacturer would achieve a further triumph in 1924 with the introduction of the eight-cylinder range. This machine was seen as such a significant development that it would be designated as the "first series" and all other Packard model years would carry the consecutive series number until the end of the company.

This new, straight-eight car helped define so many of the characteristics we associate with classic era cars today. Most notably, the long

straight eight required a long hood – a body stylist's dream, which helped to define the appearance of a great classic. The industry was starting to witness a truly inspired period of automotive design.

With each year after 1924, a new series was introduced and more features and refinements were added. The Sixth Series, introduced in 1929, would prove to be Packard's most successful year and along with the 443, would be hailed as the marque's early classic masterpieces. Packard's styling prowess was no doubt related to the fact that only Ford employed more in-house stylists than Packard. Close examination of this car reveals a machine of cohesive and thorough styling excellence. From the hubcaps to the door handles to the radiator shell, Packard got all the details right.

For 1931 Packard introduced the Eighth series. The motor now produced 120hp, up from its initial 85. Thanks to gradual year over year changes the styling was highly refined and the details magnificent. The 840 wears some of the most elegant bright work seen on any car of this era. Packard had truly hit their stride and would continue to set the bar high throughout the 1930s.





THE MOTORCAR OFFERED

This well restored 840 Roadster has been a well know classic in the Northeast for many decades. Restored to a high standard about a decade ago, the Packard looks wonderful today. Arguably on of the finest looking cars produced in its day, the Packard has a look that completely embodies all qualities that make cars of this period special. Riding on a 140.5 wheelbase the Packard displays the quality, refinement, and elegance of a top end classic car.

Restored and owned by a long time Packard enthusiast, this 840 is a well-known and a regular at classic car events in New England. The keen Packard knowledge of the owner is displayed in the authenticity and correct nature of this 840 roadster.

Close examination reveals a well-restored car. Under the hood the engine compartment

glistens and the chassis has been thoroughly restored. The interior, finished in dark red hides is handsome and authentic. The wood grained dash displays all the correct instruments. A new top was recently fitted in the correct color and materials. The car has benefited from some recent paintwork to bring the restoration back up to the highest standard. Additionally the wheels have received a fresh paint job and car rides on a brand new set of Firestone tires.

The car runs strongly and displays good road manners. The strong pull of the 120-horsepower straight eight makes these cars easy to drive and they rarely come out of top gear. The 840 sports a one year only feature; a four-speed transmission. This extra gear was discontinued for 1932 as most found the abundance of power made the extra gear superfluous.

840 Roadsters have always been scarce and come to market quiet infrequently. This example, in fully restored and ready to use condition, is a rare chance to acquire a very sought after machine.

\$250,000 - 275,000



1953 CADILLAC SERIES 62 CONVERTIBLE COUPE

Chassis no. 536273698

331ci OHV V8 Engine
 Single Four-Barrel Carburetor
 210bhp at 4,150rpm
 Hydra-Matic Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- *Beautifully presented example of the legendary 1953 Cadillac*
- *Striking black over red livery*
- *Low mileage example, with wonderful original interior*
- *Offered with owners and workshop manuals*
- *Timeless Convertible Americana*



THE 1953 CADILLAC

'The Cadillac is a vehicle manifestly intended to cover long distances at a high cruising speed whilst demanding the absolute minimum of effort from the driver and imposing the smallest possible distraction upon the passengers.' It is abundantly clear from the foregoing that Motor magazine found much to commend in the Series 62 Cadillac when testing Briggs Cunningham's personal car early in 1950. Indeed, a Cunningham-entered Cadillac Coupe de Ville finished 10th at Le Mans that year, driven - in lounge suits - by the Collier brothers.

Although the body style featuring GM styling chief Harley Earl's Lockheed P38-inspired tail fins had made its debut the preceding year, 1949 was nonetheless a landmark year for Cadillac, this season's models being the first to benefit from the company's new 5.4-litre, overhead-valve V8. Replacement for Cadillac's

long-running 5.7-litre side-valve unit, the new engine was untypical in having over-square bore/stroke dimensions and, despite the overhead valve gear, managed to be both more compact and lighter than its predecessor.

A maximum output of 160bhp meant that 160km/h was within the reach of most models, with comfortable cruising between 130 and 150. Revisions for the succeeding few seasons were chiefly limited to styling changes. Hydraulically operated 'power' windows was a feature of the Convertible and Coupe de Ville by this time, while the Hydra-Matic automatic transmission was standardized from 1950 on all Series 62 models.

The Series 62 was the larger of the two mainstream Cadillac model lines, being positioned between the 'small' Series 61 and

the long-wheelbase Series 75 reserved for the Fleetwood-bodied limousines.





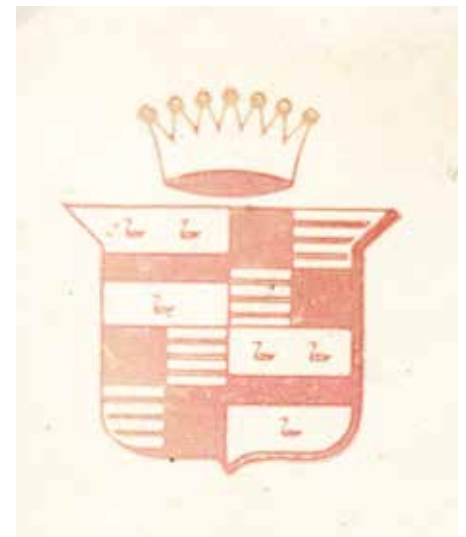
THE MOTORCAR OFFERED

The most expensive model in the Series 62 line-up, this five-seater Convertible Coupe was delivered new in New Jersey, USA. One of 8,400 Convertible Coupe's produced that year by Cadillac, the car retailed at a hefty \$4,144. We are advised that the new Cadillac was first registered in 1955, and then used until 1963 when it was laid-up for long term storage. The car is believed to have remained off the road for the next 45 years before being rediscovered in 2008. At this point, the car is said to have been in largely original condition and required only a partial restoration to go back on the road. This work included a repaint, installment of a new convertible top, and refurbishment of the cars chrome trim and brightwork. The Cadillac's magnificent red leather interior was left original.

This beautiful Series 62 resided in Germany until purchased by the consignor a few years back,

a Belgium based enthusiast with a taste for the absolute best of the best. Today, the odometer displays less than 27,000 miles, a figure that is believed to be the cars original mileage. Offered with an original owners manual, sales brochure, engine and transmission manuals and the full workshop manual, this fine Cadillac is ready for cruising in exceptional luxury.

\$65,000 - 95,000



1967 PORSCHE 911S 2.0 COUPE

Chassis no. 306058

Engine no. 960378

1,991cc SOHC Flat 6-Cylinder Engine

2 Weber Carburetors

160bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Delivered new to 1931 Mille Miglia-winner Wilhelm Sebastian*
- *Presented in the as-delivered Irish Green over Brown Pepita livery*
- *Eligible for many great driving events such as the Copperstate 1000*
- *Desirable first production year 911S*
- *Offered with Porsche Certificate of Authenticity and copy of Kardex*



THE PORSCHE 911

A modern classic if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 liters and, in turbo-charged form, put out well over 400 horsepower.

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

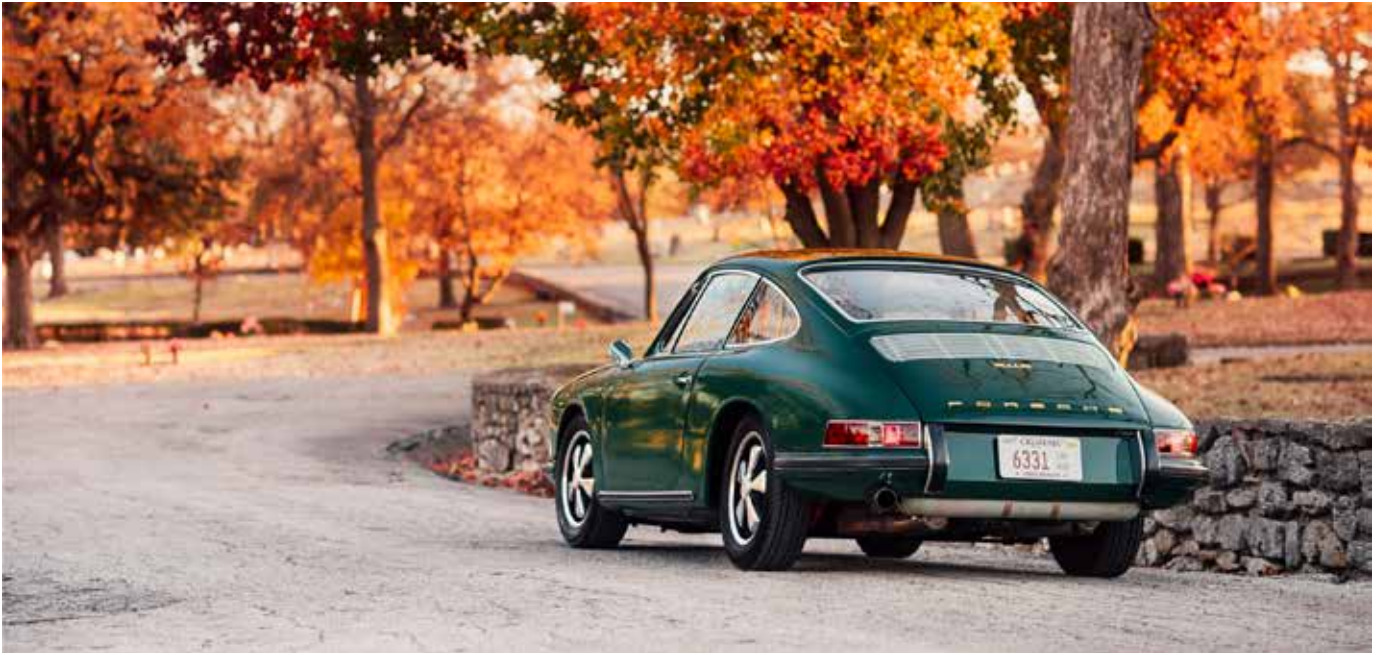
30% over the regular 911, that helped lift the top speed to 140mph. Other improvements included Koni shock absorbers, a front anti-roll bar for a sportier chassis and more powerful ventilated disc brakes. Over the past 40 years few sports cars have proved as versatile as Porsche's perennial 911, a model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

THE MOTORCAR OFFERED

This first-year 911S was completed on September 29th, 1966, in the models second production month, and finally left the Zuffenhausen-based Porsche factory on October 3rd that same year. The high-performance 'S' was fitted with loudspeaker and antenna, shod on Dunlop 165/15 tires and was trimmed in '6606' Irish Green over a smart, brown Leatherette interior, with Pepita cloth inserts. All these facts are documented by the cars Porsche-issued Certificate of Authenticity, as well as on a copy of the original factory Kardex document, both of which are accompanying the sale of the car.

The new Irish Green 911S was built for its home-market, where the Mannheim-based Islinger Porsche agency delivered it to the first owner, ex racing driver, Mr. Wilhelm Sebastian of Weinheim, Germany. Sebastian had made





a name for himself when he co-drove a Mercedes-Benz SSKL with Rudolf Caracciola to win the 1931 Mille Miglia road race. He was a factory Grand Prix driver for Auto Union in 1934, and later a mechanic for Tazio Nuvolari.

How long the Irish Green 911S remained Mr. Sebastian remains unknown, but the cars Kardex reflect that Islinger Porsche serviced the car up until November 1967. The Porsche eventually made its way to the US, where it is believed to have resided in California with one owner for a bout 25 years, before being purchased by the consignor, an Oklahoma based Porsche enthusiast. At some point, a sunroof was installed, this is not believed to have been in the car from new. The Porsche has received cosmetic and mechanical attention in recent years, and presents beautifully throughout, finished in the as-delivered Irish

Green over a brown Leatherette interior with Pepita cloth inserts.

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

**\$160,000 - 200,000
WITHOUT RESERVE**

Please note that this car is titled with chassis number 306058S.



2006 FORD GT

VIN. 1FAPP90S36Y401862
 Engine no. 1FAPP90S36Y401862

5,408cc DOHC Supercharged V8 Engine
 Electronic Fuel Injection
 550bhp at 6,500rpm
 6-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Extremely well-kept example with less than 300 miles from new*
- *Offered with the original window sticker and factory-delivered accessories*
- *Highly-optioned example in desirable Midnight Blue Metallic*
- *Routinely serviced and offered with clean CARFAX*
- *Extraordinary performance and classic styling in iconic package*



THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

The ultra-high performance Ford GT showcases the finest in advanced technologies,

constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power.

With this prolific power, the Ford GT will accelerate from 0-60 in about 3.5 seconds, hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant collector's car.

THE MOTORCAR OFFERED

This stunning 2006 model year Ford GT is offered in incredible condition with fewer than 300 total miles since new. The car finished assembly by hand, at the Wixom, MI based Ford plant during the summer of 2006. This capable American supercar was finished in the smart optional color of Midnight Blue Metallic, a color that highlights the design and curves of its muscular lightweight bodywork. Adding to its desirability, this GT was specified with desirable factory options- the luxurious McIntosh stereo system, lightweight alloy rims, and the bold painted 'Shelby-stripes down the center of the car.

According to the CARFAX issued for this car, the GT was sold to the first owner in February of 2008, a Salt Lake City based enthusiast, and would remain in his collection until 2015. Larry H. Miller Ford of SLC has performed





service and maintenance on the GT, and Ford safety recalls has been performed. Beautifully presented throughout, this mid-engine powerhouse is offered with its original window sticker, car cover, manuals, and retains the factory protection film on the transmission tunnel and doorsills.

The Ford GT is part of a rare class of modern cars that instantly became collectible and have become more and more sought after. Given its inimitable heritage, prolific performance, stunning design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a great opportunity to add a low mileage and well-specified example to any collection.

\$320,000 - 360,000



1975 PORSCHE 911 CARRERA 2.7 TARGA

Chassis no. 9115410127

Engine no. 6581182

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

165bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Delivered new in striking special order color Gazelle Metallic*
- *One of just 395 911 Carrera's made for the US market in 1975*
- *Classic, easy-to-use 911 Targa*
- *Sporting, wind-in-your-hair Porsche*
- *Offered with Porsche Certificate of Authenticity*



THE PORSCHE 911 CARRERA

The legendary Porsche 911 Carrera RS 2.7 of 1973 resulted from the factory's realization that the weight of its top-of-the-range 2.4-liter 911S production model restricted its development potential for racing. Therefore, it was decided to produce and homologate a special lightweight variant for competition purposes. The result was the 1973 Carrera RS (RennSport), which featured thinner-gauge metal in its doors, roof, trunk lid, and floors. These cars remain among the most collectible cars ever produced by the Zuffenhausen-based sports car manufacturer.

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 form mounted the 2.7-liter in a fully trimmed body shell.

THE MOTORCAR OFFERED

According to this car's Porsche-issued Certificate of Authenticity, this 911 was completed at the Zuffenhausen-based Porsche plant on April 14, 1975. The new Targa was built for the US-market, fitted with California emission system and Bilstein shock absorbers, and fixed on a set of Dunlop radial tires. The car was finished in the rare special order color of Gazelle Metallic, equipped with a black Targa top, and trimmed in a Cinnamon-colored partial leather interior.

