

Thursday January 19, 2017
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE

SCOTTSDALE

..... *Auction*



Bonhams



LOT 88 – 1964 PORSCHE 904 GTS





LOT 54 - 1928 MERCEDES-BENZ TYP S 26/120/180 SUPERCHARGED SPORTS TOURER

January 19, 2017 at 11am
The Westin Kierland Resort & Spa
Scottsdale, Arizona

..... THE

SCOTTSDALE

..... Auction

BONHAMS

220 San Bruno Avenue
San Francisco, California 94103

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046
bonhams.com

PREVIEW & AUCTION LOCATION

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

PREVIEW

Tuesday January 17, 9am to 6pm
Wednesday January 18, 9am to 6pm
Thursday January 19, 9am to 11am

AUCTION NUMBER: 23945

Lots 1 - 106

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From January 15 to 21,
to reach us directly at The Westin:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

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

Please see pages 4 to 5 and 242 to 244 for
bidder information including Conditions of
Sale, after-sale collection and shipment.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

ADMISSION TO PREVIEW AND AUCTION

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

FRONT COVER

Lot 64: 1960 FERRARI 250 GT SWB
CALIFORNIA SPIDER

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 set, allows two people entry
- \$20: Gallery Guide, allows one person entry

BIDDER REGISTRATION FEE

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

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

BUYER'S PREMIUM, TAXES 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 Jersey, New York, Pennsylvania, Texas, Virginia, 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".

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.

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 21.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

At Bonhams, you can bid in many ways: in person, by absentee bid, over the phone, or

BUYER INFORMATION

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 16 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 21. 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 19. We will be open on Friday January 20 from 8.30am until 5pm, and again on Saturday January 21 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Saturday January 21; 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 21. 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 21. 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 21.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Saturday January 21, 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

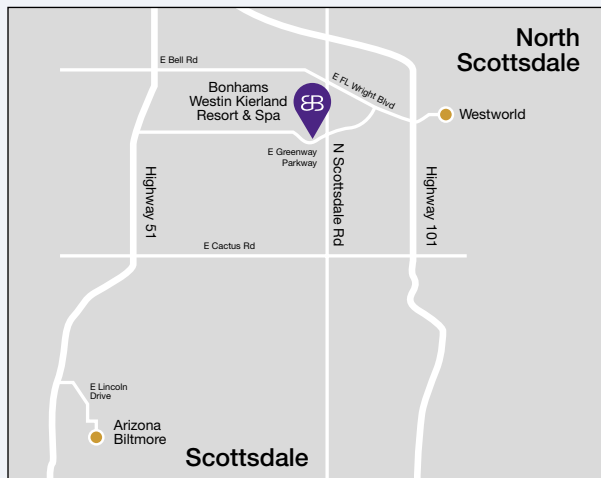
Passport Auto Transport
Contact: Ed Watts, +1 (417) 588 4921, mobile +1 (314) 496 6228, ed@passporttransport.com

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@sclusa.com

BONHAMS AT THE WESTIN KIERLAND RESORT & SPA



BONHAMS PAVILION – THE WEST PARKING LOT

6902 E Greenway Parkway
Scottsdale, AZ 85254

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.

PLEASE JOIN US

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

Thursday January 19
9am to 11am

The Bonhams Pavilion
Westin Kierland Resort at the Pittman Lawn

HAPPY NEW YEAR

It is with great pleasure that we invite you to join us for our sixth 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 19.

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



Stanley Tam



Stephen Girlich



Gregory Coe



LOT 24 - 1963 JAGUAR E-TYPE LIGHTWEIGHT

1

1960 LAMBRETТА LI 125 SERIES 2

Frame no. 792522

125cc Two-Stroke Single Cylinder Engine
Single Carburetor
5.5bhp at 5,300rpm
4-Speed Constant Mesh Gearbox
Trailing Link Front and Swing Arm Rear Suspension
2-Wheel Internal Expanding Drum Brakes

- *Desirable Series 2 example*
- *Beautifully restored*
- *Elegant and appropriate color combination*
- *One of the truest forms of two-wheel la dolce vita!*



THE LAMBRETТА

In the aftermath of World War II, Ferdinando Innocenti looked closely at an inexpensive form of transportation for the masses. Inspired by the American Cushman scooters which had rapidly become a common sight around the newly liberated Roman piazzas, the prototype, "Experiment O," was completed in a short time span with styling cues taken from a torpedo! The design was sleek compared to the rather boxy Cushman, and although it never reached production, it set the Innocenti brand on route – together with rival Piaggio – to dominate scooter production for the subsequent 25 years.

The introduction of the TV – Turismo Veloce - series from Innocenti was a direct result of Piaggio launching their highly successful and sporty 160cc GS – Grand Sport – models,

which in turn was in response to demand for more power from the scooter obsessed Brits. Innocenti went bigger and better and launched the 175cc TV series. The now much sought after Series I was an overly complex machine with thumb operated brake and clutch adjusters on the handle bars! The motor too was expensive to produce, complex and fragile compared to the staple tried and tested concurrent Li series machines.

In the late 1950s, Italian scooters became the chosen transport of the British Modernists, or Mods as they were known. You could make it from London to the seaside towns of Brighton and Margate without getting oil on your Carnaby Street made mohair suit.

THE SCOOTER OFFERED

The classic, uniquely Italian design of the Lambretta has made it a style icon that feels as fresh now as when it was first released. This Lambretta is a Series 2 model, fitted with a two-stroke, air-cooled 125cc single. Distinguishable by its handlebar-mounted headlight, the Series 2 is the most classic and iconic of the Lambrettas.

Having been subjected to a high-level restoration, this Lambretta is beautifully finished in Old English White with Olive Green accents, topped by brown seats. Throw a bag over your shoulder, buzz to the market to pick up some fresh pasta, tomatoes, mozzarella, and a bottle of vino and enjoy la dolce vita!

**\$12,000 - 16,000
WITHOUT RESERVE**



2

1984 RENAULT 5 TURBO II

Design by Marcello Gandini

VIN. VF1822000E0001185

Engine no. J000169

1,397cc OHV Turbocharged 4-Cylinder Engine

Bosch K-Jet Fuel Injection

185bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Unique and striking color combination*
- *Fewer than 27,000 kilometers*
- *Only 2 owners from new*
- *Rare factory stage 2 upgrade*
- *Maintained to the highest of standards*



THE MOTORCAR OFFERED

Bonhams is extremely pleased to offer this fantastic, documented 2 owner Renault 5 Turbo II. The Turbo was originally purchased from Sun International in 1985 by Don Marsh, a renowned automobile collector and Volkswagen distributor in Columbus, Ohio. The car had been upgraded with the rare, factory stage 2 upgrade - good for an additional 27hp over stock, bringing its power even closer to the championship winning works car's 250hp. In 1998 the consignor purchased the car from Don, where it has remained a prized piece of his collection ever since.

Today with fewer than 27,000 kilometers, the car is in fantastic condition. Having lived its entire life in a temperature controlled garage, the original and unique Bordeaux paint presents beautifully with a deep luscious shine. In the 1990s, the

original seats, steering wheel, and pedals were removed and carefully stored. The nicely preserved originals were recently placed back into the car in preparation for the sale. The original suspension has been upgraded with adjustable Bilstein shocks for an improved driving experience and the preservation of the original wearable items, which are also included in the sale. Currently the car sits on an awesome pair of period correct Gotti 3 piece wheels, wrapped in new Michelin rubber – the original wheels, wearing the original tires will also accompany the vehicle. It should also be noted that the Turbo is currently fitted with a custom aluminum muffler, the original will too be included with the sale.

This particular car is believed to be the example featured in the February 1984 Road & Track magazine article where they refer to

the car as “fun” “sexy” and “exciting”. The magazine article makes up just a small piece of the turbo's immense history file. On record are receipts dating back to 1998, documenting its impeccable service history. Also on file are the original owner's manual, service manual, parts manuals, Bosch K-Jetronic manual, and copies of all Federal and EPA import documents.

Regardless of price, there are few cars that can offer this level of panache, and sheer driving exhilaration. With its stunning and unique spec, impeccably documented history, and outstanding original condition, this Renault 5 Turbo II certainly stands out.

**\$90,000 - 115,000
WITHOUT RESERVE**



3

1954 HUDSON HORNET CONVERTIBLE BROUGHAM

Chassis no. 7283978

Engine no. 7283978

308ci Inline 6-Cylinder Engine

Twin H-Power Carburetors

160bhp at 3,800rpm

Hydramatic Dual-Range Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Expertly restored by marque specialists 21st Century Hudson*
- *Beautiful Green-Gold over Maroon color combination*
- *Loaded with period correct accessories and a Twin H-Power induction system*
- *A classic and iconic piece of open-top Americana*
- *Originally equipped with power steering and power brakes*



THE HUDSON HORNET

Hudson was among the first of the Detroit automakers to introduce new models after World War II, and they were without question the most dramatically different of all of the new designs.

Hudson's innovation for 1948 was the "step-down" chassis with the foot wells recessed between the widened chassis rails. This was an early expression of the "unit body" concept, which merged the body and frame in a single, welded unit. The rear chassis rails passed outside the rear wheels, which was in contrast to the other American automobiles of the era. The Hudson's rear fender skirts were functional, they were not just a stylistic embellishment. The model was marketed as the step-down Hudson, and the cars were only five feet high. They were among the fastest, best handling cars around, combining

Hudson's competent 6- and 8-cylinder engines with the low center of gravity and relatively light weight of the step-down design.

Hudson highlighted the 1951 model year with a new Hornet model, which empowered the already dramatic step-down design with a larger engine. At the heart of the Hornet was an evolution of the new Super Six engine which had been introduced in the step-down model in 1948, but enlarged to 308ci. The most powerful Six on the market, it was soon campaigning on the stock car tracks, rolling up six first-place finishes on the competitive NASCAR circuit. Today the classic Hudson Hornet remains an American icon, so much so that one of the lead characters (Doc Hudson) in Pixar's 2006 blockbuster movie Cars was modeled after this wonderful car.

THE MOTORCAR OFFERED

Built in 1954, this beautiful Hornet Convertible Brougham is one of just 290 completed at Hudson's Detroit plant that year. Although the car's early history remains unknown, the car was found in the hands of longtime Hudson enthusiast Jerry Carter of Chandler, AZ, by the late 2000s.

Between 2013 and 2015, this stylish Convertible was carefully restored by Hudson expert Russell Maas of 21st Century Hudson in Heyworth, Illinois. Stripped down to bare metal, this elegant convertible was repainted in the striking Green-Gold Hudson color, with a reupholstered Maroon leather interior to match, featuring maroon velour carpeting, dash and a new black convertible top with matching maroon piping protecting the new hides from the elements. The extensive





brightwork received similar attention; the stainless pieces were brought to a high polish and the chrome pieces were re-plated.

Exact work was carried out on the mechanical systems of this rare Hudson as well. The powerful 6-cylinder engine was refurbished, and now delivers great performance thanks to its Twin-H Power intake and dual carburetors. Hudson specialist Gus Souza was tasked with refurbishing the Dual Range Hydramatic transmission, driving the rebuilt rear end. The suspension and braking systems were addressed also, with new brake lines, cylinders, springs and kingpins installed.

All told, this classic Hudson is in wonderful condition throughout. It is fitted with many

desirable period accessories including Kelsey Hayes wire wheels, power windows and convertible top, power steering and brakes which were only available in 1954, a driver side spotlight and Hudson's venerable Twin-H Power intake.

With low production numbers, era-defining style, and class-leading performance, the Hudson Hornet Convertible Brougham is a highly desirable automobile from one of America's greatest firms. With beautiful restoration work throughout its 208-inch footprint, this Hornet offers an excellent combination of rarity, quality and performance in one stylish package.

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



1977 PORSCHE 911 CARRERA 3.0 COUPE

Chassis no. 9117600834

Engine no. 6671063

2,994cc SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic Fuel Injection

200bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers, rare Euro-spec Carrera*
- *Offered with books, tools and COA*
- *Highly optioned and very original*
- *Believed to have less than 81,000kms from new*



THE 911 CARRERA COUPE

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).

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. Later the 911 Carrera received the 3.0-liter engine with a significant boost in horsepower and torque.

THE MOTORCAR OFFERED

According to the Porsche-issued COA, this 911 was completed at the Zuffenhausen-based Porsche plant in January of 1977, and built for the Belgian market, thus fitted with the desirable 5-speed manual transaxle, a center console and the iconic rear spoiler. Finished in the rare color of Copper Brown Metallic and trimmed in a Cork leather interior, this Carrera looks just like one would expect for a late 1970s Porsche. The car was ordered with the sunroof delete option and instead an air-conditioning unit was installed.

Delivered new to Brussels, this 911 was later exported to the US when a Mr. Frank Schilling of New Jersey took ownership; he is believed to have been the car's second owner. After Mr. Schilling received the

Euro Carrera, it was federalized so it could legally be driven and enjoyed. Later, and with very limited use, the Carrera passed on from Mr. Schilling to the California-based consigner. At the time of acquisition, the car's odometer read just 75,000 kilometers (46,000 miles). Offered with tools, an owner's manual, service books and the Porsche-issued COA, this rare Euro Carrera presents in very original and well-maintained condition. The odometer, which reads just shy of 81,000 kilometers (51,000 miles), is indeed believed to be the car's original mileage. A rarity, this numbers matching Carrera 3.0 is certainly ready to be enjoyed by its next caretaker.

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



5

1972 CITROËN SM COUPE

Chassis no. 01SB0160

Engine no. 450187

2,965cc OHV V-6 Engine

Carburetors

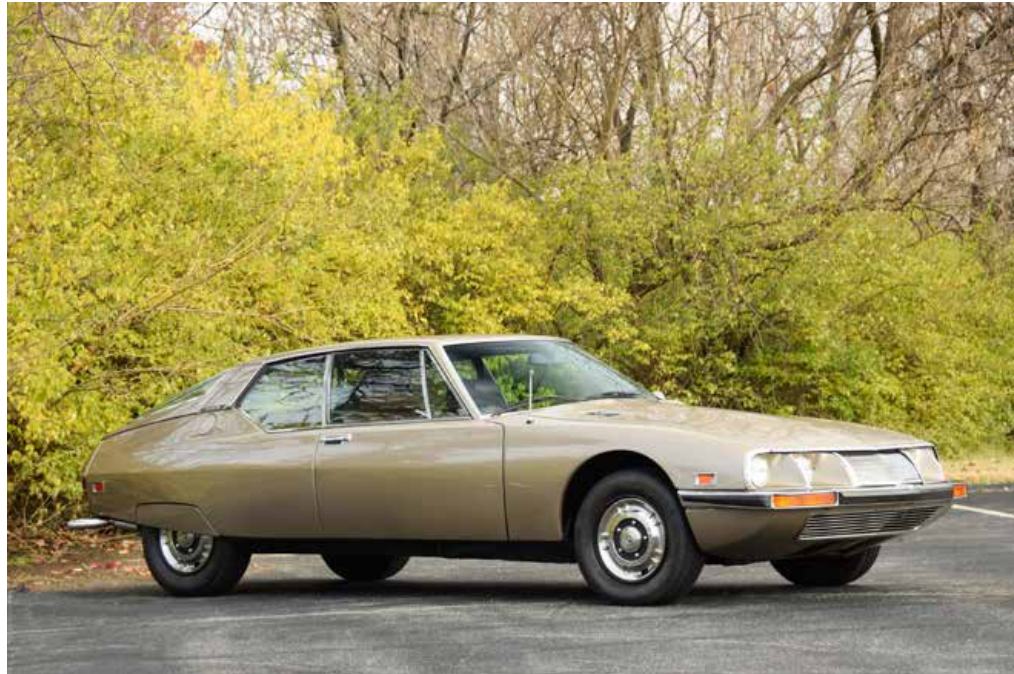
170bhp at 5,500rpm

3-Speed Automatic Transmission

4-Wheel Independent Hydraulic Suspension

4-Wheel Disc Brakes

- Beautiful example of Citroën's 1970s style icon
- Carefully preserved interior with lovely patina
- Delivered new to the US market
- Highly advanced technically and aesthetically



THE CITROËN SM

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic suspension, power-assisted, all-around load-sensitive disc brakes and fully-powered, self-centering steering that allowed the car to be set up with zero caster, thereby keeping the tires in full contact with the road at all times.