The Porsches subsequent history remains unknown, but the car is believed to have been in California from at least the mid-1990s until 2015. It should be noted that the car's engine number does not match the one listed on the Certificate of Authenticity, and the engine appears to be of a later type; possibly from a 1978 911SC. The car presents beautifully

throughout, and is finished in a color much like the original Gazelle Metallic, neatly complimented by the classic black Carrera script down the side. Sitting on Fuchs alloy wheels, the Targa is equipped with front fog lights and a Blaupunkt Portland cassette player. With only 395 Porsche 911 Carrera's produced for the US-market in 1975, these cars are quite rare, and are very usable even as a daily driver.

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



1959 GLAS GOGGOMOBIL TS 250 COUPE

Chassis no. 02132084

247cc Two-Stroke 2-Cylinder Engine
13.5bhp at 5,000rpm
4-Speed Manual Transmission
4-wheel independent Suspension
4-wheel Drum Brakes

- *Fewer than 45,000 kilometers since new*
- *Largely untouched and original condition*
- *Charming and classic Goggomobil microcar*
- *Great smiles-per-gallon*
- *Detailed history since new*



THE GOGGOMOBIL TS 250 COUPE

The Goggomobil was named for the young nephew of the company president, Hans Glas, whose nickname was "Goggi." So Goggi's Mobil became Goggomobil. The little car was hugely successful because it was a "real" car in miniature, rather than a hybrid scooter mobile. Glas had a keen market sense and was, in hindsight, one of the few microcar manufacturers who would follow the "true path" by giving the public exactly what it wanted. The Goggomobil became the largest selling microcar in Germany, with some 260,000 examples finding buyers. It was known by its swooshing sound and for its reliability.

Introduced at the 1957 IFMA international bicycle and motorcycle show, the coupe version of Goggomobil's rear-engined micro-sedan sported a beautifully proportioned body on the same chassis featuring 4-wheel independent

suspension and a 4-speed floor-shifted transmission. While 66,511 examples were produced, few remain and fewer still remain in original, running condition.

THE MOTORCAR OFFERED

This Goggomobil Coupe is offered in highly original condition with a detailed history since new. The first owner of this pint-sized beauty is believed to have kept the car for 26 years, when he sold it back to the original dealer, where it would remain for another 25 years, proudly on display at 'Hetzer Motors' in Berlin. In the early 2000s, the car was repainted, however the rest of the car is largely untouched and original. The red and white interior, rose-colored dashboard, and wool headliner are all in incredible condition- a testament to how loved this car has been since its creation. Offered with extensive documentation including original sales documents, this is a wonderful example of the classic Goggomobil.

**\$30,000 - 35,000
WITHOUT RESERVE**



87^Ω

1961 AUSTIN-HEALEY 3000 MK II BN7 TWO-SEATER

Chassis no. HBN7L/16207
Engine no. 29E-RU-H/2571

2,912cc OHV Inline 6-Cylinder Engine
3 SU Carburetors
132bhp at 4,750rpm
4-Speed Manual Transmission with Overdrive
Independent Front Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Exceedingly rare Two-Seater, Tri Carb LHD BN7*
- *Exquisite restoration of a highly original car*
- *In current ownership since 1987*
- *Certified by BMI Heritage Trust*
- *Offered with Hard Top, weather equipment and tools*



THE AUSTIN-HEALEY 3000

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

In 1960, the marque saw great success on the international rally scene with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des Dames in Geneva, and the Tulip Rally.

THE MOTORCAR OFFERED

As Austin-Healey enthusiasts will know, the 3000 Mk II BN7 as offered here is the rarest of the series, with only 355 ever made. Completed at the Healey works in December 1961, the new BN7 was dispatched on the 5th of January 1962, and bound for Detroit, USA. The car was configured as a left hand drive car, and was equipped with wire wheels, overdrive, a heater, adjustable steering column, laminated windscreen, Dunlop Road Speed tires, and a black hard top. The car was painted Colorado Red and trimmed in Grey.

The Healey is believed to have moved on from its Detroit destination soon after arriving on US shores, and resided in California during the 1980's, where it was registered in old black and yellow, CA state license plates. The BN7 was purchased here in 1987, by the current owner; an Australian Healey enthusiast. Soon

after arriving in Australia, a comprehensive, show quality nut and bolt restoration was begun. The rare BN7 Mk II is said to have been in very solid and undamaged condition at the time, still retaining the original body, engine and chassis. The car was stripped down to literally the last nut and bolt, and in an effort to maintain the greatest possible degree of originality, components were restored rather than replaced wherever possible. The car was repainted in cellulose for the most authentic appearance, and the interior was trimmed in the best materials available, hand-dyed to match the original grey color.

Mechanically the car was gone through from front to back, with all parts stripped down and reconditioned. The engine was stripped, measured, cleaned and carefully assembled with new rings and bearings. Due to the cars





low mileage, it did not need oversize pistons, and still runs what is believed to be the original, factory installed pistons.

The cooling system, starter and generator, carburetors and electrical systems were all re-conditioned. The braking and suspension systems were all renewed, and the fuel tank was dipped and re-painted. Correctly painted Dunlop wire wheels of the correct 48-spoke variety were fitted, with NOS Dunlop 5.90 x 15 RS5 Road speed tires.

Equipped with an original owner's handbook, jack and handle, tools, hardtop, tonneau cover and soft-top, this must be one of the best-restored and rarest Austin-Healey 3000's on the market today. Benefitting from the generous power output of the 3-litre, tri-carb six-cylinder engine, and the sporting 2-seat

Roadster cockpit; these rare Mk II BN7's are really an ideal choice for tours and rallies.

Offered here is a very special Austin-Healey.

\$80,000 - 120,000

WITHOUT RESERVE

Please note that this car is titled as a 1962.



1978 PORSCHE 930 3.3 TURBO COUPE

Chassis no. 9308800410

Engine no. 6880271

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

265bhp at 5,550rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly original example of the legendary 930*
- *Exquisite condition inside and out*
- *Equipped with period date-coded BBS E50 alloy wheels*
- *Cool Grand Prix White over Brown livery*
- *One of the most raw and exciting production cars ever built*



THE PORSCHE 930 TURBO

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

The Turbo's characteristic flared wheel-arches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911,

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

THE MOTORCAR OFFERED

One of the most raw and unbridled cars available on the market in its day, the 930 Turbo has rightfully earned its place as a legend, and it is quite rare to find an example as original and unfettered as the one offered here. This fine example was completed at the Zuffenhausen based Porsche plant in May of 1978; the first production year for the 3.3-Liter 930. According to the Porsche-issued Certificate of Authenticity, this Turbo was finished much as it appears today; built to US-specifications and equipped with electric sunroof, two side mirrors and Pirelli tires. The exterior color was Grand Prix White as seen on the car today, and the interior was completed in dark brown leather.

According to the cars maintenance book, the new Porsche was delivered through Jacksonville, Florida based legendary Porsche dealer, Brumos Porsche, on July 29, 1978.





The car appears to have crossed the US shortly after delivery, where it was serviced at the Beverly Hills, California Porsche agency in March of 1979, and again at Chuck Iverson Porsche in Newport Beach, California in June of 1979. The car is believed to have remained in California for several decades; it is known to have been owned by a Lompoc, California resident in the 1980s, and was purchased in Southern California by the current owner, a Texas based enthusiast.

Today, this highly original 930 presents extremely well throughout. The cars interior appears to be original, as does most other finishes throughout the car. Many of the original factory marks and decals are still in place, and what could very well be the cars original Blaupunkt cassette-player radio is fitted in the dash. The car is equipped with the

era-evoking BBS E50 alloy wheels; a typical and Porsche-approved optional alloy wheel for the late-1970s 930 Turbo's. The wheels are all date-coded '78', so they could very well have been installed on the car at Brumos Porsche from new. The 930 is complete with the Porsche Certificate of Authenticity, original air compressor kit and space-saver spare, owner's and maintenance books, and retains its matching numbers engine.

**\$200,000 - 240,000
WITHOUT RESERVE**



1956 LINCOLN CONTINENTAL MKII COUPE

Chassis no. C56B-2094

368ci OHV V8 Engine
 Single 4-Barrel Carburetor
 300bhp at 5,400rpm
 3-Speed Automatic Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- *Exceptionally well-presented Continental Mk II*
- *Believed to have less than 21,000 miles from new*
- *Long-time California car*
- *Multiple concours-winning example*
- *Offered with manuals, tools and history file*



THE LINCOLN CONTINENTAL

The Continental name has long been associated with Lincoln's top model, but that wasn't always the case. Back in 1939, the name was first applied to a custom Lincoln Zephyr-based confection that Ford styling chief, Eugene T. 'Bob' Gregory developed as Edsel Ford's personal car. Then president of Lincoln, the younger Ford wanted a stylish one-off car to use at the family's home in Florida. The elegant V-12 powered car proved so popular with the "right" set that Ford put it into production for 1940.

Although those first Continentals are highly coveted today, they weren't the only elegant Lincolns to wear the nameplate. The model was continued for 1941 and 1942 before auto production screeched to a halt. After World War II, the Continental—with a mild facelift—was continued for 1946 and lived on through 1948. However, both the Continental name

and its place in the Lincoln lineup would go missing for 1949.

When it came time to develop an all-new car that was to be America's finest luxury vehicle, it was a natural decision to revive the Continental moniker. Unlike the revival of so many name plates from the past—GTO, Cougar, Thunderbird—the new Continental Mk II of 1956 was the worthiest of successors.

Lincoln's new Continental debuted at the Paris Salon in October 1955. The supremely elegant Continental was the work of a team including American styling icon Gordon Buehrig, William Clay Ford, and John Reinhart. Under the lovely skin lurked a powerful 300 horsepower overhead valve engine mated to an automatic transmission. Front suspension was independent, with a live axle bringing up the rear.

Braking was by drums at all corners. Standard equipment included power steering, brakes and front seat, as well as a radio, heater, and whitewall tires. The option list was exceedingly short and consisted of little more than air conditioning. However, the most astonishing feature of the Continental Mk II was its \$10,000 price tag. To put things in perspective, top of the line Packards cost around \$6,000, with a Cadillac Eldorado Seville selling for about \$6,500. The trouble was that even at \$10,000 Lincoln lost money on each car.

Although the Continental Mk II is a big car, weighing 4,800 pounds and rolling on a 126-inch wheelbase, its perfect proportions effectively disguise its size. With simple lines and restrained—for the period—use of chrome, the Mk II looks as fresh today as it did 50 years ago.





THE MOTORCAR OFFERED

This low-mileage, multiple-concours winning example, displays an exceptional restoration, and must be one of the finest Continentals available today. The luxurious Lincoln Continental was purchased new as a wedding gift in 1956, by Fred Lagomarsino, for his bride Claribel Lagomarsino. The couple would settle down in Tulare, California, where the car would remain for the next 32 years.

Dr. Peter Kruger also of Tulare purchased the Continental Coupe in 1988, at which point the car had accumulated just over 20,239 miles. Dr. Kruger had been actively involved with the Lincoln Continental Owners Club for 25 years, and his Continentals were recognized as exceptional examples, having won all the LCOC Major Trophies. Dr. Kruger repainted the car in the original white, but left the balance of the cars cosmetics alone

due to their exceptional original and well-preserved conditions.

The beautiful Continental would soon after make its first appearance on the concours scene. At the September 1988 LCOC Western National Meet the white Coupe won 1st in Class; Best V-8 Engine and the coveted Ford Motor Company Trophy for the best Mk II against a field of 7 Mk II Continentals. The concours-winning Continental was later purchased by prominent collector Abbey Silverstone, and remained in Mr. Silverstones possession until it was purchased by the consignor; a California-based enthusiast with a taste for the best of the best. During Mr. Silverstones ownership the Continental was kept in a climate controlled environment, and used sparingly.

Today, this luxurious Continental remains in exceptional condition. The odometer reads less than 21,000 miles; a figure indeed believed to be the cars mileage from new. The car is offered with an original owner's manual, factory service manual, LCOC manuals, tools and history file.

\$80,000 - 120,000
WITHOUT RESERVE



1923 MERCER SERIES SIX SPORTING

Chassis no. 20024

Engine no. 101-24

331.3ci OHV Inline 6-Cylinder Engine

Single Updraft Carburetor

84bhp at 2,550rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

Rear Mechanical Drum Brakes

- *Recipient of multiple Awards at the 2015 Pebble Beach Concours d'Elegance*
- *Meticulously restored to the highest standard*
- *The most powerful of all the vintage Mercer road cars*
- *Iconic American brand*
- *Stunning coachwork with a wonderful windshield*



THE SERIES SIX SPORTING

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

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

Ohio and won the 200 mile feature, while setting four dirt track records in the process.

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

Through it all Mercer continued to build high quality, fast cars in its Trenton, New Jersey factory (in Mercer County, from which it took

its name). Production estimates vary, but none exceed 1,000 per year and some sources believe fewer than 5,000 Mercers in all were built between its inception in 1911 and the end of production in 1924.

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





THE MOTORCAR OFFERED

For 1922 Series Six models, Mercer, now under the control of Hare Motors, made the decision to discontinue the venerable four-cylinder 22-70 engine. After seven years of production a more modern replacement was found in a Rochester Motors made six-cylinder. This up to date overhead valve engine provided more power in a more refined and modern package. Rated at 84 horse power the Rochester provided more power and smoothness than its predecessor perhaps at the expense of some low end grunt.

Alongside the 1920s generation of Mercer Raceabouts, Mercer coachwork options included one of the most elegant sports touring cars of its day, which they termed simply - the 'Sporting'. Its design was typically advanced, a lightly barrel sided body perfectly extending the line of its hood and radiator, bringing with it both aesthetic and aerodynamic benefits.

This Mercer's ownership history can be traced back to 1963 when it was in the possession of Charles Kubach. In 1963 it was sold to Arthur Strauss who kept it until 1987, when it was acquired by the Central Texas Museum of Automotive history where it lived until 2010. The car was acquired by the consignor in 2011. Upon purchase it was sent to noted restorer Tom Batchelor in Reno, Nevada. Tom researched the car with the aid of the Harrah's research library and began to determine any issues and locate any parts that may be needed. After months of research the Mercer was given to Allan Schmidt for body chassis and engine restoration. Ken Nemanic was trusted with the top and interior trimming work. Tom Batchelor handled the finish and mechanical details. The stunning restoration was finished in November of 2014.

Particular attention was paid to the engine internals. Tremendous effort went into re engineering some of the engine internals to address a known weakness of the Rochester engine. All the restoration was fully documented and the car includes extensive files and records.

After three years in the hands of some of the best restorers in the industry, the Mercer was ready to be debuted at the Pebble Beach Concours D'elegance. After successfully participating in the Tour of Elegance the Mercer received both a class award and the Ansel Adams Award – a true testament to the quality of this automobile.

Fully restored from the ground up and the recipient of multiple awards at Pebble beach this is a wonderful opportunity and one not likely to be repeated.

\$175,000 - 225,000



91

1968 PORSCHE 911 2.0 TARGA

Chassis no. 11880182

Engine no. 3281127

1,991cc SOHC Flat 6-Cylinder Engine

Weber Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Heavily factory-optioned short wheelbase 911 Targa
- Beautifully presented inside and out
- Finished in as-delivered classic Irish Green
- Excellent open-top Porsche for rallies or local car shows
- Offered with the Porsche-issued Certificate of Authenticity, owners manual and tools



THE PORSCHE 911

Introduced at the 1963 Frankfurt Auto Show, the 911 proved to be the most historically significant Porsche model of all, becoming the mainstay of the Zuffenhausen production for more than 50 years, albeit constantly modified and updated. With a broadly similar layout to the 356, the 911 had a steel platform chassis with springing by torsion bars, MacPherson front struts, rear trailing arms, and a flat-6 air-cooled engine and five-speed transmission first seen on the 904. Like the final 356C, the new 911 utilized disc brakes at all corners. Larger, more comfortable and quicker in every respect, the 911 proved a more than adequate replacement for the 356 and steadily evolved into the legendary supercar we know and love today.