Citroën had acquired Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo Coupe, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V-8 to create the required V-6. The styling of the SM was straight out of a 1970s' science

fiction movie. The long sleek fastback body, with loads of glass and unadorned flanks, looked like some alien spaceship as it glided along on its self-levelling suspension with skirts over the rear wheels, hydraulically adjustable and swiveling headlamps under curved heated glass, and an asymmetric air intake on the bonnet.

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

THE MOTORCAR OFFERED

This fine example was sold new by A&J Northshore Citroën in Highwood, IL to its first owner, Mr. Robert Reynold. The SM shows just 41,000 miles from new – a figure believed to be original – and is finished in the classic color combination of champagne over a tobacco brown leather which also appears to be the original scheme. Having never been fully restored, this SM remains very genuine, with an inviting patina throughout. Offered with an owner's manual, warranty and maintenance guide, one can just visualize Jane Fonda as a space-age Barbarella in the cult Roger Vadim film, grabbing the single spoke steering wheel of this SM to commute to her flying saucer.

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



6

1978 ASTON MARTIN V8 VOLANTE

Chassis no. V8C0L15040
Engine no. V540/5040/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

- *Desirable factory chrome-bumper, 5-speed manual LHD V8 Volante*
- *Highly original, low-mileage example with prominent ownership history*
- *Striking Cambridge Blue over Natural livery*
- *Offered with history file, factory records, jack, tools, owner's manual and warranty booklet*



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 engine, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.

After Aston Martin's acquisition by Company Developments in 1972, production resumed

with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe," the V8 was built in several variants, 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 build records, this elegant V8 Volante was hand built at Aston Martin's Newport Pagnell plant during the fall of 1978. The car received the final inspections in January 1979, and then shipped from the UK to its destination, the US. The car was equipped with a left-hand-drive steering arrangement and the desirable 5-speed manual transmission. It was finished in Cambridge Blue over a Natural colored leather interior, Onslow brown carpeting and a beige Everflex convertible top, just as it appears today. It was the 40th V8 Volante built, and as such an early example it received the elegant chrome bumpers, neatly fitted tightly to the Volante body.

The car's first owner was a FedEx executive, and from the 1990s until recently the car was

retained by Aston Martin enthusiast Mr. Jack Miller of Pittsburg, PA, who would display the beautiful V8 Volante at various Aston Martin gatherings. The car's extensive history and maintenance file includes much service work performed during Mr. Miller's ownership, including the installment of a new exhaust by renowned Aston Martin shop Steel Wings and a rebuilt braking system.

Today this highly original Aston Martin shows less than 25,000 miles on the odometer, a figure that is indeed believed to be original and can be traced in the history file. It was recently fitted with a new convertible top, with the work done to exacting factory standards. A solid and very well cared for car, close inspection of the V8 reveals many original finishes throughout. Complete with jack and

tools, an owner's handbook with an original warranty booklet and a history file containing correspondence with Aston Martin and copies of the factory build records, this fine V8 Volante must be considered well-pedigreed. As the 40th example built in the desirable V8 Volante model-series, this superb example features the smaller and tightly-wrapped chrome bumpers. Topped with factory left-hand-drive steering and manual shift 5-speed configuration, this example ticks all the boxes.

\$200,000 - 250,000

Please note this car is titled 1979



1988 LAMBORGHINI LM002

VIN. ZA9LU45A8JLA12108

Engine no. 12108

5,167cc DOHC V-12 Engine
 Weber Carburetors
 444bhp at 6,800rpm
 5-Speed Manual Transmission
 4-Wheel Drive
 Fully Independent Suspension
 4-Wheel Disc Brakes

- *Less than 19,000 original miles*
- *Delivered new to the US*
- *One of just 328 examples produced*
- *Offered with history file CARFAX report and owner's handbook*



THE LAMBORGHINI LM002

One of the most exciting and exclusive off-road vehicles ever conceived, the Lamborghini LM002 resulted from the marriage of the Countach QV supercar's 5.2-liter V-12 to a functionally - some would say brutally - styled '4x4', the union resulting in scintillating performance and a top speed in the region of 125mph (200km/h). This state-of-the-art engine drove through a five-speed ZF heavy-duty transmission and two-speed reduction gearbox, offering a choice of ten speeds and two- or four-wheel drive. Mounted on a tubular steel chassis, the distinctive five-door body featured handmade fiber glass fenders, hood and roof, while the doors were fabricated in aluminum.

The LM002 came equipped in a manner one would expect from one of the world's foremost supercar manufacturers, with sumptuous leather-trimmed interior and air conditioning as standard.

The LM002 resulted from a series of stillborn off-road prototypes originally conceived with military use in mind. First announced in the autumn of 1985 - then unveiled at the 1986 Brussels Auto Show - with deliveries commencing the following year, customers could specify their own level of equipment ranging from luxurious opulence on one end of the scale to Spartan functionality at the other.

To cope with the desert terrain that was assumed to be the LM002's natural home, Pirelli was commissioned to develop special tires and came up with the 'Scorpion', a design available in two different tread patterns (mixed use and sand only) that could be run virtually flat. A massive 290-liter gas tank ensured long-range touring abilities.

It was only natural that such an 'over the top' vehicle would attract wealthy high-profile customers - the first LM002 is reputed to have been sold to HRH King Hassan of Morocco. The late Formula 1 World Champion Ayrton Senna was another high-profile owner, commissioning an LM002 complete with an estate car-type rear enclosure. The LM002 became known as the 'Rambo Lambo' in the US for obvious reasons and saw worldwide production of just 328 examples. Derivatives included the LM003, a diesel-powered military model that never got past the prototype stage, and the LM004, which used Lamborghini's 7.2-litre V12 engine intended for powerboats. Arguably, the LM002 is the most collectible sport utility vehicle ever produced.





THE MOTORCAR OFFERED

One of only 328 LM002s produced between 1986 and 1992, this example was completed at the Sant'Agata Bolognese based Lamborghini plant in February of 1988, and was equipped for the 'Rambo Lambo' hungry US market. Per the CARFAX report, it was sold to its first owner in Florida, in January of 1989. The LM002 is believed to have remained in the Sunshine State until 1996, before relocating to Long Island, NY, under the ownership of a Mr. Randolph Jones. Service records on file indicate that the car had covered about 12,000 miles at this point.

By 2003, the Lamborghini had accrued 16,000 miles and had relocated to Virginia. Soon afterwards the car was purchased by a Mr. Bruce Brown of Wichita, KS, who kept the car in his stewardship until 2014.

Many service and maintenance records can be found in the car's history file, and indicates mechanical and cosmetic upkeep performed at various specialist shops in the Wichita, KS area, and most recently, in 2015, more than \$16,000 was spent on various refurbishment work.

Today this brutal LM002 remains in wonderful condition throughout, and the odometer reading of less than 19,000 miles is indeed believed to be the cars actual mileage. Ready to cruise the boulevards or the sands of the desert, this highly original LM002 represents a rare opportunity to acquire a fine example of the vehicle likely to retain its unofficial 'world's fastest off-roader' title well into the foreseeable future.

\$200,000 - 300,000



1983 ASTON MARTIN LAGONDA SEDAN

VIN. SCFDL01S1DTL13279

Engine no. V5803279/LFA

5,340cc DOHC V8 Engine
 4 Weber 42DCNF Carburetors
 289bhp at 5,000rpm
 3-Speed TorqueFlite Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Power-Assisted Disc Brakes

- *Highly original condition throughout*
- *Recently serviced by Exoticar USA of Frenchtown, New Jersey*
- *Iconic 1980s 'razor edge' design*
- *Offered with copies of factory build sheets, service receipts and owner's manuals*



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 were 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. It 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

Completed at the Newport Pagnell Aston Martin Lagonda factory in August of 1983, this highly technical Sports Sedan was most likely delivered new to the US market. The car is known to have been in Nevada during the 1990s and 2000s, before relocating to the East Coast where it remained in singular ownership until recently. Freshly serviced, this Lagonda shows beautifully throughout, with many of its original finishes intact. The car is accompanied by copies of the factory build sheets and owner's manuals, and features fitted trunk luggage.

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



9

1977 HONDA CIVIC CVCC

Chassis no. SG-E3532853

Engine no. ED3-3903781

1,488cc SOHC CVCC 4-Cylinder Engine

Single 3-bbl Keihin Carburetor

53hp at 5,000rpm

5-Speed Manual

4-Wheel Independent Suspension

Front Disc - Rear Drum Brakes

- *Game-changing CVCC engine*
- *Desirable 5-speed transmission*
- *Known history from new*
- *In original owner's possession for 30+ years*
- *Oozing with charm*
- *Kept in dry desert climate*



THE HONDA CIVIC

The Civic has become synonymous with the Honda brand and is widely regarded as the car that paved the way to success for the corporation in America. In 1970, the US Clean Air Act of 1963 was amended, mandating that automakers cut carbon monoxide, hydrocarbon and nitrogen oxide levels by nearly 100%. Instead of somehow trying to make their pre-existing engines meet the new standards, Honda went ahead and designed an entirely new Compound Vortex Controlled Combustion engine, also known as the CVCC. Thus, the Civic was able to meet Clean Air standards without the use of a catalytic converter, which allowed Civic owners to use leaded, unleaded, or low-lead fuel. This was a tremendous selling point at that time and a testimony to Honda's engineering prowess.

THE MOTORCAR OFFERED

This charming little Civic was manufactured in July of 1977, and was delivered new to Colorado Springs, Colorado on September 17th of that same year. Delivered in Caroline Yellow over a black/houndstooth cloth interior, the car also boasted the ultra-desirable CVCC engine mated to a 5-speed transmission. The selling dealer outfitted the car with custom pin-striping, front bumper over-ride and a roof-mounted luggage rack. The car would remain with its original owner in the high desert city of Pueblo Colorado until his passing in 2010.

The car was soon after acquired by a dealer, who replaced the worn, factory houndstooth fabric seat inserts with a new material similar to the original pattern. In 2012, the current owner purchased the Civic. Accompanying

the sale of this vehicle is the original owner's manual, factory service manual, as well as the jack and tools. With the exception of the new seat inserts and a few mechanical bits that have been replaced over the years, this car is believed to be original. The beautiful patina of this Civic only adds to its wonderfully charismatic personality. Although it used to be common to see these first-generation cars everywhere, sightings these days are quite rare. Original examples like this one are precious and nostalgic, and can now be considered to be part of automotive history.

**\$15,000 - 25,000
WITHOUT RESERVE**

Please note this car is titled by chassis no. SGE3532835



10

1967 JAGUAR E-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E15362
Engine no. 7E13048-9

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

- *Exquisite restoration in the factory-delivered livery*
- *Matching numbers example of the desirable 4.2 Series 1 E-Type*
- *Directors Award recipient at the 2016 Santa Fe Concorso*
- *Offered with Jaguar 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 marque clubs to join and many driving and concours events to attend, the E-Type is an excellent, widely admired collector car.





THE MOTORCAR OFFERED

On April 13th, 1967, this stunning Series I E-Type first roared to life in Jaguar's Coventry workshop. Fitted with the powerful 4.2-liter XK inline-six and fully synchronized transmission, this left-hand-drive, open two-seater was specified in maroon over a black leather interior with a matching black convertible top. On May 2nd of that same year, the E-Type Roadster began its voyage to the United States to be united with its first owner, a Mr. Everett Kendrick of Sault Ste. Marie, MI.

This sporting E-Type Roadster is believed to have been relocated to the Carolinas shortly thereafter. It would remain in singular ownership for decades, prior to being stored away. The odometer reading of less than 39,000 miles is in fact believed to be the Jaguar's original mileage.

More recently, this fine E-Type was restored to its original condition by renowned Charleston, South Carolina-based restorers, Amazing Grace Classic Cars. The comprehensive restoration included repainting the Jaguar to its factory-correct Opalescent Maroon paint and thoroughly sorting the mechanical systems, including a rebuild of the original engine, transmission, suspension and braking systems, and the installment of a new wiring harness. The interior was reupholstered in as-delivered black leather, and a new black soft top was fitted.

After its extensive restoration, this E-Type Roadster made its debut at the exclusive 2016 Santa Fe Concorso, where it received a Directors Award before completing the 750-mile Santa Fe 500 Road Tour. With the

undeniable good looks of the legendary Series I E-Type compounded by the restored condition and striking color, this particular E-Type is really a lovely example of the iconic sports car. The car retains its original, matching numbers engine block and cylinder head, and is neatly equipped with a period radio. Ready for further concours outings or high-speed rallies such as the Copperstate 1000, this beautifully restored E-Type is offered with a Jaguar Heritage Trust Certificate.

**\$200,000 - 250,000
WITHOUT RESERVE**



11 Ω

1972 FERRARI 365 GTB/4 DAYTONA Coachwork by Scaglietti – Design by Pininfarina

Chassis no. 15155
Engine no. B1706

4,390cc DOHC V12 Engine
6 Weber Carburetors
352bhp at 7,500rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Striking Fly Yellow over black livery from new
- Low mileage, numbers matching example
- Ferrari Classiche Certification in process
- Documented history by Ferrari historian Marcel Massini



THE FERRARI 365 GTB/4 DAYTONA

Perhaps the ultimate 12-cylinder front-engined Ferrari GT, the 365GTB/4 debuted at the Paris Salon in 1968, soon after gaining the unofficial name 'Daytona' in honor of the sweeping 1-2-3 finish by the Ferrari 330P4 at that circuit in 1967.

The influential shark-nosed styling was by Pininfarina's Leonardo Fioravanti, later the famed carrozzeria's Director of Research and Development, who once revealed that the Daytona was his favorite among the many Ferraris he designed. The bonnet, extending for almost half the car's total length, was complimented by a small cabin and short tail; the overall effect suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello.

Although the prototype had been styled and built by Pininfarina in Turin, manufacture of the production version was entrusted to Ferrari's subsidiary, carrozzeria Scaglietti, in Modena.

The Daytona's all-alloy, four-cam, V12 engine displaced 4,390cc and produced its maximum output of 352bhp at a hefty 7,500rpm, with 318lb/ft of torque available at 5,500 rpm. Dry-sump lubrication enabled it to be installed low in the oval-tube chassis, while shifting the gearbox to the rear in the form of a five-speed transaxle meant 50/50 weight distribution could be achieved. The all-independent wishbone and coil-spring suspension was a recent development, having originated in the preceding 275GTB. Unlike the contemporary 365GTC/4, the

Daytona was not available with power steering, a feature then deemed inappropriate for a 'real' high performance GT. Air conditioning and power windows were optional, but elsewhere the Daytona remained uncompromisingly focused on delivering superlative high performance.

With a top speed in excess of 170mph, the Daytona was the world's fastest production car in its day. Fewer than 1,300 Berlinetta models and 123 Spiders had been made when Daytona production ceased in 1973.







THE MOTORCAR OFFERED



Completed on May 3rd, 1972, this 365 GTB/4 Daytona Berlinetta left the factory in new Giallo Fly 20-Y-191 paint with a Nero VM 8500 leather interior. The car was equipped and destined for the US market, and optioned with air conditioning. Delivered to the East Coast Distributorship Chinetti-Garthwaite (Algar) later that year, the car then sold to its first owner. According to renowned Ferrari historian Marcel Massini, this Daytona is one of the first three that was imported by Chinetti-Garthwaite after they became an importer for Ferrari.

After spending a number of years with its original owner, the Daytona was made available for purchase, advertised as red with a black interior and having 30,000 miles on the odometer. In 1989, the car

was exported to Belgium where it was acquired by Jean-Pierre Ori, who was the former head mechanic for the Belgian race driver Oliver Gendebien. While in Ori's care, the car was treated to an extensive restoration. It is believed that at this point the car was returned to its original shade of Fly Yellow, while it was decided to leave the well-preserved interior alone. Ori would keep the car until the mid-1990s, at which point he sold it to a French collector. It is believed that the car would remain in France until 1999 when it was offered for sale at an auction in Paris. When the car reached the auction, the odometer was showing just 36,000 miles. The car was then sold to a Belgium collector who would keep it for many years. During that stewardship, the car was brought back to Gipi Motors in





Brussels, where the engine received a full rebuild. The car has remained overseas ever since, until recently being brought home to the US for this auction.

It only takes a quick glance to appreciate the quality of the restoration that was performed by Jean-Pierre Ori some 25 plus years ago, which has held up remarkably well. The believed-to-be original interior offers just the right amount of patina that should be paired with a vehicle of this age. Covering fewer than 40,000 miles, only a short amount of distance has been logged since the comprehensive refurbishment of the original, numbers matching engine; today, the 12-cylinders quickly roar to life – begging to be exercised.

This wonderful low mileage Daytona Berlinetta was recently serviced by J.D Classics, offers the perfect opportunity to acquire a well sorted example in a striking color combination. Accompanying the sale of this Daytona is a very nice history file which includes photo documentation of the restoration, engine rebuild, and a Massini report. The car has been submitted to the Ferrari Classiche Certification program and a Red Book will be available for the next owner when the application has been processed and approved by Ferrari. If a Daytona was ever something on your wish list, this well sorted Fly Yellow example surely deserves a good look.

\$600,000 - 800,000



12

1932 ROLLS-ROYCE PHANTOM II CONTINENTAL SPORTS SALOON

Coachwork by H.J. Mulliner

Chassis no. 80MS

Engine no. WO85

7,668cc OHV Inline 6-Cylinder Engine

Single Jet Rolls-Royce Carburetor

120bhp at 3,500rpm

4-Speed Manual Transmission

4-Wheel Servo-Assisted Drum Brakes

- *Exceptionally well-documented history*
- *Attractive H.J. Mulliner Coachwork*
- *Beautifully maintained example*
- *First owned by E.M Thomas and his wife Jill Thomas, aka Jill Scott*



THE PHANTOM II CONTINENTAL

The Phantom II Continental was the last Rolls-Royce designed under the personal supervision of Henry Royce, before his death in 1933. As its name suggests, this new Rolls-Royce was intended for fast Continental touring; indeed, there were few roads in Britain where its outstanding performance could safely be exploited to the full.

Unlike its predecessor, it had the first major chassis revision since the early Ghost. The engine too had come in for extensive revision. By the end of production, the magnificent Phantom II Continental was good for 95mph.

THE MOTORCAR OFFERED

Chassis 80MS left the Rolls-Royce works in 1932 and was ordered by noted dealer Jack Barclay. It was dispatched to H.J. Mulliner for coachwork, and completed testing on November 21, 1932. Three days later, the car was sold and issued its warranty to E.M. Thomas, Esq. An avid Brooklands driver, Mr. Thomas had married the famed racing motorist, Jill Scott, in September 1930. Jill had previously been married to W.B. (Bummer) Scott, one of the legendary Bentley Boys.

By all accounts E.M Thomas and Jill Scott were quite a couple; both were active Brooklands drivers. Jill was the first woman to lap Brooklands at over 120mph, and the first woman elected to the BRDC. She and her husband actively campaigned at Brooklands from 1927-1938, during which time she won

numerous ladies handicap races and held a number of 500 kilometer and 500 mile records. Noted Bentley Boy and editor of the Autocar, Sammy Davis described her in the following way: "there was something about Jill that made one think she would have delighted in the sport of buccaneering if born in another age."

From factory records, E.M. Thomas and Jill retained the car until 1938. A note is made that Mr. Thomas insisted that special attention be paid to the brakes. Additionally, he had the springs filed up and cadmium plated. This further modification suggests that the car was used and thoroughly enjoyed by this gifted duo.

The car passed to Mr. Angus Fletcher in 1938, who is believed to have retained the car





throughout the war. It then passed to a Mr. John Lewis, who owned the car until 1962, when it appears to have been imported to the US, and owned by Mr. C.H. Stegmeyer. The car was then sold to A.M. Young II who was its keeper for 27 years. In 1989 the car passed to a Mr. Wilson Borden, who had the engine rebuilt by marque specialist John Dennison. Re-wiring and a full cosmetic restoration, including a bare metal repaint, soon followed. Most of the work was carried out by noted restorer Lyle Rieder of British Marque Auto Inc., located in Bainbridge, PA.

In 2003 the car was acquired by the consigner, an active Rolls-Royce and Bentley enthusiast. During his ownership the car has been diligently maintained, and prepared as an excellent tour and rally car. The car was

recently driven and inspected by a Bonhams specialist, and the car performed extremely well. The engine was silent and exhibited the inexorable thrust of torque that these engines are known for, while the gearbox was a delight and the chassis delivered good road manners.

Many large prewar cars have distinct limitations when it comes to steering, braking and performance, which make their usage on modern roads somewhat problematic. This is clearly not true of the Phantom II Continental. Sustained cruising speeds over 70 miles per hour were indeed endorsed by the factory, and the brakes, steering and delightful gearbox make this an eminently usable car, even today. A car that was suitable in 1933 for a quick run to Monte Carlo for a holiday or to win a Concours d'Elegance is capable of the

same feat across a state or continent today. With its intriguing ownership history and stunning sporting looks, 80MS should give much enduring pleasure to its next owner.

\$140,000 - 180,000



13

1956 MERCEDES-BENZ 190SL

Chassis no. 121042.6502387
Engine no. 121921.10.020932

1,897cc SOHC 4-Cylinder Engine
120bhp at 5,700rpm
2 Weber Carburetors
4-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- Exciting sporting configuration
- Great candidate for vintage racing or rallies
- A Mercedes-Benz classic
- Offered with factory hardtop



THE MERCEDES-BENZ 190SL

In 1954, Mercedes-Benz displayed a new concept at the New York Auto show: a beautiful two-seater 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 featured a carbureted, 1.9-liter, SOHC inline four-cylinder engine compared to the 300SL's directly-injected, 3-liter slant six, both shared a basic engine design, suspension system, and level of detail and craftsmanship that defined Mercedes-Benz.

The 190SL was immediately recognizable as a Mercedes, featuring dramatic curves through a restrained use of brightwork that defined this era of Mercedes-Benz automobiles.

THE MOTORCAR OFFERED

This eye-catching 190SL was completed by Mercedes on May 30th, 1956. Finished in white with a trio of red accent stripes running from the grille to the rearmost part of the car, this bumper-less Roadster is unmistakably geared towards spirited driving. Complimented by a pair of Mobil Pegasus graphics just above the front fender 'eyebrows', this sporty two-seater has been prepared for serious driving with new Weber 40DCOE carburetors attached to the 1,897cc engine, an external battery switch, and 4-point safety harnesses to protect the brave driver and passenger.

The paint is in very nice condition throughout and the black hardtop accompanying the car provides a great contrast to the white paint. The red interior is in good condition, with a

nice patina and nice accessories including a dash-mounted chronograph, clock, and wood-rimmed steering wheel. Recently, this 190SL was serviced and received careful suspension and brake work, ensuring the drivability of this character-rich roadster. A jack and tool kit are also included in the sale of this Mercedes-Benz.

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

Please note this car is titled as a model year 1955



14

1995 FERRARI 456 GT

Design by Pininfarina

VIN. ZFFSP44A4S0099988

5,474cc DOHC 48-Valve V-12 Engine
Electronic Fuel Injection
442bhp at 6,250rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Highly original and extremely well cared for example*
- *Desirable 6-speed manual 456 GT with less than 15,000 miles from new*
- *Elegant and timeless Pininfarina styling*
- *Impressive service and maintenance history with recent major service performed*



THE FERRARI 456

Not since the 412's demise in 1989 had Ferrari offered a '2+2'. The 456 GT debuted at the Paris Salon in October of 1991 and although new from stem to stern, the 456 GT incorporated elements familiar to generations of Ferrari cognoscenti - front-mounted four-cam V-12, rear transaxle, tubular steel spaceframe chassis and all-independent suspension. With an exception to the F40, the 456 was the most powerful road car developed by Ferrari at that time, yet despite delivering supercar performance this relatively unstressed engine has proven itself to be very reliable.

Acclaimed on its debut, the 456's styling hasn't dated and is truly a tribute to Pininfarina's farsightedness in creating one of the most successful designs of modern times.

THE MOTORCAR OFFERED

Completed in Maranello in July of 1994 finished in black over a caramel interior, this elegant Pininfarina-designed Ferrari came equipped with a 6-speed manual transmission and was immediately destined for the US market. The car was sold new at Newport Imports of Newport Beach, CA - for the hefty sum of \$248,440.00 - and remained in singular ownership in California until 2013, per the CARFAX report issued, accruing less than 4,000 miles. From there the 456 GT passed through Florida before heading to Connecticut and Pennsylvania.

Today, this well-kept Ferrari remains in highly original condition and shows less than 15,000 miles on the odometer. The car's service file is impressive. In 2015 a major service was performed, including the replacement of the

timing belt, receipts of which can be found in its file. The original sales invoice, book and tools also accompany its history file. A better example of this elegant, front-engine V-12 Ferrari will be hard to find.

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



15

2003 FERRARI ENZO

Design by Pininfarina

VIN. ZFFCW56A830132650

5,998cc DOHC V-12 Engine

Electronic Fuel Injection

651bhp at 7800rpm

6-Speed Semi-Automatic Transaxle

4-Wheel Independent Suspension

4-Wheel Carbon Ceramic Disc Brakes

- One of just 8 US-spec Enzo's in Fly Yellow
- Just over 3,600 miles from new
- Recent service performed, including new tires
- Documented by Ferrari historian Marcel Massini



THE FERRARI ENZO

'In 1999 we won the manufacturers' championship; in 2000 we added the drivers' championship for the first time in 21 years. We won the last championship of the 20th Century, and the first of the 21st Century. I wanted to celebrate this with a car very much like a Formula 1. After honoring Modena and Maranello, we felt this was the right car to honor the name of our founder.'

– Luca di Montezemolo, President of Ferrari.

Fortuitously, the Enzo's announcement in mid-summer 2002 coincided with Michael Schumacher clinching that year's Formula 1 drivers' championship for Ferrari, his third in a row for the Italian manufacturer. Indeed, the German superstar had been instrumental in the Enzo's development,

contributing much valuable input to the refinement of its driving manners.

Formula 1-derived technology abounded in the Enzo. Its electro-hydraulic six-speed manual transmission had already been seen in other Ferraris and was further refined, changing ratios in a lightning-fast 150 milliseconds, while the steering wheel with its plethora of buttons, lights and switches was guaranteed to make any F1 driver feel at home. Carbon brake discs had been standard F1 equipment for many years, but the Enzo's carbon-ceramic rotors represented a 'first' for a production road car. Double wishbone suspension, or variations thereof, is to be found on virtually every modern supercar, but the Enzo's incorporated pushrod-operated

shock absorbers all round, just like a racing car's. In one important respect Ferrari's new sports car was superior to its F1 cousin, incorporating Skyhook adaptive suspension, a type of technology banned from the racetrack since the late 1990s. Constructed entirely from fiberglass and Kevlar, the monocoque chassis tub was immensely stiff, a necessary requirement of the adaptive suspension.

The Enzo benefited from aerodynamic developments made in motorsport's premier category - Formula 1 - enabling it to rid the rear wing which adorned its predecessors, employing a state-of-the-art under-body diffuser instead. Harking back to another landmark Ferrari - a Group 5 sports-racer this time - the doors opened upwards and







forwards, just like those of the Tipo 512 of 1970. Although not as stark as that of an out-and-out competition car, the Enzo's interior was more functional than that of previous Ferrari road cars, boasting a mix of red leather trim and carbon-fibre panelling. Absent was a stereo system with (optional) air conditioning being just about the only concession to creature comforts.

The heart of any car though, and especially of a Ferrari, is its engine; that of the Enzo being a 60-degree V12, a configuration long associated with the Italian marque and so the natural choice for a model bearing the name of the company's founder. Deploying four valves per cylinder, variable valve timing and variable length intake trumpets (the latter another Formula 1 spin-off) this

6.0-litre unit produced a mighty 660bhp, 33 horsepower more than its BMW-powered McLaren F1 rival.

Unleashing all this power in a straight line produced acceleration figures of 0-60 mph around 3.5 seconds, with 125 mph achievable in 9.5 seconds. Yet applying the brakes hard enough could bring the Enzo back to a standstill in only an additional 5.7 seconds - impressive stuff. The top speed? A little over 350km/h (218mph). Hitherto, Ferrari had shied away from providing 'driver aids' on this type of car but perhaps not surprisingly given this level of performance, opted to fit traction control, anti-lock brakes and power-assisted steering to the Enzo.

A mere 349 examples of this 'legend in the

making' were scheduled for production at a price of around \$650,000 apiece. As it happened, Ferrari ended up making 400 and, needless to say, had no trouble whatsoever in selling them all.

Testing an Enzo at Ferrari's Fiorano track soon after its announcement in 2002, *Car* magazine's Mark Walton enthused: "On the move, the Enzo is something else. It sounds absolutely unbelievable - so loud and crisp I can imagine farmers three miles outside Maranello looking up from their fields. It doesn't scream like an F1 car; it howls and bellows like a big-capacity Group C racer..." and that was before he had even sat in the car. Once out on the track, it did not disappoint: "The Enzo lunges forward so violently that it feels like it could cause





THE MOTORCAR OFFERED

brain damage – a big, muscular punch that makes your stomach lurch and your head reel with blood loss.

‘As if that crushing power wasn’t enough, the steering is unbelievably light, yet still pointy and full of feel. It feels so willing, so utterly in your control as you turn in...’ Clearly, the next owner of the pristine example offered here has much to look forward to.