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S, which featured a

better-equipped interior and a heavily revised engine producing 160bhp. By this time around half of all 911s produced were being exported to the USA, where increasingly stringent regulation demanded that changes be made to the original design, the most significant being the adoption of dual-circuit brakes. It took time for Porsche's engineers to get the newly introduced 'S' engine to meet emissions targets, so as an interim measure the 911L was introduced featuring the 911S's superior equipment level but retaining the original 130bhp engine, pending the arrival of the detoaxed US-specification 911S for 1969. The 911L was dropped at the same time, its place as Porsche's middle-of-the-range offering being taken by the 911E.

Around the same time, Porsche added an open-topped variant to the 911 model range

for 1967 featuring a stainless steel-clad roll bar, removable roof panel and a detachable plastic rear window (a fixed glass window wasn't made available until the following year as an option). Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s.





THE MOTORCAR OFFERED

The fine 911 Targa offered here was completed on February 5th, 1968 at the Zuffenhausen Porsche factory. The new sports car was attractively finished in Irish Green over a Black Leatherette interior, and was handsomely optioned with a long list of items, including a leather steering wheel, a fixed, heated and tinted rear window, 911S oil tank and instruments, bumper horns, front fog lights, ventilated chrome wheels, a Blaupunkt Frankfurt radio with speaker and an electric heater.

This beautiful example of Porsche's iconic 911 Targa recently underwent a refurbishment by marque experts and is presented in beautiful condition throughout. Featuring fresh paintwork over a new interior in the original color, the cosmetic restoration is further enhanced by refurbished brightwork and Fuchs alloy wheels. The dashboard is adorned by a classic Becker

Europa radio, and a sporting wooden steering wheel. Offered with the Porsche-issued Certificate of Authenticity, owner's manual and tool kit, this numbers-matching Targa is ready for open-air enjoyment on challenging roads and active participation in local and club shows.

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



1939 CADILLAC SERIES 75 CONVERTIBLE COUPE

Coachwork by Fleetwood

Chassis no. 29836

Engine no. 3291832

346ci Flathead V8 Engine

Single Carburetor

140bhp at 4,200rpm

3-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes

- *The last of just 37 examples built in 1939*
- *One of very few know survivors*
- *Recipient of recent refurbishment work*
- *Known ownership history since new*
- *Accompanied by copy of factory built sheet, owner's manual, tool kit, jack, and sales brochure*

**THE SERIES 75 CADILLAC**

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

Rebounding from a downturn in the 1938 economy, 1939 was a good year for the "Caddy". Sales were rising and as if in reply to the spirited upswing, GM cars, Cadillac included, tended to sport pointed frontends. All 1939 V-8 models displayed fine-pitch grille bars. Styling was becoming more modern, with the truck neatly integrated into the body but major changes were still a few years off. No matter what the body style, a generous

141-inch wheel base provided ample space for people and luggage.

Powered by a steadfastly smooth 140bhp, 346 cubic inch monobloc V-8, the luxurious yet sporty Caddy benefited from steering column mounted selective synchro manual shifting. In 1939, only 2069 Series 75s of all types left the factory.

THE MOTORCAR OFFERED

This beautiful 1939 Cadillac Series 75 Fleetwood Convertible Sedan was the last of just thirty-seven examples that were produced that year. A copy of the shipping order from the Cadillac Motor Car Division dated May 4, 1939 accompanies the car, and it is believed that five or fewer examples remain today. The car's first owner was the mother of Harrison A. Williams who was to become a Congressman and eventually the first four-time Senator in the history of New Jersey. The Williams family would own the car for approximately 20 years, before selling it to a family in New York State. Thereafter there were three more owners, until the consignor acquired the Cadillac in June 2011. The complete ownership history can be studied in the car's history file.

After its acquisition, the consignor began a comprehensive refurbishment of the car.





Renowned specialist Tim Krehbiel of Krehbiel Motor Works in Los Angeles, California rebuilt the engine and other mechanicals. In addition to the mechanical restoration, the Convertible Sedan has been almost completely repainted (in its original Carolina Green), and the bumpers, grill, and other parts have been re-chromed where needed. Inside, the radio and both clocks have been completely restored to working condition by North Hollywood Speedometer and the carpeting was replaced. Approximately \$50,000 was spent.

The Cadillac drives beautifully and the engine is very quiet with great oil pressure, and low operating temperatures. New Diamond Back radial tires have been installed, and a Gear Vendor overdrive unit was added to make this car a wonderful cruiser. Accompanying the car is an original owner's manual, tool kit,

jack, and a beautiful Series 75 sales brochure from 1939.

On May 17, 2015 the elegant Cadillac was entered in an "All GM Car Show" in Woodland Hills, California. Even though the competition was excellent, the car was judged to be "Best Cadillac in Show". Quite an honor for a car that is an excellent driver and not a pure show car.
\$100,000 - 120,000

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



1965 MERCEDES-BENZ 230SL

Chassis no. 113042.10.008833
 Engine no. 127981.10.004720

2,308cc SOHC Inline 6-cylinder
 Bosch Mechanical Fuel Injection
 150bhp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 Front Disc - Rear Drum Brakes

- *Beautifully restored 230SL*
- *Desirable manual-shift transmission*
- *Timeless Paul Bracq design*
- *High-quality classic Mercedes-Benz*
- *Offered with copy of Mercedes-Benz factory records*



THE MERCEDES-BENZ 230SL

Launched at the Geneva Auto Salon in March 1963, the 230SL – or W113 in Mercedes-Benz language – was a very different sort of sporting car than its fire-breathing predecessors. Intended as the replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six-cylinder SOHC engine, producing 150bhp. The new engine was derived from that of the great 220SE.

The Paul Bracq-penned body was an all-new, stylish design which became an instant classic. Beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes, and the choice of a four-speed manual or automatic transmission. Top speed was in excess of 120mph.

The great 230SL managed an impressive debut with a competition victory, as noted by Sporting Motorist: "Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory."

Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the most-loved sports-tourers of their day and continue to be highly sought after by collectors.

THE MOTORCAR OFFERED

This elegant 'Pagoda' 230SL was completed at the Stuttgart-based Mercedes-Benz plant in January of 1965. The new Roadster was finished in 670H Light Ivory, with the interior being trimmed in 117 Red, containing a 4-speed manual transmission and left hand drive steering arrangement. The 230SL is believed to have been delivered new to the sports car hungry US market. The car is believed to have been owned by a Montgomery, Alabama based attorney, before being purchased in the late 1970's by retired US Air Force Officer, Mr. Knight.

In need of a restoration, Mr. Knight later brought his aging 230SL to Houston, Texas based specialist James Biddison for a restoration. Mr. Biddison gave the Mercedes-Benz a full overhaul, both cosmetically and mechanically; a beautifully executed restoration that the car still





carries today. During the restoration the exterior was finished in a 717G Papyrus White, neatly contrasted with a 904G Midnight Blue hardtop. The interior was then finished in the classy 167 Pacific Vinyl.

It should be noted, that although the cars engine is of the correct type, it does not match the one listed on the factory records. This handsome manual-shift Pagoda is offered with copies of the Mercedes-Benz factory built sheets and an owner's manual. This beautiful car would make a great addition to any collection, and is ready for spirited drives or concours displays.

\$90,000 - 120,000
WITHOUT RESERVE



1993 PORSCHE 911 STROSEK MEGA SPEEDSTER

VIN. WPOCB2966RS465068

3,600cc SOHC Flat 6-Cylinder Engine
 Port Fuel Injection
 274bhp at 6,100rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- One of only 936 examples of the 964 Speedster built
- One of just 15 Mega Speedsters modified by Strosek
- Fewer than 5,800 original miles
- Rare color scheme



THE 911 SPEEDSTER

With the introduction of the 911 Speedster in January 1989, Porsche revived a charismatic model from its past, the name previously having been applied to that most stylish of the many Type 356 variants. Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-litre Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell, and thus was the last 911 model to feature the 'old style' body. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual hood. A mere 2,102 Speedsters had been completed by the time of the new Type 964's introduction in August 1989.

Their arrival representing a major step forward

in the development of Porsche's perennial 911, the Type 964 Carreras marked the first time that four-wheel drive had been seen on a series-production model, appearing on the Carrera 4. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to

162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

It took Porsche a couple of years to re-introduced the Speedster to the 911 line-up, the Type 964 version being announced in October 1992. Based on the Carrera 2, it looked very like its immediate predecessor, but unlike the latter was not initially available with the 'Turbo-Look' body style. It is estimated that only 936 Type 964 Speedsters were built for the 1993 model year, with some of the later examples being completed as 1994 cars and sold alongside the successor Type 993 Porsches. With the latter's introduction, the Speedster once again disappeared from the 911 catalogue, only to be revived a few years ago as part of Porsche's 'Exclusive' programme of strictly limited edition models.





THE MOTORCAR OFFERED

This 964 Speedster was completed on June 4, 1993 and finished in Maritime Blue with Grey/Maritime Blue interior. One of just 936 examples of the Speedsters built, it was one of only 427 that was delivered new to the U.S., specifically, northwest Florida.

While plenty exclusive as it is, this Speedster was further given the full treatment of sportscar tuning legend Vittorio Strosek. Known for his whimsically modified Porsches and Lamborghinis, Strosek took the Speedster, gave it a wider stance, Turbo-look rear end, poly-ellipsoid headlight that molded seamlessly into the front fenders, aerodynamically sculpted mirrors, lower inlets aft of the rear wheels, and unique, 17 inch, three-piece modular OZ racing wheels hung from custom, Strosek modified suspension. Inside, the interior was trimmed with black and Maritime Blue leather that featured a cus-

tom brake handle, shift lever, and tachometer. A total of 15 of these Mega Speedsters would be built, only two in Maritime Blue, and only three bound for the U.S.

The first, Florida owner retained the car from new until late 1999 when it was sold to Arizona with less than 2,500 miles on the clock. After covering fewer than 1,000 additional miles, the Speedster went to its third owner in the Midwest. During his ownership, the original tall third brake light was replaced with a 993 basket handle brake light, the stereo was upgraded with an Alpine headunit and a K40 radar detector was discretely fitted.

Garaged and regularly maintained since new, this unique Speedster shows wonderfully today with less than 5,800 original miles and a squeaky clean CarFax report corroborating its

history. Rarer than a 930 Speedster and uniquely appointed by Strosek, it is sure to heads no matter where it goes.

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

Please note that this car is titled as a 1994.



95

1953 KAISER-DARRIN SPORT CONVERTIBLE

Design by Howard Darrin

Chassis no. 161.001001

Engine no. 3495025

161ci OHV Inline 6-Cylinder Engine

Single Carburetor

90bhp at 5,400rpm

3-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Chassis number 1, the very first production Kaiser-Darrin*
- *Exceptional restoration to factory specifications*
- *Believed to have been shown at the 1953 Los Angeles Auto Show*
- *Innovative and epic automotive styling*
- *A legend of 1950s motoring*



THE KAISER-DARRIN SERIES 161

The Kaiser-Darrin, designed by the revered Howard “Dutch” Darrin, was America’s first production fiberglass sports car. Its prototype was built before the Corvette, although production did not begin until 1954. Darrin’s design became a legend of 1950s motoring, with sweeping front fenders that plunged behind the doors into a “Darrin dip” and a distinctive “rosebud” grille, which was commented as always looking like it wanted to give someone a kiss.

In the bustling years after World War II, American roads were peppered with ever growing numbers of European and British sports cars. American servicemen returning from overseas duty were bringing with them nimble little cars with gutsy engines and sleek styling. American manufacturers wanted in on the action, but nobody had a suitable

car ready to compete with the European invaders. Ford and GM started work on their own interpretations of a sports car, while the independent Kaiser Motors also decided to toss their hat in the ring. To compete with the imports, swift action was needed, so Kaiser enlisted the famed industrial designer Howard “Dutch” Darrin to produce a fiberglass-bodied sports car based on the compact Henry J. economy car.

The first prototype appeared at the New York Auto Show in 1953, just besting Chevrolet’s Corvette to become America’s first fiberglass production sports car. Beyond the sweeping profile and heart-shaped grille, the Darrin was most famous for its pocket doors that disappeared into the front fenders on sliding tracks. Construction of the fiberglass bodies was outsourced to Glaspar of California. Power

was courtesy of the Hurricane F-head inline six producing about 90 horsepower. Unfortunately, Kaiser Motors Corporation could not compete against the marketing might of GM and Ford, and ultimately just 435 examples were built, all sold as 1954 models.





THE MOTORCAR OFFERED

Of the 435 Kaiser-Darrin automobiles produced, a certain few are standouts of desirability. Collectors covet the last handful of cars that were sold by Dutch Darrin himself. The very earliest examples are also very collectible as they featured several detail differences from the standard production cars. The car offered here is a standout among even the most historic of known Kaiser-Darrin automobiles, as it is chassis number 161.001001. This is the very first production car built and the very car that was displayed at the Los Angeles Auto Show in 1953, and is therefore hugely important car to Kaiser-Darrin enthusiasts and collectors alike.

The earliest examples had a few detail differences that set them apart from the rest of the production run. Full chrome wheel covers differ from later wire wheel covers. The front fenders wear Darrin script badges while

later cars only got the script on the trunk, and a slightly different license plate bracket and light are fitted.

Kaiser-Darrin chassis number 161.001001 has been well documented. After being shown at the Los Angeles Auto Show in 1953, the car is believed to have taken part in the Pasadena Rose Parade that same year. In 1956, the father of Paris Finch purchased it and it remained in the Finch family for several decades. In 1973, 161.001001 was restored by renowned Kaiser Darrin expert Buddy Holiday, and subsequently shown at events such as the Kaiser National meet by Mr. Finch's son, Paris Finch. The current owner had been aware of the car since the 1980's and kept in touch with the Finch family for many years until he was able to acquire the car. It was since comprehensively but

carefully restored to a very high standard and now presents in exceptional condition, in its original paint and trim combination of 153-7200 (Champagne white over correct red vinyl trim). This is arguably the most significant Kaiser-Darrin in existence and it carries with it an exceptional history to compliment the beautiful restoration.

\$200,000 - 250,000

Please note that this car is titled as a 1954.



1980 TOYOTA LAND CRUISER FJ43

Chassis no. FJ43-65659
 Engine no. 2F415992

4,230cc OHV Inline 6-Cylinder Engine
 Single Carburetor
 135bhp at 3,600rpm
 4-Speed Manual Transmission
 Front and Rear Leaf Spring Suspension
 Front Disc - Rear Drum Brakes

- Professionally restored by marque experts
- Presented in remarkable John Deere Green
- Long-wheelbase variant
- Iconic off-road champion
- Desirable 5-speed manual transmission



THE TOYOTA LAND CRUISER

The Toyota Land Cruiser, in its many sizes and configurations has had a long and successful history of reliable service through the most rugged of conditions. Patterned after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars. Introduced in 1960, the FJ40 and its variants remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility.

They became indispensable in unsettled and remote areas of the world, hauled safaris through Africa, developed a devoted following among America's off-road culture and have spawned a host of imitators.