This striking Ferrari Enzo is one of just 8 US-specification examples painted from the factory with eye-catching Giallo Fly paintwork over its angular carbon fiber bodywork.

Completed in April of 2003 and delivered to its first owner through Ferrari of Los Gatos, California, the Enzo’s inside is a purpose-built interior clad in vast swathes of glossy carbon fiber and fine black leather, with Giallo Fly gauges that tie in the exterior nicely.

After two years and fewer than 2,000 miles with its original owner, this Giallo Fly Enzo moved to the northeast, where it has remained for the last decade in the hands of a few careful collectors. While owned by its second owner, this V12 Ferrari covered just 900 miles over the span of

three years. Nonetheless, it received regular maintenance at Wide World of Cars in Spring Valley, New York. In late 2016, now with just over 3,600 miles from new, the Enzo underwent another service including a set of new tires ensuring this Ferrari is roadworthy and ready to be thoroughly enjoyed by its next custodian.

Offered with its original books, tools, service records and Marcel Massini’s report, this Enzo must be one of the most collectible examples of the model. Given the limited production, exceedingly low mileage and desirable specification, this era-defining supercar has already started proving itself as a future blue chip collectible Ferrari.

\$2,800,000 - 3,200,000



16

1938 ROLLS-ROYCE WRAITH SPORTS SALOON

Coachwork by Thrupp & Maberly

Chassis no. WRB57

Engine no. W6WM

4,257cc OHV Inline 6-Cylinder Engine

Single Carburetor

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Servo-Assisted Drum Brakes

- *Exquisite restoration by marque experts*
- *Breathtaking quality inside and out*
- *Retains original Thrupp & Maberly coachwork and drivetrain*
- *Offered with extensive restoration and history file*



THE ROLLS-ROYCE WRAITH

Development of the pre-war 'small' Rolls-Royce, which had begun in 1922 with the introduction of the 20hp, culminated in 1938 with the arrival of the Wraith. The replacement for the 25/30hp model, the Wraith retained its predecessor's engine dimensions for a capacity of 4,257cc, but almost every other aspect of its overhead-valve, six-cylinder engine was new. The most obvious difference was the adoption of a superior, cross-flow cylinder head, first seen on the 4¼-Liter Bentley, which placed the inlet and exhaust ports on opposite sides.

This extensively revised power unit was mounted on an equally new chassis. Like that of its larger sibling, the Phantom III, the Wraith's frame featured cruciform bracing and independent front suspension based on

a General Motors design. It hardly needed to be stated that the Wraith improved on its predecessor's already high standards of silence and smoothness, though the benefits of the new engine's extra horsepower were largely offset by the heavier coachwork. Sadly, production was curtailed by the outbreak of WWII after just 491 cars had been built.

THE MOTORCAR OFFERED

Bonhams is honored to offer this outstanding Rolls-Royce, which carries what must be one of the most exquisite restorations ever performed on the model. According to copies of the original Rolls-Royce build records, Wraith chassis no. WRB57 was assembled at Rolls-Royce in the latter part of 1938, and was delivered to prominent London-based coachbuilders Thrupp & Maberly, Ltd. to be clothed in the elegant Sports Saloon body configuration that can be seen on the car today. WRB57's hand-built assembly is carefully recorded in down-to-the-minute details; the work appears to have been finished just before New Year's Eve, 1938.

The records appear to indicate a first owner by the name of Mr. Aston, who attained the car possibly through Rootes, Ltd. It can also be deduced that Mr. Aston had a chauffeur to





drive him in the car, as it is believed that he ordered the bodywork with the indentation over the rear seats in order to be able to wear a top hat while seated!

The elegant Thrupp & Maberly-bodied Rolls-Royce is believed to have remained in the UK until the late 1950s (it should be noted that there is a record of some accident damage in the early part of this decade). WRB57 was exported to the US after that point, most likely straight to California, where it is known to have been owned by a Mr. David L. Taylor of Carmel Valley in the late 1960s. It was purchased by World Golf Hall of Famer and winner of the 1961 US Open, Gene A. Littler of La Jolla, CA, in 1969.

By the early 1990s, the Rolls-Royce had migrated to Dallas, TX, where a Mr. Chuck

Conrad owned the car. WRB57 is described as having been highly original at this point, yet in need of some restoration.

A thorough restoration is exactly what the elegant Rolls-Royce would be treated to about a decade later. During the latter part of the 2000s, while owned by Mr. William King of Redding, CT, WRB57 was carefully disassembled and completely restored from stem to stern by West Chester, PA-based Rolls-Royce and Bentley specialists Dennison-Jayne Motors, Inc. All parts of the luxurious motorcar were gone over and brought back to excellent condition, from the original Thrupp & Maberly coachwork to the interior, chassis, engine and drive train. Absolute incredible attention to detail was kept during the extensive three-year process – all of which is

carefully documented in the car's extensive history file.

Today WRB57 presents in absolutely stunning condition throughout, and a recent test-drive by a Bonhams specialist was a true delight; the quality of this fine motorcar and its incredible condition was enjoyed immensely. Offered with RROC records, a service manual, history file and a hugely impressive restoration file containing receipts and photos from the extensive work performed by Dennison-Jayne Motors, Inc., this elegant Rolls-Royce is ready for the most discerning of concours judging.

\$150,000 - 180,000

Please note this car is titled as a model year 1939



17

1974 ALFA ROMEO 2000 GT VELOCE

Design by Bertone

Chassis no. AR3026745

Engine no. ARO1500.16765

1,962cc DOHC Inline 4-Cylinder Engine

2 Twin-Choke Dellorto Carburetors

132bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable carbureted 2000 GT Veloce*
- *Beautifully presented inside and out with much restoration work performed*
- *Classic Giorgetto Giugiaro styling with sporting Alfa Romeo driving characteristics*
- *Accompanied by restoration photos, factory books, manual and tool set*



THE ALFA ROMEO GIULIA

Penned by Giorgetto Giugiaro at Bertone, the Giulia's clean and distinctive design is considered to be one of the most attractive small coupes of the 1960s and 70s. These small cars struck a charming balance of a large, airy greenhouse with an elegant, sweeping body.

All Giulias featured an alloy twin-cam, four-cylinder engine paired with a 5-speed manual transmission and 4-wheel disc brakes. The most potent road-going version of this successful inline-four was the 132 horsepower, 2-liter version which was introduced in the 2000 GT Veloce (or GTV as they are commonly referred to) in 1971. These lovely Italian coupes were purpose-built for spirited, high-revving driving and offer great performance and beautiful Bertone design in an approachable package.

THE MOTORCAR OFFERED

This lovely Alfa Romeo 2000 GT Veloce was produced in October 1974 as a 1975-model year car, with twin Dellorto carburetors and destined for the European market. The car was equipped with air-conditioning, a rare option that is believed to have been installed from the factory. Finished in 'Blue Lord' over a Sand Beige interior, this smart Bertone-designed 2000 GT Veloce has been the recipient of extensive photo documented refurbishment and restoration work, and today presents beautifully throughout. It is apparent that both the car's interior and exterior have been restored, and the rubber and trim-work refurbished as well.

Presented in stock and unmodified condition, this sporty Alfa Romeo would be a great companion on twisty backroads; it is a very

usable collector car. The twin-cam, all alloy, 2-liter engine is a delight, and the 5-speed box enables the driver to stay on the power band. The timeless Giorgetto Giugiaro for Bertone design suits these little jewels perfectly, and the smart interior topped by the Nardi steering wheel is equally attractive. Accompanying this desirable carbureted 2000 GT Veloce are books and manuals in the original pouch, the original jack with case, and an original tool case with the factory tool set.

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

Please note this car is titled as a model year 1975



18

2009 DODGE VIPER VENOM 1200

Styling and tuning by Hennessey

VIN. 1B3JZ69Z49V500095

512ci OHV Twin-Turbo V-10 Engine
Electronic Fuel Injection
Approximately 1,000bhp at 5,000rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Highly tuned, special edition Viper by Hennessey*
- *Serial number 2 of a very limited production run*
- *Practically in as-new condition with less than 500 miles from new*
- *Priced at \$235,000 from new*



THE DODGE VIPER

Bearing a powerful engine, a minimalist, straightforward design, muscular and aggressive styling, and high performance, the Viper was conceived as a historical take on the classic American sports car.

The Viper debuted as a concept in January of 1989 and soon found its way onto the production line, with the first customer cars getting delivered in early 1992. From the start, the car was a raw beast, powered by a massive V-10 engine heavily modified by Lamborghini, which at the time was owned by Chrysler.

Still as aggressive as ever, the Viper soldiers on today as an unabashed example of how supercars are built in America.

THE MOTORCAR OFFERED

When compared to its European cousins, the Viper proves itself to be both a very quick and competitive racecar. Particularly in Hennessey performance specifications, the Viper roars. John Hennessey, a living legend in the art of tuning cars to the performance of a space rocket, and his Sealy, TX-based company have worked with optimizing some of the great American sports cars (like Corvette and Vipers) since the early 1990s.

This specific Viper is treated with the comprehensive Hennessey tuning and styling upgrades. The extensive list of performance upgrades includes forged steel rods and wrist pins, thermal coated rod bearings, twin precision ball bearing turbochargers, upgraded fuel injectors as well as a fuel pump and lines, just to mention a few. The result is a

cool 1,000hp and 1,000lb-ft of torque. It is the second car of very few Vipers that received the Hennessey treatment, and cost \$235,000 from new in 2009. With less than 500 miles and one single owner, the car is in practically new condition.

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



2010 SPYKER C8 SPYDER

VIN. XL9AABAG4AZ363219
 Engine no. 260107333471843

4,163cc DOHC 48-Valve V8 Audi Engine
 Electronic Fuel Injection
 400bhp at 6,500rpm
 6-Speed Manual Getrag Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Like-new example of the innovative and sporty Spyker C8
- Less than 1,100 miles from new
- Elegant Dark Sapphire Blue over blue livery
- Fewer than 300 examples built



SPYKER CARS

In the south east of Amsterdam in 1880, two brothers, Jacobus and Hendrik Spijker, set up a coachbuilding shop. They began by building new and improved bodies for the Benz and their work was widely praised as being superior to that of the factory Benz offerings. Buoyed by their success, the Spijker brothers set out to build a motorcar of their own. The cars were called "Spyker" as to not confound those in non-Dutch speaking export markets, and their cars carried on the tradition of fine quality and respectable performance. The bothers also produced several models of aircraft which retained the original family name.

Seventy-five years after the last Spyker car left the factory, the name was revived for an all-new, mid-engine supercar built on a bespoke chassis and powered by an Audi-

derived 4.2 liter V8 engine. New bosses Victor Muller and Maarten de Bruijn borrowed heavily from Spyker's aviation heritage to detail the stylish new car, with NACA air inlets, propeller motif badges and even a wild propeller inspired steering wheel for the home market. The body styling was very attractive and unlike anything else on the road. Build quality and engineering excellence rank high at Spyker and the cars are beautifully constructed. Spyker even ventured in to Formula 1 and endurance racing, as a way of solidifying the brand as a genuine supercar maker with real pedigree.

Having successfully weathered financial issues, the company continues to produce an evolution of the C8 and enjoys a loyal and enthusiastic following.

THE MOTORCAR OFFERED

The Spyker C8 Spyder offered here is a spectacular example, finished in Dark Sapphire Blue with a complementary blue leather interior. It is a very low mileage example and presents in impeccable condition inside and out. The gorgeous dark blue paintwork is accented by polished alloy on the mirrors, fog-light cutouts and "gun turret" body side air intakes. Other aeronautic inspired details include the light-alloy wheels, with their airplane propeller-shaped spokes, and of course the propeller-motif Spyker badging. Simply opening the door of the Spyker C8 is dramatic thanks to its upward-swinging "swan-wing" doors. The front compartment is accessed via a clamshell deck lid, while the engine and trunk share a cover in the back. With its cut down windscreen, rollover hoops, and high-mount





exhausts, the overall styling of the C8 Spyder is aggressive and sporting, yet the whole package is quite finely finished and beautifully detailed.

The interior is exquisitely finished in diamond-quilted blue leather on the high-back sport seats, door panels, sills and foot wells. The material is of the highest quality and finished to a beautiful standard, showing almost no signs of use. The spectacular dash features an engine-turned alloy fascia housing an array of cream-faced instruments and a series of chrome toggle switches, again repeating the vintage aircraft theme. A signature of the C8 is the elegant, finely machined and mirror polished shift-lever mechanism with its exposed shift rod and support. It is beautiful to look at and a joy to operate. Although it has

all the trappings of a hardcore sports car, Spyker included the modern amenities one would expect in a modern luxury car, such as air conditioning, a fully adjustable leather-wrapped steering wheel, tire pressure monitoring, power mirrors, and remote keyless entry.

Behind those beautiful sport seats rests the tried and tested 4.2 liter Audi V8 and a six-speed manual Getrag transaxle. The free-revving 400 horsepower engine appears showroom fresh in the virtually spotless engine bay and it sounds magnificent through the high-mount exhaust. The engine is shared with many Audi products of the period, making servicing and parts availability relatively straightforward. Stopping power comes courtesy of huge, ABS-equipped AP

Racing four-wheel disc brakes. With just under 1100 miles from new, the Spyder is in outstanding mechanical order and still looks and feels absolutely fresh.

Fewer than 300 of these cars were produced worldwide, and the C8 is a very rare sight on American roads. Make no mistake, this is not a hastily assembled component car; the Spyker C8 is thoroughly engineered and artfully crafted. It is an absolute joy to drive as well, thanks to the well-sorted nature, balanced handling, and screaming V8 engine hurtling you toward the horizon like a vintage warbird. The sale includes the original tool kit with alloy case, removable canvas roof, an owner's manual and the clean Carfax report.

\$225,000 - 275,000



1969 CHEVROLET CORVETTE L88 ROADSTER

Chassis no. 194679S710170
 Engine no. T1202IT 19S710170

427ci OHV V8 Engine
 Single Holley 4-Barrel Carburetor
 Approximately 550bhp (Rated at 430) at 6,400rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *NCRS Top Flight, Bloomington Gold Certified matching numbers L88*
- *The rarest and most sought after Corvette*
- *Immaculate restoration, partly done by L88 expert Kevin Mackay*
- *One of three delivered in striking Burgundy*



THE CORVETTE L88

Racing improves the breed.

That saying is often cited by racing fans who claim that the innovations and developments of high performance race cars bring knowledge about efficiency, power, safety and design that can ultimately be used in order to develop better road cars. Race fans should only wish it were true; during the first decades of the automobile's evolution, just about the only racing innovation that translated to road cars was the rear view mirror on Ray Harroun's 1911 Indy 500-winning Marmon Wasp.

In the late Fifties that began to change, and in the Sixties improvements in automotive development as a result of racing were becoming more commonplace. One of the

more obvious instances of the technology transfer was in Chevrolet's engine development. The Mark IV big block V8 won on race tracks while at the same time powered much of Chevrolet's bread-and-butter products. The Mark IV's development was a direct result of Chevrolet's search for more performance than the W-Series could find within its unusual canted-deck, flat-bottom cylinder head design. At its first appearance at Daytona in 1963, the Mark IV set the fastest qualifying lap but didn't finish. By 1965, its potential saw the 396ci version powering both the Corvette and full-sized Chevrolet. The secret of the Mark IV was its heads; the heads angled the valves in two planes to create a semi-hemispherical combustion chamber with gently-curved runners and efficient valve location.

The ultimate development of the Mark IV big block was the L88 Corvette. In 1966, when Zora Arkus-Duntov wanted to beat the mighty, big block AC Cobras, he dropped an aluminum head 427ci engine into a Corvette. It was fitted with larger brakes and a revised suspension. It was entered in 1966 Daytona 24-Hour and Race by Penske Racing, and performed very well with the new engine.

Dick Gulstrand and Ben Moore won the GT Class (12th overall) at Daytona and placed 9th overall at the 12 Hours of Sebring later that year, all of which was a warm-up to the big event: the 1967 24 Hours of Le Mans endurance race. In the Le Mans Trials, a near-stock L88 managed 171.5-mph on the Mulsanne Straight and led the race for almost 12 hours before throwing a rod.





By 1967, each Corvette engine was individually built, assembled, blueprinted and tested off-line at the Tonawanda engine factory. Corvette marketers, wanting to hold down demand for the racing engine, shut off its dyno run at 5,300rpm when it showed only 430 brake horsepower. Its redline was 6,500rpm, whereas each carefully built L88 V-8 made something like 550hp.

One of the L88-powered Corvette's distinctive features was its highly-domed hood. The air intake was built into the hood, mating closely with the minimal air filter when it was closed. It didn't draw its air from the nose or the hood top scoop, but from the back of the hood at the junction with the windshield in a naturally-occurring high pressure area. The L88's hood design

couldn't actually be said to have much effect on road cars, but Corvette Chief Engineer Zora Arkus-Duntov claimed that the cold air and natural supercharging effect from the cowl induction hood cut seconds from the Corvette's previous 0-140mph time.

In 1967, the word on the L88 seemed to only hardly get out, with only 20 cars built. However, awareness grew in 1968, when 80 were delivered, followed by 116 in 1969, which was the last year in production. The L88's reputation far exceeded its exposure and these 216 Corvettes have become the top of the food chain in the Corvette hierarchy and undeniably the most sought after of all Corvettes. Many were raced, gathering laurels in North America and in Europe.

THE MOTORCAR OFFERED

Presented here is one of the ultra-rare L88s from 1969, the model's final production year. The date stampings on the matching numbers Corvette indicates it was produced on December 9, 1968. Originally finished in Burgundy over a black interior, this car is believed to be one of only three delivered in this rich livery from the factory. After carefully removing the car's tank sticker (production record), it was discovered that this L88 was specified with a radio delete, power brakes and a transistorized ignition, a M22 Rock Crusher close-ratio heavy-duty transmission, J56 special heavy-duty brakes and the F41 special front and rear suspension. There is no question that this car was designed to attack any racetrack one could imagine.





The L88 was delivered through the renowned Konner Chevrolet dealership of Caldwell, NJ. Delivered with the 4-speed manual transmission, this is one of only 99 cars with the manual shifter. As a convertible, this is definitely the most desirable specification.

Although the car's earliest history remains unknown, it is believed that the Corvette was found and bought in Jackson, TN in the late '70s by Mr. Pat Shwery. Shwery knew the L88 models very well and could easily discern that this Corvette was not just a regular C3. To restore a Corvette at that time must have been almost unheard of, nevertheless this was what Mr. Shwery initiated. In order to ensure that the Corvette was restored correctly, Bloomington Gold Judge Tim Thorpe was put in charge of the restoration.

After passing through a few L88 enthusiasts in the '90s, among them the legendary Steve Hendrickson, the current owner bought the car in 2007. Shortly after the time of purchase, it was decided that the Corvette would undergo a body-off chassis restoration by leading L88 expert Kevin Mackay in the late 2000s; invoices can be found in the car's history file. Today the car is presented in the same great color combination as when it was new. It also comes with two removable hardtops, one white and one black, vinyl-covered.

While in the present owner's stewardship, the L88 has won a broad range of some of the most desirable prizes any Corvette can achieve. Among others, it has been awarded the NCRS Top Flight, is Bloomington Gold-

Certified, has won the Muscle Car and Corvette Nationals Gold, Chevy Vette Fest Gold Spinner Award, Earthquake 88 Bloomington Gold Special and the Bloomington Gold L88 Invasion.

Presented here with several awards, its original tank sticker, the owner's manual and various documentation, this L88 comes with a fresh paintjob and definitely ready for its next concours. A great opportunity to acquire a rare piece of American history.

\$550,000 - 650,000



21

1977 FERRARI 308 GTB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 22741

Engine no. 00464

2,926cc DOHC V8 Engine

4 Twin-Choke Weber Carburetors

255bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Highly sought after, carbureted Berlinetta 308*
- *Beautifully restored and recently serviced by marque specialist*
- *Well cared for example of Ferrari's classic 308 GTB*
- *Offered with books, tools and a comprehensive history file*



THE FERRARI 308

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

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

reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to a top speed of over 150mph.

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 introduction 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.

Both an exhilarating driver's car and a Ferrari purist's delight, the 308 and its many derivatives proved to be a huge commercial success for Maranello, with over 12,000 sold.





THE MOTORCAR OFFERED

This desirable 308 GTB was finished by the Maranello Works in October of 1977, and is one of approximately 2,185 carbureted cars produced between 1977 and 1980. The car's first owner is believed to have enjoyed the Ferrari for around two decades.

By the mid-2000s the GTB was sold to Mr. Jim Fogolini, with whom the car remained until it was purchased by the most recent owner in 2011. All in all, the car is believed to have had just 3 owners from new.

Many receipts are on file, adding up to more than \$50,000 spent on cosmetic and mechanical restoration work, with an additional \$8,000 in services performed in August of 2016 by Ferrari Specialist Massimo Conti. During the most recent

service, the car's timing belt and tensioners were replaced, the suspension, carburation and ignition systems were rebuilt, and a new clutch was installed.

The car is offered with the original books and manuals, a tool roll and jack, and an extensive history file dating back to 1987. This fine example of Ferrari's iconic 308 GTB presents very well and has clearly been well-loved over the years.

Today the car shows less than 53,000 miles on the odometer, a figure that is indeed believed to be the car's original mileage. As younger generations of collectors enter the market, the interest in these classic Ferraris is bound to increase. Most Ferrari enthusiasts will tell you that 308s are wonderful driver's

cars that will surely make great additions to any collection.

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

Please note this car is titled with chassis no. F106AB22741



22

1963 ISO RIVOLTA

Design by Bertone

Chassis no. IR 340 075

327ci OHV V8 Engine
Single 4-Barrel Carburetor
340bhp at 6,000rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Desirable stick-shift, 340bhp model
- Italian-American hybrid
- 75th car of the production line
- A US car from new



THE ISO RIVOLTA



Bubblecar manufacturer Iso joined the ranks of supercar constructors in 1962 with the launch of the Giotto Bizzarrini-designed Rivolta coupé at the Turin Motor Show. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning soon after to the manufacture of scooters under the Iso name after the war and, then, to the highly successful Isetta bubblecar.

Interviewed recently for *Octane* magazine (Issue 151), Renzo's son Piero recalled that his father liked fast cars, but could not find one that really suited him; one that was fast, comfortable and reliable. "He decided that Iso should produce a fast car that was genuinely useable every day, and priced somewhere between a Jaguar and a

Ferrari." The result was the Rivolta.

Styled at Carrozzeria Bertone by Giorgetto Giugiaro and powered by a 327ci (5.4-liter) Chevrolet V8 engine, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, a De Dion rear axle and disc brakes all-around. Iso's first supercar set the pattern for those that followed: Bizzarrini-designed chassis, Bertone coachwork and Chevrolet engines.

The car's future developments included the long-wheelbase, Ghia-styled Fidia four-door saloon, the muscular, short-wheelbase Grifo and the Rivolta-replacement Lele. Iso's most successful model, the Rivolta, was produced up until 1970, by which time a total of 797 cars had been built.



23

1966 PORSCHE 911 2.0 COUPE

Chassis no. 304307

Engine no. 907576

1,991cc SOHC Flat 6-Cylinder Engine

2 Triple-Throat Weber Carburetors

130bhp at 6,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Desirable, early matching-numbers 911
- Beautifully restored inside and out
- Clean and classic Porsche design with spritely performance and excellent handling
- Offered with Porsche Certificate of Authenticity, tools, jack and restoration photos



THE PORSCHE 911

"Is the 911 the Best Design Ever?"

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

This rhetorical question is just one of many tributes provoked by the recent passing of Ferdinand Porsche, all of which reference the 911. It serves as a poignant reminder that among Porsche's many achievements, he created one of the world's most revered production sports cars, a series that continues to endure over half a century after its introduction.

Now on the far side of its 50th anniversary, the iconic shape of the 911 remains as coveted as it ever was. For drivers seeking state of the art technology, the seventh generation of the 911 will satisfy their needs, while each of its

previous iterations provides a clear picture of the evolution of its design and formidable performance. Without question the most historically significant Porsche model of all time, the 911 lives on.

The 901 prototype would be introduced at the September 1963 Frankfurt Motor Show, though it would be towards the end of 1964 before Porsche was ready to put the new model into production at Zuffenhausen. First, the name had to be changed, as Peugeot owned the rights to car model names using three digits and a zero in the middle, and took issue with Porsche over their proposed nomenclature. So 911 it was.

Today, early 911s continue to be competitive in vintage racing and rallying, and yet also remain popular and usable vintage sports

cars for the road. The earliest models possess a unique purity and elegance and, as the first of the breed, are among the most sought-after.





THE MOTORCAR OFFERED

According to the Porsche-issued Certificate of Authenticity, this 911 was built as a 1966 model year, and completed at the Zuffenhausen-based Porsche factory in April of 1966. It was finished in nearly the same color combination it wears today, 6604 Light Ivory over a black leatherette interior. The new 911 was completed with a long list of optional equipment, a Webasto heater, left hand exterior mirror, and the Blaupunkt Frankfurt radio with loudspeaker and antenna.

The Porsche is believed to have been sold in New Mexico and have had just three owners before being purchased by the consignor some years ago. Between 2009 and 2013, the early 911 was treated to a comprehensive restoration. The exterior was stripped to bare metal, the necessary rust work performed, and

elegantly finished light ivory while the exterior trim, seals and gaskets were replaced or refurbished as necessary, yet keeping as many original parts as possible. A new black interior was installed, with the seats neatly accented by houndstooth inserts. The wood-paneled dash and steering wheel was refurbished as well, as was the period Blaupunkt radio.

The matching-numbers engine was gone through, and an MSD ignition system was installed with stock points. A new SSI exhaust system was fitted, and the optional Webasto heater was restored, although it has not been operated with gasoline yet. The Porsche retains the original cast iron weights in the front bumper corners, originally installed by dealers to improve the handling of the early short wheelbase cars.

This early 911 has been driven less than 1,000 miles since the restoration work was performed, and the current odometer reading of less than 58,000 miles is in fact believed to be the car's original mileage. The Porsche is offered with the Certificate of Authenticity, restoration photos, a correct tool kit and jack, and features the optional rear seat delete unit that provides a great package shelf. A matching-numbers example presented on correct type silver-painted steel wheels with chrome hubcaps and shod on Vredestein Classic tires, this early 911 Coupe looks just right.

**\$170,000 - 210,000
WITHOUT RESERVE**



24

Ex Bob Jane - 1963 Australian GT Championship Winning 1963 JAGUAR E-TYPE LIGHTWEIGHT COMPETITION

Chassis no. S850667
Engine no. V682558P

3,781cc DOHC All-Alloy 6-Cylinder Engine
Lucas 2MDC6/M Fuel Injection
293bhp at 5,750rpm
4-Speed Manual Close-Ratio Gearbox
4-Wheel Independent Suspension
4-Wheel Disc Brakes – Inboard Rear

- One of the absolute best and most original examples of the 12 Lightweight E-Types
- Preserved by just 3 owners from new while accumulating less than 4,000 miles
- Championship winning racing history in period
- Documented in numerous books and with build sheets, factory correspondence and period photographs



SUCCEEDING THE D-TYPE

In June 1957, the Scottish team Ecurie Ecosse claimed its second consecutive victory at the 24 Hours of Le Mans in a Jaguar D-type, giving the legendary sports racer a third straight victory in the endurance contest for which it was essentially devised. Yet despite the D-Type's unmitigated success, Jaguar was already at work in 1957 on a succeeding model, one that might serve as a production development mule or the basis of a GT-class racer. Clothed in a svelte aluminum body, the so-called E1A development car eventually blossomed into the production E-Type project, though a more dedicated racecar dubbed the E2A followed by 1959.

By early 1961, Jaguar was beginning to deliver production E-Type roadsters to racing customers in advance of the model's official debut at Geneva in March. This was intended

to create a competition aura around the E-Type, even if it was merely a steel-bodied road car. With the idea of the open competition car gaining momentum, a memorandum was sent on March 16, 1961, from Jaguar engineering's lieutenant director Claude Baily to Coventry's production department. Under the name project no. ZP 537/24, the factory was instructed to proceed with the build of seven competition cars for which he listed specific modifications to the basic E-Type that were based on E2A.

These cars were to receive special engines with gas-flowed cylinder heads, polished and crack-tested connecting rods, a lightened flywheel, a competition crankshaft damper, modified clutch, a close-ratio competition 4-speed gearbox, and trumpet tips for the S.U. carburetors. Although the engine specifications

were substantial, the body remained steel and the suspension was modified only minimally with stiffer springs.

The first of these cars, chassis no. S850006, was delivered to John Coombs' racing team, and the renowned Graham Hill achieved promising results with a third-place finish at Silverstone in May 1962, second at Mallory Park a month later, and fifth at Brands Hatch in August. Increasingly used as a factory development car, Coombs' E-Type was further modified with a lighter-gauge steel body, and the engine received a "35/40" wide-angle cylinder head like the ones used on the D-Types. The new competition car was showing tremendous potential until the Ferrari 250 GTO arrived, which quickly set the racing world on its head.







FORMULATION OF THE LIGHTWEIGHT

Receptive nevertheless to the challenge of competing with Maranello's new thoroughbred, Jaguar moved a step further with the development of S850006, using it as the mold for 17 more competition cars. First entering the build process in October 1962, the racing E-Type also incorporated elements of an earlier works car known as the Low-Drag Coupe, for which Malcolm Sayers had revised his E-Type coachwork to feature a more aerodynamic roof and tail, including trailing exhaust vents.

The new cars were lightened with aluminum alloy bodies and an aluminum hardtop that strengthened the shell's rigidity. The 3.8-liter competition engines were further upgraded with Lucas fuel injection and dry-sump lubrication, while the chassis was modified with a revised suspension geometry and myriad other

competition parts. Other than the development example, cars began numbering with S850659 and proceeded sequentially to S850669, all within the standard E-Type numbering. The only signifier of a Lightweight within the chassis number was the S prefix. As Jaguar didn't intend to build enough cars for the Lightweight to be homologated separately, the model was passed off as part of the production E-Type family even though very few parts were shared, and it was never formally marketed or acknowledged in sales materials. The lack of factory marketing has only contributed to the model's increased cachet over the decades, lending it a shroud of mystery.

The first two purpose-built Lightweights were completed in time for the 12 Hours of Sebring in March 1963, and team owners Briggs

Cunningham and Kjell Qvale each acquired a car. While Bruce McLaren and Walt Hansgen finished 8th overall and second in class for Cunningham, Ed Leslie and Frank Morrill placed 7th overall and first in class for Qvale.