THE MOTORCAR OFFERED

The desirable long-wheelbase FJ43 offered here has just received a comprehensive, factory correct restoration by the marque specialists - The FJ Company. Beginning with a desirable model that featured the 2F engine, a four-speed manual transmission, power steering, and front disc brakes, The FJ Company set out to bring this FJ back to top condition. The engine has been refurbished, along with the transmission and clutch. New front disc brakes were installed, while the body was media blasted prior to paint. Many other systems and parts were reconditioned as needed. This FJ is presented in striking John Deere Green and comes with a new reproduction tan soft-top. All of this work has been documented with invoices and includes detailed photographs.

With room for plenty of friends to hit the road, this FJ43 is a striking and not-often-seen variant

of the vintage Toyota Land Cruiser, restored with no expense spared by one of the most respected marque experts in the business. It deserves your close inspection today.

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



97

1963 MORGAN 4/4 SERIES IV

Chassis no. B802
Engine no. S267775

1,340cc OHV 4-Cylinder Engine
Single Carburetor
54bhp at 4,900rpm
4-Speed Manual Transmission
Sliding-Pillar Front Suspension – Live Rear Axle
Front Disc - Rear Drum Brakes

- *One of just 114 fourth-series examples produced*
- *Timeless British design*
- *Three owners since new*
- *Classic livery of BRG over Tan*
- *Single owner for over 4 decades*



THE MORGAN 4/4

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

The first four-wheeled, four-seater Morgan appeared in 1936 powered by Coventry Climax's 1,122cc, four-cylinder, inlet-over-exhaust engine. Two years later a special Climax-engined sports model competed at Le

Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950. Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-litre Ford Sigma unit.

THE MOTORCAR OFFERED

This Morgan 4/4 Series IV, sporting a fitting Combination of British Racing Green over a Tan leather interior, underwent a two-year restoration addressing both mechanical and cosmetic aspects of this lithe British roadster. Upon its completion in 2009, this car was shown at the Wheels of Britain Show in Pheonix, Arizona, where it took top honors, a feat it repeated in 2011. This 4/4 is complete with its original side curtains, jack, tool kit, and lubrication gun. Used sparingly since its award-winning restoration, this well-sorted Morgan abounds with potential to be shown or driven spiritedly by its next owner.

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



98

1980 BMW M1

Chassis no. 4301096

Engine no. M88-212

3,453cc DOHC Inline 6-Cylinder Engine

Kugelfischer Mechanical Fuel Injection

277bhp at 6,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *One of just 399 M1 road cars built*
- *Beautiful original interior*
- *1 of 90 finished in orange*
- *Believed to have had just 3 owners from new*
- *Legend of 1980's*



THE BMW M1



The BMW M1's existence originates from the need for a production based car for a proposed Group 5 'Silhouette Formula' to compete in the World Sports Car Championship. The mid-engined concept car was designed in-house by Frenchman Paul Braccq. Ex-racing driver Jochen Neerpasch was responsible for initiating this ambitious project which was intended to take on their rival - Porsche, and hopefully yield a victory at Le Mans.

Internally dubbed the E26, the M1's development was a cooperative effort with top Italian specialists. Lamborghini was initially contracted to build the car but Giorgetto Giugiaro's Ital Design ultimately took over the project. The coach assembly was performed at Ital Design featuring a fiberglass body built by composite specialist T. I. R. on a multi tubular space frame chassis supplied by chassis specialist Marchesi & C.

Assembled bodies were shipped to BMW's German partner Baur for the mechanical assembly, the last stop then being BMW Motorsports for final preparation and distribution. The twin-overhead-cam, four-valves-per-cylinder 3.5-liter six was all BMW with tweaks by the Motorsports division. A five-speed ZF transaxle was used to transmit power to the ground. Lamborghini's Gian Paolo Dallara was responsible for developing the suspension, which followed racing practice by using unequal-length wishbones at the front and rear. The M1's wedge-shaped coachwork proved highly efficient aerodynamically, needing very little in the way of additional spoilers and wings, even in race configuration.

The M1's interior was exceptionally well equipped for a sports car, featuring - Recaro seats in leather with fabric inserts, air conditioning,







THE MOTORCAR OFFERED

electric windows, remotely operated door mirrors and a heated rear screen.

First shown at the Paris Motor Show in 1978, the road-going version came with 277bhp and a top speed of 160mph. The abandonment of the Group 5 Silhouette Formula robbed the car of its *raison d'être*, but production nonetheless continued. An M1-only Procar Series was run at Grand Prix races in 1980 and '81 providing BMW Motorsports with a valuable showcase by way of consolation. Some 453 M1s were built thereby fulfilling the racing homologation requirement that 400 be produced. Production ceased at 399 road cars and 54 Procars.

One of the just 399 M1 road cars built, this beautiful M1 is believed to have had just 3 owners from new, and to have traveled only 36,000 kilometers (22,400) miles. It is one of 98 road cars finished in the attractive orange livery. At some point early in the car's life it was fitted with a BMW ProCar front spoiler.

The M1 was delivered new through the BMW dealership in Pirmasens, Germany, and was later sold to a wealthy Mexican national. The car shipped to an American broker who exported the car to Mexico City. The car remained in Mexico most of its life until being purchased by its current owner; a US based enthusiast.

The car shows very well in its correct orange livery, and the factory black interior is in very good condition, showing only slight signs of wear. The trunk and hood compartment

are both in excellent condition, the latter still retaining the spare wheel in its original vinyl slipcover. The engine compartment is very clean and well detailed, and the correct factory Campagnolo wheels with Pirelli tires are fitted. The car has recently been serviced mechanically, where much attention was given to the mechanical injection system, alternator, and starter. Recently, the car has been issued with a BMW Heritage Certificate.

Enthusiasm for supercars of the 1980s has greatly increased over the past couple of years. Demand for 80's icons like the Lamborghini Countach, Ferrari 512BB, and Porsche 930 Turbo, has been very strong. The M1 BMW is a rare car from this same era, and is a quantum leap from BMW's prior defining statements such as the 3.0CSI, yet preserves the marques pedigree for road and track.





Even though the M1 was unveiled more than 3 decades ago, its styling remains a defining statement and the car is very modern in feel. Due to this remarkable styling and rarity, the BMW M1 holds a special place in the hearts of car enthusiasts, and its popularity will no doubt continue to rise as BMW savvy collectors continue to enter the market.

\$525,000 - 625,000

Please note that this car is titled with VIN WBS00000094301096



1960 MERCEDES-BENZ 190SL

Chassis no. 121040.10.016880

Engine no. 121921.10.017017

1,897cc Supercharged SOHC 4-Cylinder Engine

Two Solex Carburetors

Est. 120bhp at 5,700rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Fitted with Judson Supercharger*
- *Single owner for nearly 50 years*
- *Beautiful example of Mercedes-Benz' classic 190SL Roadster*
- *Desirable factory options*
- *Numbers-matching example*



THE MERCEDES-BENZ 190SL

In 1954, Mercedes displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop. This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL 'Gullwing'. While the 190SL features a carbureted 1.9 liter inline four cylinder engine compared to the 300SL's direct-injected 3 liter slant six, they share basic engine design, suspension system, and level of detail and craftsmanship that defines Mercedes-Benz.

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

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and through yet restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL as well, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels.

While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success- selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important part of the culture of small roadsters in the 1950s, as it demonstrated how luxurious the platform could be.

THE MOTORCAR OFFERED

This beautiful 190SL, sporting its original Blue on Blue color combination, was originally delivered in California. Specified with a dash clock, rear jump seat, and radio, this well-optioned roadster was with its first owner until 1963, when it passed to its second owner, who kept the car until 2012. In 2015, this beloved roadster was fitted with a period-correct Judson supercharger, rebuilt by Judson specialist George Folchi. Providing a manufacturer-claimed 40 percent boost in acceleration, the supercharger transforms the driving demeanor of this small roadster from a leisurely cruiser into a true sports car. Additionally, this 190SL was fitted with a rare Nardi wood steering wheel.

Well sorted throughout, the fine brightwork compliments the rich blue paintwork nicely. The black convertible top and window are equally well presented. Mechanically, this car is in fine





working order, recently undergoing a rebuild of the braking system and tuning for operation with the supercharger. Offered with original owner's manual, tools, jack, and extensive maintenance records, this upgraded 190SL presents a rare opportunity to acquire a great example one of the most stylish roadsters of the 1950s with increased driving pleasure.

\$125,000 - 175,000



100

1972 FERRARI DINO 246 GT

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 03152

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

- *Delivered new through Bill Harrah's famed Ferrari Agency*
- *Painted new in Grigio Ferro Metallizzato as it appears today*
- *Factory-equipped for the US-market with power windows*
- *Beautifully presented example of the classic Dino Coupe*
- *Offered with Marcel Massini's history report*



THE FERRARI DINO

It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engine layout for the road car but installed the power unit transversely rather than longitudinally.

A compact, aluminum-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-liter, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was powerful enough to propel the lightweight, aerodynamically efficient Dino to 142mph, and while there were few complaints about the car's

performance, the high cost enforced by its aluminum construction hindered sales.

A 2.4-liter version on a longer wheelbase - the 246GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

As the first series-produced, mid-engined Ferraris, the early Dinosaurs are landmark cars, and the line they founded would prove to be an immense commercial success for Maranello.

THE MOTORCAR OFFERED

Completed at the Ferrari factory in January of 1972, the exceptional example of the applauded Dino 246 offered here, chassis no. 03152, was built as the closed Coupe version in the E production series, and equipped as a left hand drive US-market example. According to renowned Ferrari historian Marcel Massini, the new Dino left the factory in *Grigio Ferro Metallizzato* 106-E-8 Red over a Nero VM 8500 Black interior. The new Dino was fitted with Cromodora alloy wheels and power windows.

The Ferrari Dino had been ordered by the famed US West Coast Ferrari importer, casino mogul William Fish Harrah and Modern Classic Motors. It remains unknown who Modern Classic Motors actually delivered the car to, but it's been said that the car remained in Reno, Nevada, hidden away with the first owner until the early 1980s. By 1982, the Dino was





in the hands of a Mr. George Bloise, resident of San Bruno, California. The car is believed to have been in lightly used and very original condition at this point, still finished in *Grigio Ferro Metallizzato*, registered on California state license plate number 1 FPK 838, and showing just over 50,000 miles on the odometer.

The car's history through the next decades remains vague, but according to the consignor, the 246 GT was stored away for at least two decades before being purchased by him. Soon after his acquisition, the consignor treated the Dino to a comprehensive refurbishment. The Pininfarina-designed coachwork was carefully prepped for a fresh paint job in the original *Grigio Ferro Metallizzato*, and the chrome and bright work was beautifully refinished. A complete new interior was installed in as-delivered black, but with neatly contrasting

red inserts in the seats. The Dino's mechanical systems were refurbished as well, and a set of new tires installed on the original Cromodora alloy wheels.

Today, this striking Dino 246 GT presents beautifully throughout. The body is straight, and the factory-correct *Grigio Ferro Metallizzato* suits the stylish car extremely well. The Dino is offered with Marcel Massini's report, and is ready to take on twisty mountain roads, or to Conours events.

\$325,000 - 375,000



101

1986 MASERATI QUATTROPORTE III

Design by Giorgetto Giugiaro

VIN. ZAMBC1102GA305830

Engine no. 10998

4,930cc DOHC V8 Engine
4 Weber Carburetors
280bhp at 5,600rpm
Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Exquisite presentation inside and out*
- *Painted by Junior Conway's House of Colors*
- *Less than 46,000 miles from new*
- *Elegant Maserati sports saloon featuring era-evoking Giugiaro design*
- *Offered with CARFAX report*



THE MASERATI QUATTROPORTE

Styled by Frua and introduced in 1963, the V8-powered Quattroporte was a landmark model for Maserati, being the Modena firm's first four-door saloon and its first car of unitary construction. The Quattroporte II deployed the V6 engine and front-wheel-drive package of the Citroen SM in a body by Bertone, but did not long survive Maserati's takeover by Alessandro De Tomaso. Its successor - the Giorgetto Giugiaro-styled Quattroporte III - arrived in 1978.

The chassis was related to that of the Maserati Kyalami, in turn derived from the De Tomaso Longchamp and therefore ultimately related to the De Tomaso Deauville luxury saloon. Front suspension was of the double wishbone type, with single coaxial dampers, coil springs, and an anti-roll bar. The rear axle used a peculiar layout very similar to Jaguar independent rear suspension. Each

cast aluminum hub carrier was linked to the chassis only by a single lower wishbone, the half shafts doubling as upper control arms, and was sprung by twin coaxial dampers and coil springs units. Rear brakes were mounted inboard, and the calipers bolted directly to the housing of the differential. The engine was an evolution of Maserati's own all-aluminum, four overhead cam V8, fed by four Weber carburetors.

THE MOTORCAR OFFERED

Completed at the Modena based Maserati factory in May of 1986, this beautiful Quattroporte was destined for the American market. The car presents wonderfully inside and out; testimony to the low odometer reading of less than 46,000 miles. The car has been repainted in the original black exterior color, reportedly by noted hotrod painter Junior Conway, and presents beautifully. The interior radiates class and elegance, and the cars 4.9-liter performance can keep up with most sedans on the road today. Offered from a prominent San Diegan collection, this smart Maserati must be one of the best examples available anywhere.

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



102

1954 VOLKSWAGEN BEETLE 'OVAL WINDOW'

Chassis no. 10773047

Engine no. 3053697

1,192cc OHV Air-Cooled Flat 4-Cylinder Engine

Single Solex Carburetor

38bhp at 3,900rpm

4-Speed Manual Transmission

Independent Front and Rear Swing Axle Suspension

4-Wheel Hydraulic Drum Brakes

- Formerly the property of Green Day frontman Billie Joe Armstrong
- Beautifully restored
- Desirable, early styling
- Pre-1957 model eligible for many sought after events



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 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. An air cooled engine eliminated the whole water cooling system of pumps, pipes, hoses and radiators as well as eliminating the risk of freezing in cold northern winters. Visual changes during the model's long run were subtle, but perhaps the purest expression of the Beetle's design was the elegant 'Oval Window' produced between 1953-1957.

THE MOTORCAR OFFERED

Rolling off the line at the end of the year in 1954, this Beetle was delivered new to Europe. While the early history of this Beetle is murky, it was restored in 2008/9 to a high standard that continues to show well today. Winning a number of awards and trophies following its restoration, the Bug was purchased by Billie Joe Armstrong. Armstrong, lead singer and guitarist for the Grammy Award-winning band Green Day and Rock N' Roll Hall of Fame inductee, would retain the car until recently when it was acquired by the present owner.

Finished in gloss black paint with a correct-type red vinyl interior with black piping and head-sewn pleats, this Beetle belies its pedestrian heritage with its elegant bamboo under-dash tray, chrome luggage rack, semaphores, and white wall tires shrouding

red steel wheels with chrome hub caps. Don't wake up when September comes to regret missing this opportunity to acquire a beautiful example of one of the most desirable and stylish Bugs out there.

**\$30,000 - 35,000
WITHOUT RESERVE**



1953 MERCEDES-BENZ 220 SEDAN

Chassis no. 187011.02234/53

Engine no. 180920.02947/53

2,195cc SOHC Inline 6-Cylinder Engine

Single Solex Carburetor

86bhp at 3,600rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- Two registered owners from new
- 20-year restoration by second owner
- Featuring Webasto sliding roof
- Just 63,000 original kilometers (39,000 miles)
- Matching numbers per factory build sheet



THE MERCEDES-BENZ 220

The 220 series (W187) was introduced in the summer of 1951 as Mercedes' new mid-range model, slotted in between the four-cylinder 170 and the top-of-the-line 300-series six. The 220 boasted the company's first all-new engine since the end of the Second World War, an over-square design that operated its valves via short rocker arms operated by a single overhead camshaft. The car was available in two flavors, a four-door sedan and a cabriolet. Maintaining the pre-war styling theme, the front doors were hinged at the rear which gave the car what is commonly referred to as "suicide" doors. The new 220 sedan had a large and impressive front grille with the headlights cleanly integrated into the front fenders. With its sleek styling and newly developed engine, the 220 was a great addition to the Mercedes-Benz lineup.