At the 24 Hours of Le Mans in June, Cunningham entered three Lightweights with official support from the factory. While the two cars respectively driven by Hansgen and Augie Pabst, and Roy Salvadori and Paul Richards each retired early, the car piloted by Bob Grossman and Cunningham, himself, finished 9th overall and second in class. One can only speculate how well the car might have finished were it not for a two-hour delay caused by a brake issue. Results in non-endurance events during 1963 were even better, with four victories by Hill and a





Bob Jane in S850667. © Ultimate E-Type, Porter Press.

THE MOTORCAR OFFERED

multitude of top-three finishes by Salvadori and Peter Sutcliffe at venues like Goodwood, Silverstone, Mallory Park, and Snetterton. In total, just 12 examples of the E-Type Lightweight were built, with production never actually reaching the original target of 18 cars.

Jaguar provided significant factory support for these cars, as they were sold exclusively to preferred customers and friends of managing director Frank “Lofty” England. Among the most celebrated racing sports cars to emerge from postwar Britain, where they were known as GTO Killers, the rare E-Type Lightweights have evolved into the centerpieces of significant private collections around the globe.

Chassis no. S850667 is the 10th example of the 12 E-Type Lightweights built. It benefits from a short chain of just three long-term caretakers, and displays phenomenal originality, having never been disassembled or rebuilt in any significant manner. Also, the winner of the 1963 Australian GT Championship, this car boasts nearly unparalleled overall quality among its Lightweight brethren.

As illustrated by a tremendous file of documentation, the story of S850667 begins with Robert “Bob” Jane, an ex-truck driver from Melbourne, Australia, who raced motorcycles and water-skied for pleasure. By the late 1950s, Mr. Jane had transitioned to sports car racing, becoming a dedicated proponent of Jaguars. He was a principal racing customer of Bryson’s in Melbourne, the

official Jaguar importer Down Under.

Among other models, Bob Jane owned and campaigned a D-Type as well as a red production E-Type fixed head coupe that was a regular competitor on various tracks around Australia. Jane even bored out his D-Type engine to a full 4.2 liters, well before the factory eventually undertook similar developments. One of the continent’s most dominant competitors, Jane won the Bathurst 500 four years consecutively and reportedly took 38 straight victories in various Jags.

Mr. Jane was also in the tire business, the owner of a chain of stores known as the Bob Jane T-Marts. On November 29, 1961, Jane even became an official Jaguar importer under an agreement with Jack Bryson.





Bob Jane in S850667. © Ultimate E-Type, Porter Press.



The opening of his showroom on Sydney Road in Brunswick was congratulated with newspaper advertisements from companies in motorsports including Repco, Mobil, Lucas, and Bosch. With his rising accomplishments on Australian tracks, Jane was increasingly recognized by the factory's competition department, as corroborated by correspondence.

Files from the archives of marque expert Terry McGrath demonstrate that Jane sent a letter to England in the summer of 1963, inquiring about the availability of the new lightweight competition E-Type. Jane would later claim the car was given to him by the manufacturer, but a paper trail illustrates an invoice to Bryson's on Jane's behalf, including £1,400 worth of competition preparation.

The factory provided a full 5-page specification sheet for S850667 with a dizzying array of competition features. Dated October 1, 1963, and including Jane's name, the list specifies a 35/40° cast-aluminum cylinder head on the alloy block, which was numbered RA 1353-9S. The rare alloy motor was mated to a Jaguar close-ratio 4-speed competition gearbox. Additional features included a competition crankshaft damper, lightened flywheel, cast aluminum sump, oil pump, and water pump, and a Lucas fuel injection system. The frame was modified to make room for the new front suspension geometry and a larger oil tank.

Chassis modifications included a Thornton Tork-Lok differential with a 3.54:1 final-drive ratio, suspension mountings 25% stiffer than a standard E-Type, and 11¼ inch brake discs

all around, with aluminum brake cylinders. The pedal gear was lightened and axles were mounted with light alloy disc wheels in the style of the D-Type. Suspension settings were adjusted with a modified rear set-up and anti-roll bars.

The completed car shipped for Australia on October 20, 1963, reaching Melbourne the following month. On December 8, the Lightweight debuted at the Calder track in Victoria, winning the Australian GT Championship race while setting a lap record of 51.8 seconds. A few weeks later at Catalina, S850667 won the Production Sports Handicap and the New South Wales Touring Car Championships, followed by the sports and touring car races at Warwick Farm (where it set another lap record), concluding a dominant first month in service.





In early 1964 Jane conducted a minor cosmetic modification to the exterior, painting a thin Shell-orange racing stripe along the hood to reflect his sponsorship from the oil company. The Lightweight then took the checkered flag at Calder on January 26, 1964, and at the Sandown A.G.P. meeting on February 9. At the end of the month, it finished second at the Australian Tourist Trophy while timed at 156 mph. Returning to Calder on March 8, the E-Type took second place, and then placed third at the New South Wales Sports Car Championship on March 29. The successful run continued at Sandown Park on April 19, where the E-Type set the fastest lap and placed third in the Victoria Sports Car Championship.

Around May 1964, Bob Jane and his brother Bill took the Lightweight to Europe, where they

intended to test its mettle in long-distance continental events while stopping by the Brown's Lane factory for a few upgrades. They also intended to socialize with Bruce McLaren on the Formula 1 scene.

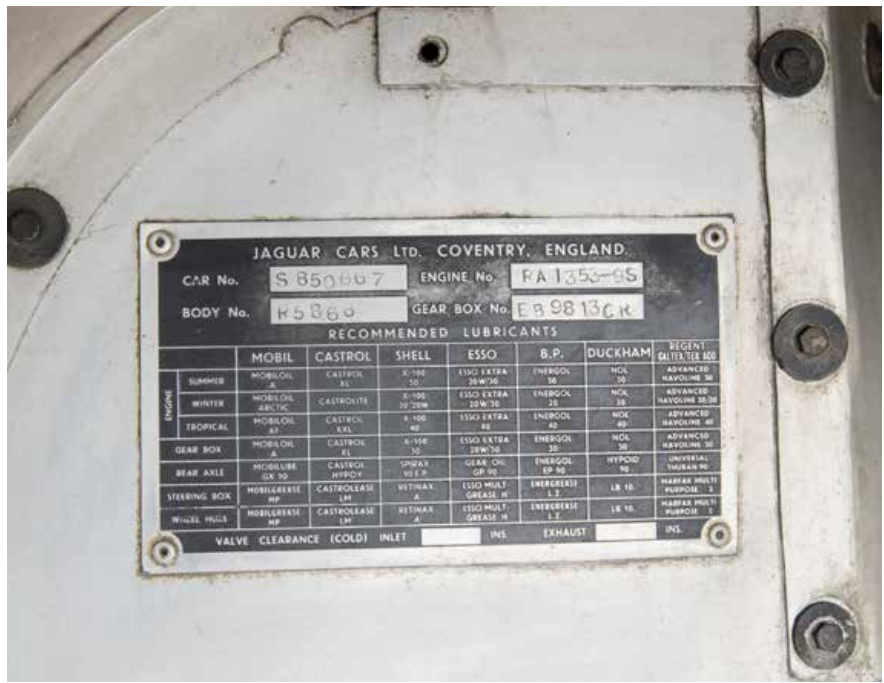
Correspondence shows that Jane wanted to source a ZF 5-speed gearbox at Coventry, but because the ZF units were in short supply the factory declined to install one. The opportunity was taken, however, to add wider disc wheels and install a Le Mans-style 45-gallon fuel tank, surely appropriate for the immediate goals of running Monza, Rheims, Goodwood, and the Portuguese Grand Prix. At Brands Hatch on July 11, Jane was able

to finish 5th in class and 10th overall, but he later complained that an improper final-drive

had rendered the car uncompetitive. He was apparently underwhelmed by the strict nature of support from the factory, which refused to undertake more aggressive modifications such as lowering the car's ride height.

Chassis no. S850667 returned to Australia by the fall of 1964, though it would not race again until the following season. The Lightweight's success resumed at Bathurst on February 21, 1965, where it was timed at 146.05 mph and established a fastest lap. On May 2, Bill Jane drove the E-Type at the One-Hour Production Car Race at Lakeside in Queensland, finishing third, and a week later the car finished first in both the preliminary and the main races at Bathurst. As the season wore on, the Lightweight found itself competing against far more purpose-built racecars like the rear-





engine Lotus 23B. Despite the increasing competition, S850667 still managed a 4th-place finish at the Australian Tourist Trophy at Lakeside, where Bob Jane ran the car without a hardtop. The season concluded with additional runs at Warwick Farm, Lakeside, Sandown, and Longford, though no top finishes were recorded.

In 1966, Jane passed driving duties to Spencer Martin, and he won the GT race at Warwick Farm on September 18, setting another fastest lap. Martin then placed third at Sandown on October 16. Around this time Jane unfortunately blew out the original alloy engine block during practice, and this is probably the reason why he offered the car for sale in the publication *Racing Car News*, though it did not sell.

Further documentation from the McGrath archives shows that Bryson's contacted the factory to source a replacement alloy block, even inquiring if one might be available with displacement greater than 3.8 liters. Brown's Lane assured Jane that such displacements had not been satisfactorily tested, but they provided a correct factory alloy replacement block, no. V682558P, which continues to power the car to this day. It should be noted that it is extremely rare to encounter a Lightweight with an original alloy block, as most examples are today powered by reproduction units.

The end of the 1966 season basically concluded the E-Type's racing career, and over the following few years it was exhibited as a display piece at Jane's tire outlets. The

car essentially remained unused for the next decade, and in November 1980 Bob Jane offered his cars publicly at the Australian Grand Prix auction. He would later comment that selling the Lightweight was the biggest regret of his life.

CLOISTERED COLLECTABLE

Chassis no. S850667 was then purchased for a shocking \$80,000 AD by Peter Briggs, a Jaguar enthusiast from Western Australia who at various points owned a D-Type, an XK120, and an SS100.

The new owner commissioned a re-finish in white with large blue racing stripes down the middle, and this is the only occasion the E-Type was ever repainted. Briggs





raced the Lightweight a few times and occasionally drove it to his office, and the car was used by John Smith at the National Jaguar Rally event at Wanneroo in September 1984, again setting the fastest lap. In November 1985 and September 1986 the E-Type was presented at the historic events leading up to the Formula 1 Australian Grand Prix.

After nearly 20 years of ownership, Briggs offered the rare E-Type for sale in early 1999, consigning the car to an auction in Florida. In preparation for the sale, the Lightweight was submitted to the famed Lynx Engineering in England, perhaps the premier authorities on vintage racing Jaguar C-Types, D-Types, and E-Type Lightweights. According to their written evaluation, the experts at Lynx were amazed by

the car's originality, which included the factory-appointed leather seats, 4-speed close-ratio gearbox, and the 45-gallon Le Mans gas tank, as well as the original aluminum body. Currently displaying less than 4,000 original miles, chassis no. S850667 has been fastidiously maintained by just three caretakers over the course of 53 years. All of the original stampings, body tags, and related rivets

remain intact, and the car has never been disassembled or restored. Considering that the factory alloy engine-block replacement was supplied in period, and that the factory modifications such as the installation of the Le Mans fuel tank were undertaken during May 1964, this car is basically a time capsule of its configuration as raced by Bob Jane.

Possibly the most original Lightweight example in existence, this legendary Jaguar competition car is incredibly well documented, including race histories and photos, factory correspondence and spec sheets, the evaluation from Lynx Engineering, and numerous other records from the archives of Terry McGrath. S850667 offers marque aficionados and dedicated postwar sports car collectors the opportunity to acquire one of the most celebrated Jaguars ever built, one of the twelve legendary E-Type Lightweights, the wolves in sheeps' clothing that proved to be GTO killers.

\$7,500,000 - 8,500,000



25

1956 VOLKSWAGEN TYPE 1 BEETLE

Coachwork by Karmann

Chassis no. 10988279

Engine no. 3784132

1,192cc OHV Air-Cooled Flat 4-Cylinder Engine

Single Carburetor

38bhp at 3,900rpm

4-Speed Manual Transmission

Independent Front and Rear Swing Axle Suspension

4-Wheel Hydraulic Drum Brakes

- A classic 1950s era Beetle nicely accessorized with a period roof rack
- Recent sympathetically restoration
- The 911's oldest ancestor
- Charming example of the iconic Beetle



THE BEETLE

One of the 20th century's 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 great loyalty and enthusiasm based on its practicality, reliability, adaptability and affordability.

An air cooled engine eliminated the whole water cooling system of pumps, pipes, hoses and radiators as well as reducing the risk of freezing in cold northern winters. From the late 1930's through the early Seventies, Volkswagens sold in hundreds of thousands in the United States, peaking at 572,573 in 1970.

THE MOTORCAR OFFERED

This desirable 1950s era example is believed to have spent most of its life in the U.S. State of Iowa where the prevailing mild, dry weather conditions saved it from corrosion, thus presenting a solid basis for a sympathetic restoration. As presented here today the subject model is beautifully presented with a high quality paint finish, complimented by fresh brightwork and a correct pattern interior. Evidently much time and money have been deservedly lavished on this smart little Deluxe model.

To complete the period look a roof rack has been added - for skis, a picnic set or perhaps to strap a Christmas tree to, regardless it's a useful accessory and completes that 50s look. The iconic flat four - the progenitor of so much that was to follow - sounds as tight

and crisp as only a VW motor can. Presented in working order this charming Deluxe model is ready to take its place in a collection, or to be enjoyed by a family for fun days out and perhaps, as so many have, be given a name!

We commend this little car not only as a lovable classic but as no less than an icon of twentieth century design.

**\$30,000 - 50,000
WITHOUT RESERVE**



26

2003 FERRARI 360 MODENA COUPE

Design by Pininfarina

VIN. ZFFYU51A430130753

3,586cc DOHC V-8 Engine
Electronic Fuel Injection
400bhp at 8,500rpm
6-Speed F1 Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Exceedingly rare sunroof coupe
- Recent major service completed
- Classic Ferrari livery
- Fewer than 12,000 miles from new



THE FERRARI 360

A larger car than the outgoing F355, the 360 owed its radical new design to the quest for increased downforce, generating four times as much as its predecessor yet achieving the impressively low Cd of 0.33.

With further innovation beneath the skin, a lighter, stiffer aluminum spaceframe/monocoque replaced the old tubular steel arrangement, resulting in a dry weight around 220lbs less than that of the F355. The 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than the F355's.

THE MOTORCAR OFFERED

Bonhams is proud to present this extremely rare 2003 Ferrari 360 Modena sunroof coupe. There are believed to be fewer than 25 sunroof coupes built worldwide, and less than 12 in the US, making it one of the rarest spec Ferraris of recent memory. In typical Ferrari fashion, the sunroof is no ordinary sunroof; it is actually a single, solid removable section of the roof that unhinges and is meant to be stored in its leather bag that securely snaps in place behind the seats; one also has the option of placing the roof panel in the front storage compartment of the car.

On March 3rd, 2003 the classic Rossa Corsa Red over tan sunroof coupe was first registered in Pittston Pennsylvania. The cars next 3 owners, including the consignor would all be residents of the Garden State of New

Jersey. In November of 2016 the consignor had a full major service completed on the car; fewer than 100 miles have been driven since the service was completed. With only 11,520 miles on the clock, the car is in remarkable shape with all features and functions operating just as expected. Accompanying the car is the original window sticker, manuals, keys, a clean CARFAX report, tools and compressor - and of course the removable sunroof and leather storage bag. As modern Ferraris continue to increase in popularity with the collector car market, this exceedingly rare sunroof coupe should be given serious consideration.

\$85,000 - 125,000
WITHOUT RESERVE



27

1956 PORSCHE 356A 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 82601

Engine no. 62877

1,582cc OHV Flat 4-Cylinder Engine

2 Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Exquisite nut and bolt restoration by marque experts
- Painted Aquamarine Blue Metallic from the factory
- Retains matching numbers engine and original body panels
- Award-winning Speedster with immense pedigree



THE PORSCHE 356 SPEEDSTER

Instantly recognizable by virtue of its low, wraparound windscreen, its smaller and entirely retractable top, lower door waistline and twin bucket seats (all of which served to emphasize its sporting image), the Speedster was, in effect, an 'economy' model from Porsche intended to compete with the less-expensive British sports cars.

The Speedster was powered initially by the 1.5-liter version of Porsche's horizontally opposed four, gaining the new 1.6-liter, 60bhp engine with the introduction of the improved 356A for 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant 100mph was possible. Combined with its renowned handling characteristics, the Speedster became an

instant success in the burgeoning American sports car racing scene.

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

Its combination of style, performance and value for money made the Speedster deservedly popular. Today the model, arguably the most handsome of the 356 variants, enjoys iconic status.







Aufgaben-Nr. 82501		Werk-Nr. 62 877	Chassis-Nr. 11302	Motor-Nr. 3 081	Motor-Nr. 7522
Abgabe-Werk 12.3.56	Abnahme-Stadt	Werk-Abt. Nr.	Chassis-Abt. Nr.	Motor-Abt. Nr. 1207 aq.-mar.-bl.	Motor-Abt. Nr.
Umschreibung			VW 1500-1600-1700-1800-1900-2000-2100-2200-2300-2400-2500-2600-2700-2800-2900-3000-3100-3200-3300-3400-3500-3600-3700-3800-3900-4000-4100-4200-4300-4400-4500-4600-4700-4800-4900-5000-5100-5200-5300-5400-5500-5600-5700-5800-5900-6000-6100-6200-6300-6400-6500-6600-6700-6800-6900-7000-7100-7200-7300-7400-7500-7600-7700-7800-7900-8000-8100-8200-8300-8400-8500-8600-8700-8800-8900-9000-9100-9200-9300-9400-9500-9600-9700-9800-9900-10000		
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2660	106	3 12 50	Bluffman	1007	6.8.50

THE MOTORCAR OFFERED

Built in September of 1955, this sporting 356A Speedster was finished from new in the striking and desirable Aquamarine Blue Metallic (5607). The Speedster was equipped for the US market, and fitted with sealed beam headlights and a miles-per-hour speedometer. It was outfitted with the more comfortable Coupe-style seats, although the interior color is not listed on the Porsche Certificate of Authenticity. According to a copy of the car’s original factory build record (better known as the Kardex) the new Speedster was exported to the US, and delivered through Max Hoffman to its first owner, Shakespeare Motors.

The owner of Shakespeare Motors was John W. Shakespeare, a wealthy sportsman who dabbled in leisure pursuits that ranged from sports car racing to orchid horticulture.

His father, William, the inventor of the level-winding fishing reel, had amassed a fortune manufacturing tackle. The younger Shakespeare enjoyed health, wealth and a soap opera star’s good looks. He studied mathematics and physics at the Carnegie Institute of Technology and Harvard, and had interests in oil, real estate and (of course) car collecting, auto dealerships and motor racing. He famously amassed an incredible collection of Bugattis, and then sold them to Frenchmen Fritz Schlumpf – a deal that has been called “the car deal of the century”. Today Shakespeare’s old cars form the core of the French National Automobile Museum, located near Mulhouse, France.

Previous owners have claimed that John W. Shakespeare indeed owned this Speedster

himself and ran it at racing events in period, but at the time of cataloguing no hard evidence was found to confirm this. The history picks up a few decades later, when the Speedster is known to have been in Whittier, CA, and owned by a Mr. Tim Lewis. The consignee, a Texas-based collector with a taste for the absolute best of the best, purchased the Speedster from Mr. Dennis Collins of the *Fast N’ Loud* TV show, and, upon realizing that the car was a solid, matching numbers example with its original bodywork intact, decided to embark on a comprehensive, nut and bolt restoration.

A collector who really demands top quality and authenticity, the consignee would enlist the best Porsche experts from around the US to bring the Speedster up to perfect restored condition. The 32-month restoration was completed in





September of 2016, and the result is immediately apparent upon close examination of the Porsche today. Original parts were kept and restored instead of replaced where possible and, if a new part was needed, efforts were made to source an original, new-old-stock piece as opposed to the cheaper option of an aftermarket item. The Speedster's original body panels were all retained, and the front hood, engine lit and both doors are all numbered and match the Certificate of Authenticity. The majority of the 100-point restoration was performed by 356-expert Roy Smalley of Eurowerks in Campbell, TX. The original instruments were fully refurbished by Hollywood Speedometer of Hollywood, CA, while chrome work and plating was entrusted to the legendary Christensen Plating Works of Vernon, CA.

The transaxle - numbered closely to the original unit - was rebuilt by 356 Enterprises of North Branch, MI, while the original matching numbers engine was rebuilt by Competition Engineering of Lake Isabella, CA. All work was done to the highest standards possible and, per the car's original build records, the car was refinished in its as-delivered from new Aquamarine Blue Metallic and trimmed in a dark red interior.

A superb example of one of the most iconic and desirable sports cars ever produced, this Speedster naturally claimed a First in Class Award at the 2016 Hilton Head Island Concours d'Elegance. It holds all the credentials to go compete at the most discerning Concours d'Elegance and PCA events globally, or use on some of the top driving events one would want to enter.

The Speedster is offered with its Porsche-issued Certificate of Authenticity, a copy of the original build sheet (Kardex), a jack, an owner's manual, and a tool kit restored by Victor Miles of Ventura, CA.

While examples of Porsche's legendary Speedster can be found from time to time, an example like this is very rare to come across. Boasting a no expense spared, nut and bolt restoration to the highest standards, while finished in the car's original color of Aquamarine Blue Metallic and retaining the original, matching numbers engine, this 1956 356A 1600 Speedster stands out at the top.

\$425,000 - 525,000

Please note this car is titled as a model year 1957



1967 VOLKSWAGEN TYPE 2 WESTFALIA CAMPER

Chassis no. 237002757

1,600cc ohv, air-cooled flat-four cylinder engine
 Single-throat Solex downdraft carburetor
 53hp at 4,200rpm
 4-speed manual transmission
 Front disc, rear drum hydraulic brakes
 Torsion bar independent front and rear suspension

- A classic 1960s era Bus nicely accessorized with period equipment
- Recent comprehensive restoration and offered with over \$30,000 in receipts
- Perfect for a fun family trip
- Charming example of the iconic VW Bus



THE TYPE 2 CAMPER

Although not as ubiquitous as the iconic Type 1 Volkswagen Käfer (Beetle), the Type 2 Transporter took on far more divergent identities. The Type 2 concept is credited to the Dutch importer, Ben Pon. His first sketches date from 1947, but production had to wait until March 1950, as VW caught up with demand for the basic Beetle. Starting in 1951, VW offered an officially-sanctioned camper conversion by Westfalia-werke of Franz Knöbel & Söhne in Rheda-Wiedenbrück, Germany. Built as a van, both with and without rear side windows, it came also as a pickup or a fully-equipped camper, and countless aftermarket conversions were created as hearses, ambulances, police vans and use in the fire service. During the 1960s, the Kombi version, a window van with removable seats, became the transportation of choice for America's hippies, often with psychedelic paint themes.

THE MOTORCAR OFFERED

Offered today is surely one of the finest examples of a restored Volkswagen camper to date. When the current consignor bought the car two years ago from a Yosemite-area resident, he hired Napa Valley Restoration to undertake a no-expenses spared, but sympathetic restoration. Joel Horne led the group of VW experts on the thorough year-long refurbishment. Evident in the details, both the seller and restorer aimed to meticulously refurbish as many of the original parts as possible or to use only period-correct NOS parts, from the gilded German roof rack and factory sway bar to factory gears and curtains. In addition, they installed optional factory equipment such as the pop-up roof section, NOS camping equipment, a laminated folding table, storage cabinets, electrical hookups, and even a factory rear mosquito net. As a finishing

touch, custom hardwood floors were installed to complement the living space. Most impressively, an engine rebuild was undertaken by world renowned VW expert, Rick Echlier of Sonoma.

Finished in L-87 Pearl factory white paint over a wonderful butterscotch leather upholstery, this camper is reported to be a strong runner with few miles driven since restoration. On one of those trips, the camper most recently placed 2nd in its class at the 2016 Ironstone Concours d'Elegance in Murphys, CA, its first public showing. Offered with many of the fun, convenient, and functional accessories of the 1960's, this camper is ready to take family and friends on new adventures.

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



29

1947 MG TC MIDGET

Chassis no. TC 3781
Engine no. XPAG 4501

1,250cc Supercharged OHV Inline 4-Cylinder Engine
Single SU Carburetor
Approximately 70bhp at 5,500rpm
4-Speed Manual Transmission
Front Beam Axle with Leaf Springs - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- *Absolutely stunning no expense spared restoration*
- *Fitted with Supercharger and other appropriate performance upgrades*
- *Beautiful dark blue over red livery*
- *One of the finest examples available anywhere*



THE MG TC

The right-hand drive TC Midget first appeared in 1946. 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 of these MGs saw 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 behind the wheel of a TC.

THE MOTORCAR OFFERED

Offered here, is one of the best-restored examples of the diminutive, classically styled two-seat roadster that is credited with sparking America's love affair with imported sports cars post-World War II. This spectacular TC was completed at the Abingdon works in the fall of 1947, and is believed to have been delivered new to the US. The TC has had just a few owners from new, and is believed to be a low mileage example.

This MG, finished in an elegant dark blue, while neatly accented by the red interior and radiator grille, presents in exceptional condition throughout, and has been treated to a comprehensive, nut and bolt restoration – a level rarely seen on an MG. Both mechanical and cosmetic parts of the car have been recommissioned or restored.

Tasteful performance upgrades include the crank-driven supercharger, increasing the lithe sport car's horsepower by as much as 30%, and a wood rimmed steering wheel to hang on to in the hairpins. Offered from a world-class collection of rare European collector cars, this TC is complete with tools, convertible top and tonneau cover, and is fitted with proper Classic Dunlop tires. For those collectors looking for an exquisitely presented T-Series MG, capable of participating in driving events and concours shows alike, this outstanding example is worthy of serious consideration.

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



30 Ω

Originally delivered new to Gustav Eisenmann, ex-Grant White

1931 ALFA ROMEO 6C 1750 5TH SERIES SUPERCHARGED GRAN SPORT SPIDER Coachwork by Zagato

Chassis no. 10814358

Engine no. 10814358

1,752cc DOHC Supercharged Inline 6-Cylinder Engine

Single Dual-Throat Memini Carburetor

4-Speed Manual Transmission

4-Wheel Drum Brakes

- A very fine example of the legendary 6C 1750 Zagato Spider
- Excellent authenticity with original body, engine and driveline
- Known ownership history from new
- Early Swiss Racing History
- Mille Miglia Eligible



THE ALFA ROMEO 6C 1750

'The 1750, and for that matter the 1500... must be among the finest ever made both from the point of view of engineering and driver satisfaction'

- Michael Frostick, *Alfa Romeo-Milano*.

It was in 1923 that Enzo Ferrari, persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing program but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none. A logical derivative of the Tipo 6C 1500, itself directly descended

from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine, enlarged to 1,752cc. Built in single-cam Turismo and twin-cam Sport (later renamed Gran Turismo) variants, the 6C 1750 was an exciting fast sports car combining lightweight with sparkling performance.

The chassis, also a product of Jano's thoughts applied to a clean sheet of paper, was low and lightweight, featuring semi-elliptical springs that passed through the front axle. The 6C 1750 would go on to be victorious over much larger and more powerful machinery, the triumph of balance, quickness and almost thought-control responsiveness over ponderous leviathans.

The 1750's sporting career, aided by its mechanical longevity, extended far beyond its production, amassing countless wins, including 1-2-3 finishes in the Mille Miglia, and top results at Targa Florio, the Tourist Trophy and Spa 24 Hours in 1930. Nuvolari, Marinoni, Campari and Varzi all recorded successes in Vittorio Jano's "light car" and the model is, quite simply, a legend.







ZAGATO AND ALFA ROMEO



Now in its 98th 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 head room 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. It is never more so than when one considers pre-war Alfa Romeos and particularly the 1750.

Amazingly, the company was in its relative incubation when these coveted cars were 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 road going 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"

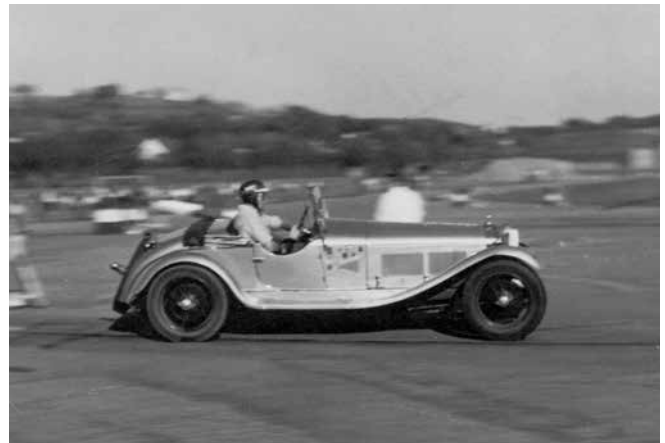




Aldo Minoretti campaigning the Alfa at Dubendorf Airfield 1954. © Mary Jane Leuch / Simon Moore



The Alfa while owned by Paul Leuch, in good company with a '2.3', believed to be chassis 2111015. © Mary Jane Leuch / Simon Moore



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 of the 1920s, and his circle of friends included Giuseppe Campari, Baconin Borzacchini, Giulio Ramponi... and most notably Enzo Ferrari, who would very clearly link his Alfa successes to Zagato. 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.”

As Alfa Romeo refined their 6C 1750 with systematic improvements in new series, similarly Zagato raised his game with refinements in the details and design. Today, it is generally accepted that the zenith for both was the 5th Series, before the chassis became a little more substantial.

Close inspection of a pure unfettered Zagato body, such as on this car, shows just how beautifully crafted they were, with lightness and aerodynamic fluidity incorporated into every aspect from headlight mounts to the intricate windshield, to the sleek way in which the top mechanism rests - they are truly exquisite and this is rarely better evidenced than on this immaculately presented example.

THE MOTORCAR OFFERED

This beautiful Alfa Romeo is one of very few that can claim a known ownership chain and highly coveted degree of authenticity throughout. A sister car to the Baron Philippe de Gunzburg car sold here at Bonhams Scottsdale auction in 2014 this is just two chassis numbers along from that car.