THE MOTORCAR OFFERED

This Mercedes-Benz 220 Sedan may be the best example available anywhere, having had only two registered owners from new. The second owner, Harvey K. Sharpe, held the car for 50 years and spent the last 20 of those years restoring it. In a letter his widow states that while residing in Arcata, California during the early 1960s, her late husband purchased this car from its original owner, who is said to have been the head of the California Department of Transportation. Her husband, she wrote, was a "mechanical genius" who held a number of patents and designed the hydraulics for "Bruce", the monster shark in Steven Spielberg's epic film "Jaws". About 25 years ago, appreciative of the 220's precision design and workmanship, Harvey K. Sharpe began a body-off, nut-and-bolt restoration. Today the car's condition reflects his extremely high standards from top to bottom. The paint - described as 14 hand-rubbed coats - is in

beautiful condition, as is the light gray leather interior and polished hardwood throughout the cabin. The car also features a Webasto sliding fabric sunroof, a rare option for the day.

Mr. Sharpe completed the restoration in 2012, and after his passing in 2013, the car was carefully put aside and remained untouched until it was acquired by the consignor in 2014. Supplied with a correct spare wheel, jack, owner's manual, and a copy of the original Mercedes-Benz data card, this 220 is ready for fair-weather driving with its top rolled back or to become the center of attention at any Cars and Coffee or Mercedes Club gathering.

**\$60,000 - 90,000
WITHOUT RESERVE**

Please note that this car titled with chassis number 02234.



104

1983 PININFARINA SPIDER AZZURA

VIN. ZFRAS00B4D5502880

1,995cc DOHC Inline 4-Cylinder Engine
Bosch Fuel Injection
102bhp at 5,500rpm
5-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Disc Brakes

- *Highly-original example Pininfarina's own Spider*
- *Presented in stunning Rosso Vivo*
- *Low-mileage example with just few owners from new*
- *Stylish Italian Spider produced by the legendary Coachbuilder*
- *Offered with much paraphernalia, owners manuals and tools*



THE FIAT AND PININFARINA SPIDER

The introduction of the Fiat 124 was one of the most spectacular unveilings of all time. A 124 was dropped from a plane! In its first year it was awarded the European Car of the Year award and was praised for its disc brakes, lightweight body, spacious interior, and advanced coil spring rear suspension. The Spider version was introduced at the 1966 Turin Auto Show, and was produced until 1980; both designed and manufactured by Carrozzeria Pininfarina.

The popular Spider was thereafter sold as the 2000 Spider, and finally Pininfarina marketed the car themselves from 1983 to the end of its production in 1985 as the Pininfarina Spider Azzura.

THE MOTORCAR OFFERED

Beautifully presented throughout, this Pininfarina Spider Azzura is believed to have remained in the dry Colorado climate until recently, and has most recently been on display at Denver's fabulous LeMay Auto Museum. The Spider was reportedly purchased used in 1990 from the originating dealer, with just 9,500 miles from new. The car's second owner carefully maintained the car, using it sparingly, until the consignor purchased it in 2013.

The smart Pininfarina Spider Azzura remains in highly original and well-cared-for condition, and the car's odometer reading just shy of 15,000 at the time of cataloging is believed to be the actual mileage. The previous owner carefully kept great records for the car, and saved many of the service-parts that were replaced over the years. The car has been carefully preserved over the years, and many of the factory

finished are indeed believed to still be original and unrestored. The car is offered with period Paraphernalia, original owners manuals, tools, tonneau cover, a comprehensive history file and old, original replacement parts taken off the car in the past.

Presented in the as-factory-delivered Rosso Vivo exterior color over a neatly contrasting Tan interior, this must be one of the best-kept Pininfarina Spider Azzura's available anywhere.

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



105²

1987 FERRARI 328 GTS

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFXA20A4H0069769

3,185cc DOHC V8 Engine
Bosch K-Jetronic Fuel Injection
270bhp at 7,700rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Iconic Red over Tan combination*
- *Fewer than 26,000 original miles*
- *Beautiful original condition*
- *Era-evoking styling*



THE FERRARI 328

Debuted at the 1985 Frankfurt Auto Show, the Ferrari 328 was the second model in Ferrari's long and popular line of mid-engine V8 sports cars, continuing through the upcoming 488 GTB. The 328 was the replacement to the popular 308 and featured notable performance and design advancements over the outgoing model. The mid-mounted V8 engine was increased from 3.0 to 3.2 liters and the iconic Leonardo Fioravanti-designed body was updated for a smoother, more contemporary appearance with integrated bumpers and revised cooling ducts, resulting in a more cohesive and streamlined profile.

Pininfarina built two variants of this mid-engine sports car, the Gran Turismo Berlinetta Coupe and the Gran Turismo Spider, featuring a removable Targa top. While performance of the GTS was not the same as the GTB,

it offered an exhilarating open-air driving experience and afforded the driver and their fortunate passenger unbridled access to the unmistakable sound of the dry-sump Ferrari V8. In the short four year run of the 328, 6,068 examples were produced, a great success which, combined with the success and popularity of the 308, ensured the position of the mid-engine V8 in Ferrari's permanent stable.

THE MOTORCAR OFFERED

In the summer of 1987, this particular 328 GTS left Ferrari's Maranello factory finished in the timeless combination of Ferrari's iconic Rosso Corsa paint over a fine tan leather interior. Featuring Cromadora star alloy wheels and factory air conditioning, this lithe targa promptly departed for North America.

This Ferrari has led a cosseted existence, having covered fewer than 26,000 miles in the past 28 years and, as such, remains in very good condition. The vibrant Rosso Corsa paintwork shines vividly and accentuates Leonardo Fioravanti's timeless design nicely. The original leather interior possesses a lovely patina appropriate for the age of the car. This car has been tastefully modified with a painted roof panel, which accentuates the lithe and powerful Pininfarina design when installed.





With incredibly low mileage and a timeless and stunning color combination, this 328 GTS will afford the next owner great driving pleasure thanks to its well cared for mechanical systems and the unmistakable bellow of a Ferrari V8.

**\$85,000 - 110,000
WITHOUT RESERVE**



106

1974 PORSCHE 911 CARRERA COUPE

Chassis no. 9114400199

Engine no. 63502457

3,600cc SOHC Flat 6-Cylinder Engine

Fuel Injection

300bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Powerful 993 engine*
- *Racing-inspired modifications*
- *Great 911 Hot Rod for spirited drives and rallies*
- *Featured in 'European Car' magazine*
- *Porsche Certificate of Authenticity*



THE PORSCHE CARRERA

In 1973, Porsche reintroduced the 'Carrera' name, referencing their racing prowess in the Mexican Carrera Panamericana of the early 1950s. These Carrera models, starting with the iconic 2.7 RS, featured bold styling, increased power, and a penchant for performance. The 'whale tail' spoiler was introduced to the G-Series 911 Carrera, an unmistakable look used until 1988. These later cars featured a more comfortable/luxurious ride and interior than the earlier models, and had a much broader appeal.

THE MOTORCAR OFFERED

According to its Porsche Certificate of Authenticity, this 1974 Carrera originally featured Black paintwork over a Russet Red leather interior, with Gold Carrera script, light Metal wheels, and a 'Ducktail' spoiler. In 2004, this Carrera underwent a profound transformation, receiving a potent 3.6-liter engine from the ultimate air-cooled Porsche, the 993. The car now produces 300 horsepower, nearly double the output of the original engine. The brakes and suspension has been upgraded to handle the additional power.

Sporting IROC fiberglass bumpers, this racing-inspired 911 looks the part with the power to match. Presented as it was featured in the May 2005 issue of European Car, this modified Carrera offers incredible levels of driving pleasure. With fine black paint and a practical black leather interior featuring modern Recaro

seats, this hot-rodded Carrera is in great condition and eager to prove itself on the track or challenging roads.

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



107

1991 ASTON MARTIN VIRAGE COUPE

VIN. SCFCAM2S7MBL50222

5,340cc DOHC 32-Valve V8 Engine
Electronic Fuel Injection
335bhp at 5,300rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Desirable 5-Speed example*
- *Exquisite presentation inside and out*
- *Powerful and exclusive sports coupe*
- *Offered with clean CARFAX report*
- *Elegant color combination*



THE ASTON MARTIN VIRAGE

The Virage was launched and promoted as the luxury carmakers top model, and as the DB7 arrived in 1994, it was slotted in below the Virage in exclusivity and price.

The new Virage was entirely hand built with bodywork in aluminum, and sported a fresh and modern design penned by a duo of design tutors from the Royal College of Art, John Heffernan and Ken Greenley. William Town's sharp-edged Lagonda Saloon had dated quickly, but the Heffernan/Greenley Virage shape was a more timeless design, which successfully blended traditional Aston Martin styling cues, such as the grille shape and front fender vents, into a sleek fastback devoid of excessive exterior decoration.

Power was plentiful from the 32-valve DOHC V8. "Acceleration just never seems to run out", claimed Sports Car International in a road test.

THE MOTORCAR OFFERED

Completed at the Aston Martin Works in March of 1991, this Virage was equipped with the desirable 5-speed manual transmission, rigged as a left hand example, and finished in an elegant dark green metallic over black Connolly leather interior.

The cars CARFAX attests to decades in the tri-state area, and records the car's low mileage periodically. However, it should be noted that the cars digital odometer has in the past flicked between the believed original mileage of less than 10,000 miles from new, and another reading; an electric bug that is common for Aston Martin's and Lagonda's of this era. The paint shows very well, and attests to careful and devoted enthusiast ownership, and the interior has a feel of class and exclusivity, and presents equally well.

A great GT car from the legendary maker of thoroughbred sports cars, this Virage must be considered a future collectible that offers fast and spirited performance with era-evoking styling.

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



108²

1964 ASTON MARTIN DB5 SPORTS SALOON

Coachwork by Touring

Chassis no. DB5/1759/R

Engine no. 400/1807

3,995cc DOHC Inline 6-cylinder Engine

Three SU Carburetors

282bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- *One of only 886 DB5 Sport Saloons from 1964*
- *Recent comprehensive restoration of an automotive icon*
- *Enormously charismatic 1960s Grand Tourer*
- *Modern five-speed transmission original gearbox is included*
- *A truly stunning example of the Sean Connery era Aston Martin*



THE ASTON MARTIN DB5

The fabulous DB5s that emerged from the Aston Martin factory at Newport Pagnell in the mid-1960s were hand-built, stylish, powerful and quite expensive; bespoke grand tourers - "the essence of GT driving", noted one reviewer in 1964 - that drew admiring glances wherever they were seen. The DB5's supporting role in the James Bond film series cemented its image as perhaps the most famous automobile in the world. Many became the favored rides of celebrities worldwide.

The DB5 was initially dubbed the DB4 Series VI, but by the end of 1963, so many improvements had been made to the DB4 - which had been built from 1958 to 1963 - that the factory decided to update the designation. Externally, the new DB5 retained the sleek covered headlights and elongated rear fenders of the DB4, but a new double-overhead-cam 4.0-liter

inline six replaced the earlier 3.7 liter unit. The DB5 now developed 282 bhp at 5500 rpm with triple SU carburetors, a marked improvement over the DB4's 240 bhp. Suspension comprised double wishbones in front, with a four-link live rear axle with a Watts linkage. The brakes were very effective power-assisted Girling discs all around. The bodywork continued the same very light "Superleggera" aluminum skin over a tubular framework introduced on the DB4 and licensed from Carrozzeria Touring of Milan, Italy. The DB5 was capable of reaching 60 miles an hour in a fraction more than seven seconds, and a 142 mph top speed, but looked fast standing still. The DB5 drew high praise from Road & Track magazine, which declared in 1964, "If one were planning a trip from Paris to Rome, a car such as the DB5 would be hard to beat." In all, 1021 DB5s were delivered before the arrival of the DB6; 886 examples were built in 1964.

THE MOTORCAR OFFERED

This stunning DB5 Saloon was a home-market model (right-hand-drive), built on 28 October, 1964 and sold by to Plough Motors Limited, Stonehouse, Gloucestershire for Holders of Congresbury, Somerset. It was originally finished in Dubonnet Rosso with a Fawn leather interior. In April of 1989, the car was sold by Mr. Peter Burchell, a California resident, to Mr. Carey L. Kendall of Vintage Motorcars in Santa Barbara, California, who almost immediately sold the car to Aston Martin Vintage Racing Services of Stamford, Connecticut. The car was in disassembled condition, with the engine, transmission, and trim removed from the car, but Mr. Kendall assured the buyer that "all pieces appear to be present." The consignor states that it appears that the Connecticut shop intended to restore the car, but nothing was done for the next five years.





In January, 1994, the car was imported to Canada for the consignor by Auto Classic Enterprises of North Vancouver, British Columbia, still in disassembled condition, and then restored. All corrosion was repaired, and all body panels carefully inspected for damage. Because the body had been completely stripped, its original color was unknown at that time, so it was resprayed a medium metallic blue. The work included converting the car from right-hand to left-hand steering. The challenge of maneuvering a RHD automobile in a nation where nearly every other vehicle was LHD was more than the owner cared to deal with, and he wanted to make it more enjoyable to drive in traffic. The mechanicals and electrics of the car were completely rebuilt and the engine during the rebuild was increased to 4200cc. The clock was rebuilt and converted to a modern quartz movement and the

tachometer was also rebuilt and converted to modern electronics to allow the use of a modern electronic ignition.

In 2003, the owner decided to have the original ZF five-speed gearbox rebuilt because it was quite noisy at idle. After learning from various marque experts that the noise was a normal trait of that transmission due to excessive play between the pinions on the main and lay shafts, it was suggested that the ZF be replaced with a Toyota Supra Transmission from "Conversion Components Ltd." of Waihi, New Zealand, which specializes in such conversions for various British cars. The Supra box offered ratios almost identical to those of the ZF. The transmission swap was done by a local British car mechanic, along with installation of a new clutch assembly.

In July, 2013, the owner decided the 18-year-old paint needed attention. The Aston was again stripped completely for the respray, and it became apparent that some short-cuts had been taken in the earlier body repairs. This time, the car was placed in a rotisserie, completely disassembled and its aluminum alloy skin and chassis properly repaired by Claude St. Pierre at St. Pierre Restorations of Surrey, B.C., and painted Silver Birch, a classic Aston Martin color.

The DB5 also received new electric window mechanisms, a new windshield wiper motor and linkage, a modern high-torque starter motor, front Koni shocks, conversion to a modern negative-ground system, an electronic ignition system, and new glass and window trim. All the other aluminum trim was polished, and all chrome items were replated. The







original multi-band radio was converted to negative ground. The rear axle had been rebuilt 10 years ago and has recorded only 2000 miles since. The engine had been rebuilt during the 1994 restoration but was opened up and found to still be in excellent condition; it had only been driven for approx 3400 miles. It was resealed and reinstalled. The brake system, including the master cylinder, servos and calipers were rebuilt in 1999. The entire brake system was carefully examined and the master cylinder was refurbished again. The wire wheels were purchased new during the first restoration. With only 3400 miles on the car since the first restoration the wire wheels were still perfect, and were mounted with a set of new Avon 185R/15 radials to replace the original bias-plys. The interior was completely reupholstered with new Vaumol Connolly leather from noted British supplier "U.K.

Hydes", which matched the original factory leather in grain and quality. A new stainless-steel exhaust system from Aston Martin was installed, and the rear shock absorbers were sent in for rebuilding.

This striking DB5 will be supplied with a tool kit, spare wheel and tire, a parts manual, an owners instruction and a workshop manual. The original ZF five-speed transmission is included, along with a folio of photographs from the just-completed two-and-a-half-year restoration and invoices from both restorations. Freshly completed in an attractive color scheme, here is a head-turning Aston Martin that will be a joy to drive. This iconic 1960s era Aston Martin warrants the very closest inspection, it is certainly one of the finest that we have had the pleasure to present in recent times.

\$800,000 - 1,100,000



1954 CHEVROLET CORVETTE

Chassis no. E54S002031

Engine no. F65187

235ci OHV Inline 6-Cylinder Engine

3 Carter Carburetors

150bhp at 4,200rpm

2-Speed Powerglide Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- *Desirable Early Corvette*
- *Recently restored*
- *Excellent Harley Earl Styling*
- *Classic Polo White over Red*
- *A true piece of Americana*



THE CHEVROLET CORVETTE

The sports car boom was in full swing by the early 1950s, fueled by the desire of American GIs returning from WWII who wanted something like the lithe Jaguars and MGs they had seen overseas. American manufacturers like Chevrolet therefore felt pressure to introduce a competing model. Introduced in 1953 at the Autorama display of the New York Auto Show, the Harley Earl-designed Corvette started life as a comfortable, leisurely six-cylinder boulevard cruiser. It was built with a fiberglass body over a Chevrolet sedan powertrain and chassis. However, thanks to its more pedestrian underpinnings, the Corvette was available at an accessible price, and a strong dealer network meant that buyers would not have to endure long waits for British or Italian parts to come from overseas.

For 1954, production was moved to the St. Louis plant in expectation of high demand. The

overhead valve 235ci Blue Flame Six, which already had dual exhausts and solid lifters for performance, was upgraded with triple Carter carburetors and a new camshaft for increased power. Unfortunately, sales were still below expectations, and only 3640 were built for that year, nearly resulting in the Corvette's demise.

Luckily for the Corvette, there was a second chance. Thanks to the introduction of the Thunderbird, the Chevrolet 265ci V8, and Zora Arkus-Duntov's influence, the very first Corvettes did not fade away. Instead, the new V8-powered Corvette was sent back into battle in 1955, making these earlier cars the genus of what is arguably the most popular American sports car.

THE MOTORCAR OFFERED

Offered here, is Americana at its best. Few cars carry as iconic looks and 1950's styling as the first generation Chevrolet Corvettes, and this car is no exception. This 1954 example, resplendent in its original color combination of Polo White over a Sportsman Red interior, recently benefitted from a body-off restoration addressing both cosmetic and technical systems. The paint was redone from stern to stern, and shows beautifully, with good shine and depth. The brightwork was also refurbished, and shows equally well.

Once inside, the classic red interior with white stitching has been redone as well, and looks fantastic. Dials and gauges are correct and equally well presented, and a period radio is fitted. The engine has been refinished in the correct blue color, and all compartments are tidy and correct. This Corvette was shown once





locally in 2015, where it took top honors for an American automobile. Driven sparingly since then, it remains in beautiful condition, fit for weekend drives and local shows alike.

\$55,000 - 65,000

WITHOUT RESERVE



1966 CHEVROLET CORVETTE 327/350HP ROADSTER

Chassis no. 194676S119861
 Engine no. 6119861 F0419HT

327ci OHV V8 Engine
 Single 4-Barrel Carburetor
 350bhp at 5,600rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Beautifully restored example
- Elegant Milano Maroon over Black livery
- Offered with Hardtop and many other options
- A great Corvette for tours and rallies
- Classic example of Americas favorite sports car



THE 'STING RAY' CORVETTE

"The Sting Ray hit the American sports car market like a thunderclap, reminiscent of the knock-'em-dead debut of the Jaguar E-Type two years previously; comparisons were not slow to materialize. For the first time in history the Corvette was a sell-out success." Richard M Langworth, *The Complete Book Of The Corvette*.

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo

coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.'

As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterized by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes was the most significant development for 1965 while Chevrolet's 327ci (5.4-liter) 250bhp standard V8 was joined by an optional 396ci (6.5-liter) Big Block for '65 only, then a '427' until the end of

Sting Ray production in 1967. Now recognized as representing a 'golden age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.





THE MOTORCAR OFFERED

The sporting Corvette offered here was completed at GM's St. Louis-based Corvette plant on April 21st, 1966. According to the cars trim-tag affixed underneath the dashboard, the new Corvette was finished in the smart exterior color of Milano Maroon, and trimmed in black; just like it appears today. The engine powering this Roadster is the L79-type, 350bhp small-block 327 cubic inch V8, and is mated to the desirable, 4-speed close-ratio manual transmission. The Corvette is equipped with a body-colored hard top, knock-off style alloy wheels; as well as the iconic side-mounted exhaust system, which also adds to the wonderful soundtrack of the V8 engine.

This Milano Maroon Corvette appears to have been restored at some point, and presents beautifully throughout. Inside, one finds the classic, wood-rimmed steering wheel to hang

onto while taking sharp corners. Recently serviced, this beautiful 1966 Roadster is ready for spirited drives on rallies such as the Copperstate 1000, and should be powerful enough to satisfy your straight-line "need-for-speed"!

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



111

1975 PORSCHE 911 CARRERA 2.7 COUPE

Chassis no. 9115400113

Engine no. 6550731

2,687cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

165bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Numbers-matching example*
- *One of just 395 examples built for US market*
- *Classic silver over black livery*
- *Comfortable and sporting 911 Carrera*
- *Offered with Porsche Certificate of Authenticity*



THE PORSCHE CARRERA

Porsche developed a reputation with their Carrera model early on for their surprising performance from their small displacement rear-engine sports and racing cars. These 'giant killers' could outperform cars with much higher horsepower figures by making light cars with incredible handling. Referencing Porsche's prowess in the Mexican Carrera Panamericana of the 1950s, Porsche reintroduced the title 'Carrera' in 1973 on the iconic Carrera RS 2.7.

In 1974, a Carrera model debuted using a similar 2.7-liter engine, flared fenders, 'ducktail' rear spoiler and bold graphics. 1975 introduced the 'whale tail' spoiler to the Carrera, an unmistakable look used until 1988. While the 390 US-market cars used the same engine as the Carrera S, they retained the widened arches, bold graphics and 'whale tail' of their European counterparts.

THE MOTORCAR OFFERED

This stunning Carrera, built in November of 1974 for the US Market, is believed to have covered fewer than 47,000 miles since new. According to its Certificate of Authenticity, this particular example was specified with a sunroof, Koni shock absorbers, and Silver Metallic paint (Z2) over a Black leather interior (66), the same combination it bares today.

At some point, this Carrera was carefully repainted in its original Silver Metallic and remains in beautiful condition. The original matte-black Fuchs rims are in great condition, along with the spartan trim. Inside, the original black leather interior possesses a great patina. Additionally, this excellent sunroof coupe is fitted with model-correct sports seats for added support during spirited driving.

Offered with a Porsche Certificate of

Authenticity, this numbers-matching example of Porsche's rare Carrera is in great condition throughout and presents a great opportunity to acquire a wonderful example with a desirable sunroof, Metallic Silver paint, and sport seats.

**\$130,000 - 150,000
WITHOUT RESERVE**



112

1949 LANCIA APRILIA SEDAN

Chassis no. 438/27130

Engine no. 28873

1,486cc SOHC V4 Engine

Single Zenith Carburetor

48bhp at 4,300rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- *Final year of Aprilia production*
- *Comprehensively restored*
- *Elegant "Pillar-less" four-door design*
- *European specification*
- *Mille Miglia eligible*



THE LANCIA APRILIA

For more than a century, Lancias have been described as rolling jewelry, not only for their exquisite design, but for their craftsmanship and performance. Even the names Lancia selected for many of its various models are uncommonly charming. In this instance, "Aprilia", a series introduced in 1937. Production paused during WWII, then resumed soon after hostilities ended.

The handsome little Aprilia was a quite aerodynamic and roomy unibody four-door sedan with fully independent suspension, and the post-war version was powered by a sophisticated narrow-angle V4 overhead-cam engine of just less than 1.5 liters. The four-speed manual transmission used a column shift. Production of the Aprilia ended in 1949, with more than 14,000 built.

THE MOTORCAR OFFERED

This lovely little right-hand drive Aprilia "pillar-less" four-door was produced for the UK market, where it was first registered January 19, 1949. It spent its entire life in Great Britain under registration number 237 YUN before being imported to the United States and registered here on September 20, 2012. Soon after its arrival, Mr. Frank Anderson, its new owner, decided to give this little car a comprehensive restoration. It was entrusted to Pro-Tech, an award-winning shop in Kennewick, Washington, where it was completely disassembled to a bare shell and all systems overhauled. The car was repainted an attractive shade of silver with cream wheels and fitted with a new beige cloth interior. Cost of the restoration exceeded \$60,000.

Aprilias were frequently raced and rallied in Europe and the UK, and were admired for

their good handling and excellent quality. This example would be eligible for the Mille Miglia Storica and many other vintage tours and rallies. It is supplied with its correct spare wheel, jack, and tool kit.

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



113

1967 AUSTIN-HEALEY 3000 MK III BJ8

Chassis no. HBJ8L39725

2,912cc OHV Inline 6-Cylinder Engine

3 SU Carburetors

14bhp at 4,250rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- *41 years in current ownership*
- *Beautifully restored*
- *Delightful original interior*
- *Multiple Concour Award-winning example*
- *Fewer than 88,000 original miles*



THE AUSTIN-HEALEY 3000

The Austin Healey 3000 Mk III BJ8 was introduced in 1964, and offered numerous improvements from the preceding BJ7 model, including - power-assisted brakes, larger SU carburetors which provided more power; different springs and shocks which provided a slightly more comfortable ride, and most importantly, increased ground clearance.

The BJ8 was the last and most luxurious of the "Big" Austin Healey line, and perhaps the last of the classically styled post-war British sports cars. The 3000 Mk III was a fast and comfortable grand tourer which was built from 1965 to 1968. The icon boasted two-plus-two seating, a beautiful walnut veneer interior trim, center console, curved windshield, vent wings, and wind-up side windows. Just over 16,000 examples of the BJ8 were completed before production ended in 1968.

THE MOTORCAR OFFERED

We are pleased to offer this fine BJ8 Phase 2 Convertible from long-term single-family ownership. The current owner, a retired Portland, Oregon firefighter, says the car was traded in to his uncle's used sports car business, sold to a local enthusiast, and then came back to his uncle's lot a second time. The current owner acquired the car from his uncle in the fall of 1974, and used it as a daily driver for several years. Inconsistent oil pressure and fading paint sent the car into long-term dry storage until funds were available for restoration.

In 1985 the Healey underwent a mechanical restoration where the engine was rebuilt and reassembled by Larson and King Automotive Machine in Portland. The engine was treated to new pistons and rings, bearings, and rocker-arm shaft. At the same time, the four-speed

transmission, Laycock de Normanville overdrive unit, and rear axle were inspected and found to be in good condition.

In 1994, with the odometer reading 83,000 miles, the Healey was handed over to Rex Urban of Mini Motors Classic Coachworks, a British car specialist in Salem, Oregon, where it was taken down to bare metal in what today would be termed a "rotisserie" restoration. After some minor repairs, the body shell was repainted in its original British Racing Green and reassembled with new fender beading and seals. The original black-with-silver piping Ambla upholstery, including the seats, door panels, dash pad, and armrest, was still in good condition and carefully reinstalled after the driver's seat cushion was re-padded. The walnut veneer instrument panel was refinished. All the original chrome as well as





the glass was found to be in good shape and reinstalled. This lovely big Austin Healey has been fitted with a new convertible top and new carpeting.

Following restoration, the current owner entered the car in a number of shows, including the 1996 Forest Grove Concours d'Elegance, where it won its class. The following year, the current owner took the car to Park City, Utah, for an International Concours sponsored by the Austin Healy Club USA, where judges awarded it 955 out of a possible 1000 points. There have been several subsequent appearances at the All-British Field Meet in Portland, the most recent of which being Labor Day weekend of 2015.

The owner states that the car remains in lovely condition today, and other than a

few fair-weather outings, has been carefully maintained in dry storage. The odometer reading was 87,818 miles at the time of cataloging; a reading that is in fact believed to be the original one.

This is a fine exemplar of the beautifully-styled Austin Healey 3000 Mk III, and is ready to give its next owner many years of pleasurable driving and club Concours activity. It is supplied with a spare wheel, jack, knock-on hammer, tool kit, a factory sales brochure, and period literature.

\$60,000 - 80,000
WITHOUT RESERVE



114

1955 PORSCHE 356 PRE-A CONTINENTAL COUPE

Coachwork by Reutter

Chassis no. 53344

Engine no. P0700799

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

75bhp at 5,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *PCA Award-winning restoration*
- *One-year only model*
- *Single owner for over 40 years*
- *Offered with copies of the cars Factory Kardex*
- *Eligible for many classic tours and rallies*



THE PORSCHE 356

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

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

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

The man responsible for introducing the spartan and sporty Speedster to the USA, New York-based importer Max Hoffman, had begun his series of entry level Porsches with the 1500 America, a 'de-trimmed' 356 powered by the Normal (as opposed to Super) engine. For 1955 the 1500 America was superseded by the better equipped, though still 'Normal' powered, Continental. According to Road & Track: "The Normal produced more torque than the Super below 3,000rpm, and in any given gear, from any given speed, could out-accelerate the more powerful car. In deference to its graciousness, German customers called the 1500 Normal "die Dame - the Lady." The

'Continental' name, however, was dropped after little more than a year after objections from Ford. Today, the refined Continentals are among the rarest and most sought after of early 356s.





THE MOTORCAR OFFERED

Originally sporting an Ivory body over a red leather interior, this 1955 356 Continental was imported into the US through Max Hoffman in New York. Details regarding this coupe's first dozen years in the US are scarce, however in 1968 the car was acquired by a US Coast Guardsman stationed in Seattle. Subsequently, this Pre-A 356 was sold to the consignor in 1971, beginning their forty-four year stewardship of this rare sports car. Seldom used, the car was stored away until 2006, when it became the subject of a painstaking restoration. It was at this point the colors were changed to this sleek combination of black paint over a warm saddle leather interior crafted by '356 Works' in Glenview, IL.

The original 1500 'Normal' engine has been replaced with a rebuilt 1963 616/12 T6 1600 Super engine, providing an appreciable

increase in performance, and is mated to the original transmission. Upon its completion, 53344 was shown at the Porsche Club of America Concours in 2010, where it won numerous awards, then again shown at the Porsche Club of America Chicago, where it took top honors. In its final showing at the 2010 East Coast Holiday, this stunner won the People's Choice award.

Used sparingly since its award-winning restoration, this Continental Coupe remains in wonderful condition, with fine brightwork, glistening paint, and a very well sorted leather interior. Offered for sale with a tool kit, jack, copies of the cars original Porsche factory Kardex and Owner's Manual, this Pre-A coupe is a very well presented and usable example of a rare and desirable early Porsche.

\$140,000 - 180,000



115

1999 SHELBY
SERIES 1 ROADSTER

VIN. 5CXSXA1819XL000253

244ci DOHC Oldsmobile L47 Aurora V8
Computer Controlled Fuel Injection
320bhp at 6,500rpm
6-Speed ZF Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

TITAN SHELBY
SERIES 1 CHOPPER

VIN. 5TMBD14401C505149
Engine no. BL012662

- One of only 249 Shelby Series 1s and 5 Titan Series 1s built
- Fewer than 2,600 original miles
- Three owners from new
- A rare set of both car and chopper
- The spiritual successor Carroll Shelby's Cobra and the only car he designed from the ground up



THE SHELBY SERIES 1

Carroll Shelby is an automotive legend who need no introduction. His formative creations in the 1960s that injected greater power into existing platforms such as the V8-powered AC Ace that became the Cobra and the hotted up Ford Mustangs that became GT350s and GT500s cemented the Texan and former chicken farmer as one of the greatest car builders in history. After remaining quiet on the sidelines for nearly a quarter of a century, save for occasionally adding his name to various pet project, in the early 1990s Shelby decided to design his first all-new car since the 1960s and this time do it from the ground up.

With development beginning in 1994 and a proposed release date of 1998, Shelby set out to create an enviable machine that would provide performance capable of trouncing

the fast cars coming from Europe—just as he had done decades earlier. Beginning with a chassis of extruded and formed 6061 aluminum, it was clothed with a skin of aluminum underpinned by bonded aluminum honeycomb for added stiffness and Kevlar floor panels for lightness. Under the hood sat an Oldsmobile Aurora-derived V8 attached to a ZF 6-speed manual gearbox from a Corvette. Altogether, the car weighed in at just 2,650 pounds and rocketed to 60mph in just 4.4 seconds while the buttoned down chassis and suspension allowed it to turn 0.92 g on the skidpad.

And if the car wasn't enough, buyers could also order a matching chopper from Titan—one of the largest premium chopper builders in the world at the time. Featuring styling that mimicked the car that it inspired, down to the

cam tail on the rear fairing, power came from a massive 112 cubic-inch, 115hp Vee-twin motor from S&S. Like the Series 1, it could lay power down with reckless abandon and move from zero to speeding ticket with great rapidity.

In the end, production delays and compromises forced upon the car to meet EPA and DOT standards for 1999 pushed the delivery date a year back, the weight up a few hundred pounds, and the price up to \$181,824—nearly double the initial estimate. The car would last only one model year with a mere 249 rolling off the production line. The Titan chopper, meanwhile, retailed for a lofty \$48,250 and only five were built. Over a decade and a half hence, it remains as Carroll Shelby's last home-grown sportscar and the only one he created from soup-to-nuts.





THE MOTORCAR & MOTORCYCLE OFFERED

This Shelby Series 1, which carries the Shelby serial number CSX5253, was finished in the popular color scheme of silver with burgundy strips over black and grey hides. Finished in the latter portion of the production run, it was first registered in late June of 2001 in Glen Rock, New Jersey. Driven fewer than 200 miles a year, the Shelby would remain with its first owner until April 2011 when it was purchased a dentist in Gwynedd Valley, Pennsylvania. During his subsequent nearly four years of ownership, only a few more hundred miles were added to the clock. Today, the odometer reads just over 2,250 miles. The minimal wear evident is proof of a comfortable life of careful garage storage and regular maintenance.

The matching Titan Shelby Series 1 motorcycle, meanwhile, shows barely any use at all and precious few miles on the odometer.

Finished in the same color scheme as its four-wheeled twin, the gleaming chrome shows a focus on a different sort of attention getting than the Series 1's lithe curves and burbling exhaust note.

Sold together, this is a rare opportunity to acquire the matched set of Carroll Shelby's swan song. With little use, but regular care doted on both machines, this two-for-one special is surely one of the best ways to stock the garage, complete your Shelby collection or ensure pride-of-place at the next Cars and Coffee.

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



ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2016 SCOTTSDALE CATALOG:

Grant Balfour
Denise Barkdoll
Warren Barnes
Tom Black
Wally Clark – Fiat Dino Register
BMW Classic
Terry Boyce
Mark Brooks Photography
David Bush Photography
Stephen Carlson
Theo Civitello – Theo Graphics
John Clark
Jeremy Cliff
Collectors Car Garage
Corsa Research
Motoring writer Mike Daly

Clint Davis Photography
Patrick Ernzen
Ben Erickson
Jon Fossi
John and Chris Ganssle
Jaguar Cars North America
Jasen Delgado
JSBFoto – Josh Bryan
Peter Larsen
Peter Linsky
Greg Keysar Photography
Michael Kunz – Mercedes-Benz
Classic Center
Marcel Massini
Peter Linsky
Pawel Litwinski

Jason Manchester Photography
Gabor Mayer
Dale Moreau
Scott Nidermaier
Peter Perigo
Porsche North America
Rasy Ran
Dan Savinelli
Sean Smith Photography
Verity Spencer
The Stables
Jim Trofitter
Steve Wayland
The Westin Kierland Resort & Spa

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MOTERING PHOTOGRAPHER PAWEL LITWINSKI

After nearly a decade of specialization in this field, Pawel's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. www.litwinski.com

Pawel Litwinski: Lots 1, 2, 5-8, 11, 12, 16-22, 25, 27, 29, 34, 35, 38, 39, 41-44, 46, 55, 59-63, 65, 66, 68, 70, 72, 73, 77-80, 82, 84-86, 88, 89, 92, 100-102, 105, 107, 110, 111 and 114

Grant Balfour: Lot 3

Mark Brooks Photography: Lot 93

David Bush Photography: Lots 14 and 90

Theo Civitello – Theo Graphics: Lots 28, 56, 83 and 91

Jeremy Cliff: Lots 94 and 115

Clint Davis Photography: Lots 4 and 98

Jasen Delgado: Lots 15, 24, 30, 33 and 60

Patrick Ernzen: Lots 97 and 109

JSBFoto- John Bryan: Lots 9, 37, 53, 54, 67, 71, and 103

Greg Keysar Photography: Lots 47, 48, 49 and 50

Jason Manchester Photography: Lots 58 and 108

Gabor Mayer: Lots 64 and 95

Dale Moreau: Lots 112 and 113

Scott Nidermaier: Lot 69

Peter Perigo: Lot 40

Rasy Ran: Lots 99 and 106

Dan Savinelli: Lots 13, 26, 45 and 51

Sean Smith Photography: Lot 52



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SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Scottsdale Auction on January 28, 2016.

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

Sincerely,

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



SAMPLE BANK LETTER OF GUARANTEE

BANK LETTERHEAD

Bonhams
220 San Bruno Ave
San Francisco, CA 94103
Telephone: 415 861 7500
Fax: 415 861 8951

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at the Bonhams' Scottsdale Auction on January 28, 2016.

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

Sincerely,

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

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder. Third party payments will NOT be accepted.



CONDITIONS OF SALE

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom it acts as agent.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

- 1.1 'Auctioneer' means the representative of Bonhams conducting the auction.
- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
- 1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (See paragraph 7.1).
- 1.4 'Catalog' means the booklet in which these Conditions of Sale appear, as may be amended by the printed Saleroom Notices or any other published or posted notices or any verbal announcements during the Sale.
- 1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.
- 1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.
- 1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.
- 1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.
- 1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.
- 1.10 'Sale' means the auction held at The Westin Kierland Resort & Spa, Scottsdale, Arizona, on Thursday, January 28, 2016.
- 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

The Buyer shall pay Bonhams a premium equal to TEN PERCENT (10%) of the Hammer Price of each purchased Lot, together with any applicable sales or use tax and any fees or duty due on the Lot.

9. CONTRACT OF SALE

- 9.1 On the acceptance of a bid by the fall of the Auctioneer's hammer a contract of sale is made between the Seller and the Buyer. Except in cases where it is acting as selling principal, Bonhams is not a party to the contract of sale and shall not be liable for any breach or default thereof by either the Seller or the Buyer.
- 9.2 Title to the Lot shall pass to the Buyer when the full Purchase Price for the Lot has been received by Bonhams; provided, however, that Bonhams makes absolutely no representation or warranty with regard to the quality or marketability of such title.

10. PAYMENT

The Purchase Price must be paid in full to Bonhams by cash, cashier's check or money order, wire transfer, or debit card transaction made in person with a PIN, in United States currency, no later than 12:00 noon local Mountain Standard Time on Saturday, January 30, 2016. Upon prior arrangement with Bonhams, the Buyer also may pay by personal or business check with approved credit, but the Purchase Price shall not be deemed received and the Lot will not be released until the check has cleared for payment. A processing fee will be assessed on any returned checks. Please note that the amount of cash notes and cash equivalents that can be accepted from a given Buyer may be limited.

11. REMOVAL OF LOT

- 11.1 The Lot must be removed from the premises at which the Sale is conducted no later than the date and time specified in the 'Buyer Information' portion of this Catalog.
- 11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

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

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

- 13.1 The Buyer is advised that laws in several jurisdictions require that a Lot which is a motor vehicle be registered with governmental authorities, and that a certificate of title is usually necessary in order to obtain such registration. Bonhams makes no representation or warranty with regard to any registration or title document which may accompany the Lot (whether delivered at or following the Sale) or with regard to the future issuance of any title or registration document concerning the Lot. The Buyer of a Lot is solely responsible for making its own independent investigation with regard to the registrability of the Lot and ensuring that it is registered as may be required by law.
- 13.2 With respect to any Buyer that is a resident of any jurisdiction in which Bonhams is not a registered motor vehicle dealer or for which Bonhams does not otherwise collect sales tax and documentation or licensing fees on registrable vehicles, or any Buyer of a Lot for which Bonhams fails to collect such taxes or fees for any reason, such Buyer shall be solely responsible for the payment of any sales or use tax arising from the sale and delivery of any Lot purchased hereunder, as well as for any registration of a motor vehicle Lot and associated taxes and documentation and licensing fees. Buyer hereby agrees to defend, indemnify and hold harmless Bonhams against any claims or assessments by any state, county or other governmental agency for any failure to register a motor vehicle Lot and for any unpaid sales or use taxes and any unpaid documentation and licensing fees (including any interest and penalties that may accrue or be assessed thereon) arising from the sale of a Lot.

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

- If the Purchase Price is not paid in full and/or the Lot is not removed in accordance with paragraphs 10 and 11 of these Conditions of Sale, Bonhams may, as agent for the Seller and for itself, as the case may require, in its absolute discretion, and without any notice to Buyer, exercise one or more of the following remedies, in addition to any other remedy it may have at law or in equity:
- (a) Resell the Lot, by auction or private sale, with or without Reserve, and hold the original Buyer liable for the payment of any deficiency upon resale plus all costs and expenses of both sales, Bonhams' commissions at its standard rates, all other charges due hereunder plus expenses, attorney's fees and any incidental damages;



CONDITIONS OF SALE

- (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 San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

MEDIATION AND ARBITRATION PROCEDURES

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

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be

a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or provided by the published rules of the national arbitration service: (i) the arbitration shall occur within 60 days following the selection of the arbitrator; (ii) the arbitration shall be conducted in the city of San Francisco, California; and (iii) discovery and the procedure for the arbitration shall be as follows: (A) All arbitration proceedings shall be confidential; (B) The parties shall submit written briefs to the arbitrator no later than 15 days before the arbitration commences; (C) Discovery, if any, shall be limited as follows: (I) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (II) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (III) Compliance with the above shall be enforced by the arbitrator in accordance with California law; (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days; (E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

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

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

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

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

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

18.7 Time is of the essence of this agreement.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABILITY 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.



Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

Bonhams

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding. Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders: If you have forgotten your username and password for www.bonhams.com, please contact Client Services. (Online bids accepted for Friday only.)

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150
 FEE INCLUDES ONE AUCTION CATALOG SET AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTIONS.

Please mail or fax the completed Registration Form and requested information to:

Bonhams Client Services Department
 220 San Bruno Avenue
 San Francisco, California 94103
 Tel +1 (800) 223 2854
 Fax +1 (415) 861 8951
 Automated results
 Tel +1 (415) 503 3410

Sale title: Scottsdale Auction		Sale date: January 28, 2016	
Sale no. 23132		Sale venue: Westin Kierland Resort & Spa Scottsdale, Arizona	
General Bid Increments:			
\$10 - 200by 10s	\$10,000 - 20,000by 1,000s		
\$200 - 500by 20 / 50 / 80s	\$20,000 - 50,000by 2,000 / 5,000 / 8,000s		
\$500 - 1,000by 50s	\$50,000 - 100,000by 5,000s		
\$1,000 - 2,000by 100s	\$100,000 - 200,000by 10,000s		
\$2,000 - 5,000by 200 / 500 / 800s	above \$200,000at the auctioneer's discretion		
\$5,000 - 10,000by 500s	The auctioneer has discretion to split any bid at any time.		
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.			
E-mail (in capitals) _____			
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
Resale: please enter your resale license number here _____ We may contact you for additional information.			

SHIPPING	
Shipping Address (if different than above):	
Address: _____	I will collect purchases myself by 12pm January 30 <input type="checkbox"/>
City: _____	I will arrange transport via a third party shipper <input type="checkbox"/>
Country: _____	Shipper: _____
Post/ZIP code: _____	

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in US\$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature: _____	Date: _____

THE LAS VEGAS MOTORCYCLE AUCTION

Thursday January 7, 11am
Bally's Las Vegas Hotel & Casino
The Event Center

PREVIEW

Wednesday January 6, 9am-6pm

Bidder Registration
+1 (415) 391 4000
motorcycles.us@bonhams.com

+1 (323) 436 5470
nick.smith@bonhams.com

+44 20 8963 2819
ben.walker@bonhams.com



One-of-one Black Shadow
variant in Chinese Red,
confirmed by the Vincent
Owner's Club

**1951 VINCENT SERIES C
'RED' WHITE SHADOW**

From the Larry
Bowman Collection
**1922 ACE FOUR
CYLINDER WITH
SIDE CAR**

One of 144 built
**1992 BIMOTA 904cc
TESI 1D SR**
Without Reserve

Bonhams

bonhams.com/vegas

LES GRANDES MARQUES
DU MONDE

AU

GRAND PALAIS

IMPORTANT COLLECTORS' MOTOR CARS, MOTORCYCLES AND AUTOMOBILIA

Thursday 4 February 2016
Paris, France

Following the spectacular auction at the Grand Palais in 2015, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

Selected entries are now invited for what promises to be a truly memorable event.



*Factory Prototype, 1955 Brussels
and Geneva Motor Show Car*

1955 LANCIA B24 SPIDER

Chassis no. B24S 1.002

€900,000 - 1,300,000

*Matching numbers, long nose
and torque tube example*

1966 FERRARI 275 GTB

Chassis no. 8973

Engine no. 8973

€2,500,000 - 3,500,000

To be offered without reserve

*Comprehensively restored, former
Pebble Beach Concours d'Elegance exhibit*

1937 ALFA ROMEO 6C 2300 B BERLINETTA

€730,000 - 1,100,000

ENQUIRIES

Europe

+32 (0) 476 879 471

eurocars@bonhams.com

UK

+44 (0) 20 7468 5801

ukcars@bonhams.com



Bonhams

THURSDAY MARCH 10
Fernandina Beach Golf Club
Fernandina Beach, Florida

PREVIEW
March 8-10

INQUIRIES
+1 (212) 461 6514, East Coast
+1 (415) 391 4000, West Coast
motors.us@bonhams.com

THE
AMELIA ISLAND
AUCTION



Known history from new
1960 MASERATI 3500GT SPIDER
Coachwork by Vignale



*The 'Swiss MPH', originally delivered new to Switzerland
The 16th and last to be built and owned for nearly 50 years
by Bob Lutz*
1935 RILEY MPH TWO SEATER SPORTS



*Original bodied, fastidiously mechanically prepared by Chris
Leydon and D.L. George Coachworks*
1924 BENTLEY 3-LITRE RED LABEL SPEED MODEL TOURER
Coachwork by Park Ward

Bonhams

bonhams.com/amelia

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The Mercedes-Benz Auction

Saturday 19 March 2016
Mercedes-Benz Museum
Stuttgart, Germany

Entries now invited

Bonhams is delighted to announce the return of the Mercedes-Benz Auction in association with Mercedes-Benz Classic. Following last year's success the auction will be held within the stunning surroundings of the award-winning museum.

The sale will also be taking place during the Retro Classics Motor Show, Stuttgart.

1938 MERCEDES-BENZ 540 K CABRIOLET A
Coachwork by Sindelfingen
Sold for €2,760,000

ENQUIRIES

Europe
+32 (0) 476 879 471
eurocars@bonhams.com

UK
+44 (0) 20 7468 5801
ukcars@bonhams.com

USA
+1 415 391 4000
usacars@bonhams.com



Bonhams

Important Sports, Competition and Collectors' Motor Cars

Sunday 20 March 2016
Chichester, Sussex

Entries now invited

Bonhams is pleased to announce the collection of the late Kingsley Curtis, a selection of which are illustrated here. For a full listing of vehicles please contact the department.

ENQUIRIES

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ukcars@bonhams.com

Four cars from
THE KINGSLEY CURTIS COLLECTION

Current family ownership since 1965
1960 MASERATI 3500GT COUPÉ
£180,000 - 220,000

Current family ownership since 1983
1981 ASTON MARTIN V8 VOLANTE
£60,000 - 80,000

Current family ownership since 1967
**1923 3-LITRE BENTLEY TT
REPLICA TOURER**
Coachwork by Park Ward
£240,000 - 280,000

Current family ownership since 1967
**1955 MERCEDES-BENZ 300SL
'GULLWING' COUPÉ**
£800,000 - 1,000,000

GOODWOOD MEMBERS' MEETING SALE



Bonhams

bonhams.com/motorcars

THE SPRING STAFFORD SALE

Sunday 24 April 2016

Entries Invited

For details of how to take part please contact our London office, or visit bonhams.com/motorcycles to submit a complimentary online seller request.

ENQUIRIES

Motorcycles (London)
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

CATALOGUE

+44 (0) 1666 502 200
subscriptions@bonhams.com

THE BROUGH'S OF BODMIN MOOR



1938 BROUGH SUPERIOR 1,096CC 11-50HP PROJECT
£16,000 - 22,000
\$24,000 - 33,000



1938 BROUGH SUPERIOR 800CC BS4 PROJECT
£80,000 - 120,000
\$120,000 - 180,000



1938 BROUGH SUPERIOR 982CC SS100 PROJECT
£60,000 - 80,000
\$90,000 - 120,000



1939 BROUGH SUPERIOR 982CC SS80 SPECIAL PROJECT
£20,000 - 30,000
\$30,000 - 45,000

Bonhams

THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE VEHICLES.



Please visit our booth at
Bonhams Scottsdale Auction:
The Westin Kierland, Scottsdale, AZ
Jan 28th, 2016

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117

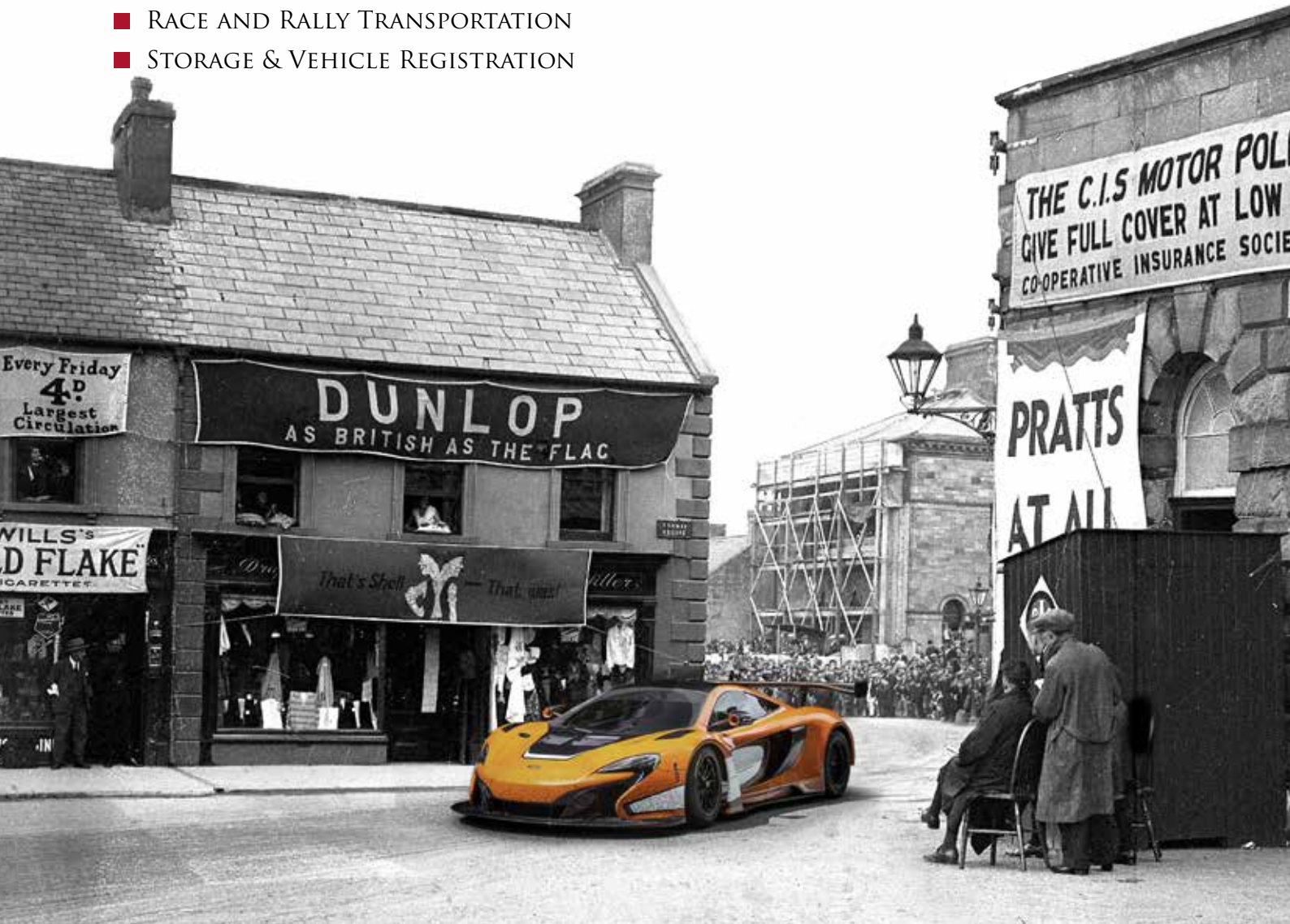


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**PASSPORT
TRANSPORT**





Celebrating *Rivalries* of the *Ages*

Whiston Escobedo

CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 19, 2016 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 14th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! The 2016 Celebrated Themes include: Rivalries of the Ages, 100th Anniversary of BMW, and A Retrospective of Laguna Seca Raceway. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports (1945-1960), Post-War Sports (1961-1975), The Great Ferraris, Sports and Racing Motorcycles, and Supercars.

To enter a vehicle from your private collection, obtain an application by visiting signatureevents.peninsula.com or by calling +1 (831) 620-8879.

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THE PENINSULA
SIGNATURE EVENTS



FROM SCOTLAND TO SCOTTSDALE

The Scotch Library presents a selection of more than 200 Scotch whiskies including an exclusive collection of rare single malts. Our Scotch Ambassadors look forward to assisting you in choosing the perfect Scotch.

The Scotch Library is open nightly from 5 to 9 pm
An “Evening of Scotches” is offered at 6 pm Fridays, reservations required
480-624-1202 | kierlandresort.com

THE WESTIN
KIERLAND
RESORT & SPA
PHOENIX-SCOTTSDALE

LOT YEAR CAR

- 71.... 1956.... Alfa Romeo Giulietta Spider
- 73.... 1961.... Alfa Romeo Giulietta SS
- 7..... 1972.... Alfa Romeo Montreal
- 27.... c.1938 Alvis 3-Liter Special
- 49.... 1955.... Aston Martin DB2/4 Drophead
- 108.. 1964.... Aston Martin DB5
- 79.... 1982.... Aston Martin V8 Volante
- 6..... 1989.... Aston Martin Lagonda
- 107.. 1991.... Aston Martin Virage
- 74.... 2005.... Aston Martin Vanquish S
- 87.... 1961.... Austin-Healey 3000 MK II BN7
- 113.. 1967.... Austin-Healey 3000 Mk III BJ8
- 52.... 1934.... Bentley 3½ Liter
- 13.... 1948.... Bentley Mk VI Drophead
- 5..... 1962.... Bentley S2 Continental
- 25.... 1973.... BMW 3.0 CSL BATMOBILE
- 98.... 1980.... BMW M1
- 18.... 2003.... BMW Alpina V8 Roadster
- 54.... 1904.... Buckmobile Runabout
- 57.... 1932.... Cadillac V12 Town Sedan
- 92.... 1939.... Cadillac Series 75 Conv Coupe
- 82.... 1953.... Cadillac Series 62 Convertible
- 109.. 1954.... Chevrolet Corvette
- 47.... 1954.... Chevrolet Corvette
- 29.... 1963.... Chevrolet Corvette Coupe
- 110.. 1966.... Chevrolet Corvette Roadster
- 78.... 1966.... Chevrolet Corvette Coupe
- 39.... 1931.... Chrysler CG Imperial Roadster
- 31.... 1975.... Datsun 280Z Sports Coupe
- 44.... 1956.... Ferrari 250GT Alloy Boano
- 35.... 1968.... Ferrari 365 GT 2+2
- 62.... 1971.... Ferrari 365 GTB/4 Daytona
- 100.. 1972.... Ferrari Dino 246 GT
- 17.... 1972.... Ferrari Dino 246 GT
- 26.... 1978.... Ferrari 512 BB
- 4..... 1980.... Ferrari 308 GTSi
- 20.... 1984.... Ferrari 308 GTB QV
- 105.. 1987.... Ferrari 328 GTS
- 23.... 1989.... Ferrari Testarossa

LOT YEAR CAR

- 60.... 1953.... FIAT 8V Elaborata
- 10.... 1967.... FIAT Dino Spider
- 1..... 1957.... Ford Thunderbird
- 84.... 2006.... Ford GT
- 86.... 1959.... Glas Goggomobil Coupe
- 55.... 1935.... Hispano-Suiza K6 Cabriolet
- 64.... 1936.... Hudson Stratton Saloon
- 42.... 1965.... ISO Grifo A3/C
- 33.... 1955.... Jaguar XK140 SE Roadster
- 53.... 1960.... Jaguar MK II 3.4 Saloon
- 9..... 1965.... Jaguar E-Type 4.2 Coupe
- 80.... 1967.... Jaguar E-Type Series 1 Roadster
- 69.... 1968.... Jaguar E-Type S 1 ½ Roadster
- 95.... 1953.... Kaiser-Darrin Sport Convertible
- 66.... 1988.... Lamborghini Countach 5000
- 76.... 2007.... Lamborghini Gallardo Spider
- 112.. 1949.... Lancia Aprilia Sedan
- 72.... 1966.... Lancia Flaminia GT 2.5 3C Coupe
- 36.... 1932.... Lincoln KB Custom Coupe
- 45.... 1938.... Lincoln Model K Roadster
- 89.... 1956.... Lincoln Continental MkII Coupe
- 58.... 1965.... Lotus Elan S2
- 16.... 1983.... Lotus Turbo Esprit
- 41.... 1968.... Maserati Ghibli 4.7 Coupe
- 59.... 1969.... Maserati Mistral 4.0 Coupe
- 101.. 1986.... Maserati Quattroporte III
- 40.... 1967.... Mazda Cosmo Series I
- 12.... 2015.... McLaren P1
- 34.... 1926.... Mercedes-Benz 630K
- 103.. 1953.... Mercedes-Benz 220 Sedan
- 70.... 1956.... Mercedes-Benz 300Sc Coupe
- 99.... 1960.... Mercedes-Benz 190SL
- 19.... 1962.... Mercedes-Benz 190SL
- 21.... 1962.... Mercedes-Benz 300SL Roadster
- 15.... 1965.... Mercedes-Benz 230SL
- 93.... 1965.... Mercedes-Benz 230SL
- 48.... 1968.... Mercedes-Benz 280SL
- 38.... 1969.... Mercedes-Benz 280SE Coupe
- 90.... 1923.... Mercer Series Six Sporting

LOT YEAR CAR

- 67.... 1949.... MG TC Midget
- 63.... 1961.... Morgan Plus 4 Roadster
- 97.... 1963.... Morgan 4/4 Series IV
- 81.... 1931.... Packard 840 Roadster
- 8..... 1934.... Packard Eight 1101 Coupe
- 37.... 1940.... Packard 160 Conv Sedan
- 104.. 1983.... Pinninfarina Spider Azzura
- 114.. 1955.... Porsche 356 Continental Coupe
- 28.... 1962.... Porsche 356 Carrera 2
- 61.... 1964.... Porsche 356C 1600 Coupe
- 30.... 1964.... Porsche 356SC 1600 Cabriolet
- 83.... 1967.... Porsche 911S 2.0 Coupe
- 91.... 1968.... Porsche 911 2.0 TARGA
- 56.... 1969.... Porsche 911S 2.0 Coupe
- 14.... 1969.... Porsche 911S 2.0 Targa
- 24.... 1970.... Porsche 911T 2.2 Coupe
- 22.... 1970.... Porsche 914-4 1.7 Targa
- 46.... 1973.... Porsche 911 Carrera RS 2.7
- 106.. 1974.... Porsche 911 Carrera Coupe
- 111.. 1975.... Porsche 911 Carrera 2.7 Coupe
- 85.... 1975.... Porsche 911 Carrera 2.7 Targa
- 2..... 1975.... PORSCHE 911S Anniversary
- 68.... 1977.... Porsche 911S 2.7 Targa
- 11.... 1977.... Porsche 930 3.0 Turbo Coupe
- 88.... 1978.... Porsche 930 3.3 Turbo Coupe
- 32.... 1987.... Porsche 911 Carrera 3.2 Coupe
- 94.... 1993.... Porsche 911 Strosek Speedster
- 75.... 2010.... Porsche Panamera Turbo
- 43.... 1961.... Renault 4CV Resort Special
- 50.... 1950.... Riley RM Drophead Coupe
- 65.... 1912.... Rolls-Royce Silver Ghost Cabriolet
- 51.... 1927.... Rolls-Royce PI Piccadilly Roadster
- 3..... 1936.... Rolls-Royce PIII Sedanca
- 77.... 1930.... Ruxton Saloon
- 115.. 1999.... Shelby S1 Roadster &
Titan Shelby S1 Chopper
- 96.... 1980.... Toyota Land Cruiser FJ43
- 102.. 1954.... Volkswagen Beetle 'Oval Window'







LOT 98 - 1980 BMW M1

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