The car is well known in American Alfa circles, being owned for more than 4 decades by enthusiast Grant White of Salt Lake City, Utah, who acquired it in 1962. Its history prior to arrival in this country is also unusually succinct.

When new, the 6C is understood to have been sold to Gustav Eisenmann of Biberist. As late as the 1950s it still wore his own Automobile Club of Switzerland plaque





under its hood, as well as an additional Swiss Registration plaque for the jurisdiction he was domiciled in – Kanton-Solothurn, the latter which lists both chassis and engine numbers remains with the car to this day. Eisenmann was a successful paper manufacturer in his local town, and to this day a street carries his name in Biberist.

Its next owner was Paul D. Leuch, who acquired her in 1956. Writing to Grant White in 2003, Leuch fondly recalled owning the 1750 and seeing it in use at a sprint in Dubendorf in Switzerland in 1954 when owned by Aldo Minoretta. It is quite possible that this was the selfsame car that Mr. Minoretta campaigned at the Elren Grand Prix in August 1948, coming 3rd.

Mr. Leuch recalled purchasing the Alfa, and painting it from its former pale blue to the red color it has remained in ever since, and supplied a photo of it with his Alfa '2.3' in Zurich in 1955. By then it already sported 'wind wings' on the side of its windshield another distinctive feature which it retains to this day. From Leuch it passed to Robert Hamil, who brought the car to California in 1959.

Summarizing, its early known history is:

- 1931 Gustav Eisenmann of Biberist, Switzerland
- 1947 Aldo Minoretta, Dubendorf, Switzerland
- 1955 Paul D. Leuch, Zurich
- 1959 Robert Hamil, California
- 1962 Grant White





Over the course of Mr. White's ownership it became clear that it would need a restoration and this work was carried out in the mid-1980s. The car was a source of great pride for Mr. White for its originality and he was frequently consulted by people during the restoration of their similar cars.

This exceptional 1750 retains its full set of mechanical component numbers which are in sequence with the accepted brackets for the production of these cars and their close proximity suggests little doubt that they have been together from new. More importantly, its bodywork is also known to be original and correct, with a number of its trim pieces stamped. A particularly nice feature are the original door panel trims which were removed during the White refurbishment, but come with it.

Passing into British ownership in 2003, it was acquired 2 years later by the current owner, a knowledgeable and passionate collector. In their decade or more of ownership it has been regularly rallied and toured. In the last few years it was serviced by the well-known British preparers SPB Historics. In the present ownership a FIVA Passport was applied for and granted.

One of the definitive sporting cars of all time, the Alfa Romeo Grand Sport Zagato owns its crown for its nimble spritely chassis which makes for its hugely enjoyable road going performance. Naturally, these cars are eligible for the Mille Miglia Storica retrospective, and every other event conducted on those

parameters, such as the California Mille, Colorado Grand etc.

Commonly regarded as one of the best of the best of these cars, this beautiful Alfa Romeo is highly recommended.

\$2,800,000 - 3,400,000



1973 MERCEDES-BENZ 450SL

Chassis no. 107044.12.012163

4,520cc SOHC V8 Engine
 Bosch Fuel Injection
 190bhp at 4,750rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Beautifully presented in Olive Green over Bamboo
- Less than 40,000 miles and only three owner form new
- Iconic Mercedes-Benz design
- High-quality Mercedes-Benz V8 'Young-timer'



THE MERCEDES-BENZ 450SL

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

For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest-running passenger car series ever produced by Mercedes to date, with production through 1989.

THE MOTORCAR OFFERED

Specified with the desirable one year only Euro-style bumpers, this 450SL left the Sindelfingen based plant in 1973 in a beautiful Olive Green exterior over bamboo interior. The first owner ordered the SL with a Central Locking System, Becker radio, electric windows and the all-important Air-conditioning option.

This Mercedes-Benz spent the first 30 years of its life in dry and sunny California where it is believed to have had only three owners from new. Always well cared for and with many stamps in the accompanying service book, there are strong indications that this car has traveled less than 40,000 miles since new.

Today, this fine Mercedes-Benz presents in extraordinarily original condition throughout.

With one re-spray in the original Olive Green, the car appears to be just a few years old. Original finishes throughout and a history file containing the original books, tools and spare key, this is a high-quality Mercedes-Benz ideally suited for touring with the matching hardtop or open top spirited driving. With nearly all the power amenities of a modern car, yet with the elegance and style of a classic Mercedes-Benz, these SLs are becoming more and more sought after by collectors worldwide.

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



1979 TRIUMPH TR7 ROADSTER

Chassis no. TCT 113071 UCF

Engine no. CV 27186 UCE

1,998cc SOHC Inline 4-Cylinder Engine

2 Stromberg Carburetors

105bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

Front Disc - Rear Drum Brakes

- *Essentially a showroom original, very low-mile example*
- *Striking Vermilion over plaid livery*
- *Sporting overhead cam power plant and 5-speed gearbox*
- *Accompanied by original paperwork and documentation*



THE TRIUMPH TR7

Introduced in 1975 but still up-to-the-minute in looks, the TR7 marked the Triumph TR sports car's abandonment of its traditional separate chassis. Other changes from preceding TR5 and 6 Formulas included the abandonment of the traditional six-cylinder engines and independent rear suspension. The newcomer's 2.0-liter SOHC, four-cylinder engine and power train were basically Triumph Dolomite, while the suspension comprised MacPherson struts at the front and a live axle at the rear. A five-speed manual gearbox and automatic transmission were also options, and a Convertible joined the original Coupe version.

The TR7 was characterized by its 'wedge' shape, and commonly advertised as The Shape of Things to Come.

THE MOTORCAR OFFERED

The exceptional TR7 Roadster offered here must be among the most original, low-mileage examples in existence. The car presents in highly original and very lightly used condition, and the odometer reads less than 1,000 miles! This TR7 was manufactured in August of 1979, built to 1980 model year and to US-market specifications, and was equipped with the desirable 5-speed manual gearbox from new, and equipped with heater, seatbelts, and catalyst exhaust. The Triumph was owned by a Disney animator for many years, who kept the car in great fiddle, using only NOS and OEM parts for service.

The car's comprehensive history file includes the original bill of sale and Heritage Trust Certificate among many other

documents, and the last registration sticker reads 1990.

Finished in striking Vermilion orange over a red tartan check insert interior with black leather effect vinyl edging, the wedge-age Triumph speaks for the era it was built in. A finer example will be very hard to find.

\$20,000 - 30,000
WITHOUT RESERVE

Please note car is titled 1980



33 Ω

1937 BUGATTI TYPE 57 PILLARLESS SPORTS COUPE

Coachwork by Graber, Body no. 350

Chassis no. 57443

Engine no. (see text)

3,257cc DOHC Inline 8-Cylinder Engine

Dual Throat Updraft Stromberg UUR-2 Carburetor

130bhp at 5,000rpm

4-Speed Manual Transmission

Semi-Elliptic Leaf Springs with Rigid Front Axle – Live Rear Axle

4-Wheel Hydraulically Assisted Drum Brakes (uprated - see text)

- *One-off coachbuilt Bugatti*
- *Formerly in 4 decades of collection ownership*
- *Sympathetically repainted with patinated original interior*
- *Offered with expert report by Kees Jansen*



THE BUGATTI TYPE 57

The Type 57 Bugatti, introduced in 1934, marked Jean Bugatti's emergence as Bugatti's leader and creative force. It was the first new model built under his direction and it incorporated many features that were new to Bugatti. Its dual overhead camshaft eight-cylinder engine had dimensions of 72x100mm, offering 3,257cc displacement. The crankshaft ran in five main bearings. The camshafts were driven by a train of helical-tooth gears at the engine's rear with a further crankshaft bearing behind them. Finger cam followers minimized side thrust on the valve stems.

The Type 57 also marked Bugatti's first use of a transmission fixed to the engine crankcase and a single plate clutch. The top three gears in the four-speed gearbox were

constant mesh. Jean created a novel independent front suspension system using transverse leaf springs for the first two examples of the Type 57 before Le Patron spied it and insisted it be replaced by a proper Bugatti hollow tubular live axle. Thenceforth suspension was traditional Bugatti semi-elliptical front and reversed quarter-elliptical rear leaf springs with cable-operated mechanical drum brakes.

Much of the Type 57's commercial success may be attributed to Jean Bugatti's sensitive, flowing coachwork, which graced the most famous of the chassis' examples. But, by no means all of the cars were clothed with factory derived or commissioned coachwork, and some of the most striking designs that can be seen on

Concours lawns the world over came from the coachbuilders' one-upmanship in what was clearly the zenith of coachwork design before the interruption of war.

Despite financial travail, development of the Type 57 continued with the introduction of a stiffened frame and rubber-mounted engine along with the supercharged 160hp Type 57C in 1936. In 1938 the nearly unthinkable happened in Molsheim, when Bugatti finally adopted Lockheed hydraulically actuated brakes and replaced the beautiful and lightweight but expensive aluminum-spoked wheels and brake drums with Rudge-Whitworth center-lock wire wheels and separate brake drums.





THE MOTORCAR OFFERED

The extremely handsome, one off coachbuilt Bugatti presented here is accredited by Bugatti experts to be a collaboration of its original owner with the Swiss coachbuilder Graber who were one of the leading Swiss coachbuilders of their day.

Most of Graber's 50 workers were skilled specialists, and the firm regularly displayed their latest creations on their stand at the Geneva Salon. It could be said that they were less flashy than some of the French coachbuilders, less advanced than certain Italian efforts but they were definitely of higher quality than most and displaying the well-balanced design preferred by their wealthy clientele. The success of Hermann Graber's company may be judged by the fact that it perpetuated comfortably into

the 1970s, long after many of its pre-war contemporaries had ceased.

According to information supplied by Bugattiste Kees Jansen, 57443 was completed by the Bugatti Works in September 1936 and was sold in chassis form to the Bucar Bugatti agency, who had operations in both Berlin and Zurich. This particular order was for the Grob Agency in the Zurich Canton of Horgen. 57443 is one of a handful of Type 57s that were supplied at this time all with chassis numbers in close proximity of each other, notably, 57444, 57446 and 57447. 57443, 57444 and 57447 were all to be equipped with coachwork by Graber. Jansen's records state that the rolling chassis was driven over 150km to Hermann Graber's coachbuilding works on September 21, 1936.

The car's original owner is said to have been an architect and was therefore responsible for the design, while the coachbuilder was for its construction. A number of its features including the hood louver treatment are common with other Graber bodies.

The result was a dramatically different automobile to the factory offered Pillarless sedan, which was arguably a victim of practicality over style. The car here is a clever, set-back, close-coupled design retaining the popular scalloped side panels synonymous with Bugattis, and dispensing with running boards to accentuate separate 'teardrop' or pontoon fenders. It is unquestionably a success, and it is perhaps only at second glance that one notices the presence of the secondary door. With the





spare tire set at the back of the car, the full design of its side from its quarter-batched hood louvers backward is uncompromised, always a sporting styling touch. Another particular feature which is rather interesting are the long 'eared' wheel hub spinners, which it is said were to make wheel removal easier for a lady owner early in its career.

By 1960, the Type 57 was the property of Dieter Marx of Basel, and it was there that it was spotted by well known Dutch Bugatti dealer Bart Loyens, using one of the many connections he had forged as a student in Switzerland. The car had apparently been laid up following an engine failure, allowing Loyens to acquire it for a relatively favorable SWF500. He would bring it to the Netherlands and it would remain in Dutch

ownership for the next 48 years.

Arriving in Holland 57443 was stored in warehouse space he used of the America-Holland Shipping Line, but it was not long before it passed onto the Dutch Bugatti Agent Albatros, owned by the van Ramhorst brothers. At this point, the 'broken' engine was replaced by another correct contemporary Type 57 unit, being over-stamped with the car's chassis number. (Today its original engine is also in America having been fitted to Jim Hull's remarkable recreation of the 'Torpedo Competition' completed and debuted in the last few years.)

After brief sojourn out of the country, while in the custody of Dutchman Gies Pluim

came to an end when his wife decided that they didn't need more than one Bugatti (already owning #43198) the car then passed to Hans Sauerbrier in November 1962 where it would remain until 2008. In Sauerbrier's custody the Bugatti was well maintained, and received an engine rebuild with new block in the 1980s, with the work being carried out by Fa Keizer of Doetinchem. Perhaps also at this time it was upgraded to have the hydraulic brake system as on the later models. With that addition and while retaining correct rubber engine dampers of its series, it is today to the definitive specification of the Type 57.

After more than 4 decades of ownership in this family the Bugatti migrated to the U.K. being sold publicly. Its buyer subsequently





refurbished the car mechanically before passing it to the current owner.

In its present custody, the decision was made to repaint the car in a style more in keeping with others of its brethren accenting the body moldings in a two tone scheme. At the same time, the interior was sympathetically attended to, repairing the original leather. The details of the cabin are particularly attractive and extend to aspects such as the rarely seen accessory of the original leather cover for the steering column.

On close inspection, this is a rewarding Bugatti to look at today, its distinct body styling is particularly appealing and the preservation of its interior has ensured

that the soul and charm of the car can still be experienced. Bonhams has a great tradition of offering special Bugattis, the latest, this unique example follows firmly in those footsteps and will no doubt be appreciated for its usability in events such as those of the American Bugatti Club or indeed to be shown.

\$500,000 - 600,000



34 Ω

1950 OPEL OLYMPIA WITH EGON BRÜTSCH MASERATI CHILD'S CAR

Chassis no. OLY51L20613425

1,488cc OHV Inline 4-Cylinder Engine
Downdraft Carburetor
46bhp at 4,000rpm
3-Speed Manual Transmission
4-Wheel Drum Brakes

- *Very original and well preserved Brütsch child's car*
- *Accompanied by period photos of the child car*
- *Fun way to get the younger generation involved in motoring*
- *A piece of automotive history*
- *Perhaps the most expensive child's car ever produced*



EGON BRÜTSCH

Egon Brütsch was the brash, happy-go-lucky son of a stocking magnate who, like playboys before and since, fell in love with racing cars. After WWII he purchased a supercharged Alfa-Romeo Monza which he raced in postwar Germany. Although not a very successful driver, he quickly figured out that the key to success was not a big engine but rather a well-balanced light and nimble combination of chassis and engine.

Thinking back to the joys that racing gave him, he decided to develop a very accurate half size Maserati child's car. The massively engineered child's car cost a staggering 750 German Mark, a number that outpriced most prospective buyers and thus it is believed that only 12 of these have ever been produced.

Later in his career Egon Brütsch also produced micro cars such as the Rollera and the Brütsch V2.

THE MOTORCAR OFFERED

Presented here is not only an Opel Olympia but also one of the exceptional Brütsch half size Maserati Child's car. The first driver of the mini-Maserati was a 7 year old girl, followed shortly after by her little brother. For the next many years, the tradition continued with an enthusiastic parent driving the Opel, the Maserati on the roof and a hopeful youngster in the passenger seat.

Presented here in very original condition both the Opel and the Brütsch Mini Maserati are reported to be strong runners and ready for the next upcoming Formula 1 star.

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



1970 PORSCHE 914-6 TARGA

Chassis no. 9140431518

Engine no. 6404970

1,991cc SOHC Flat 6-Cylinder Engine

Twin Carburetors

110bhp at 5,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Rare and powerful original six-cylinder example of the 914
- Matching numbers and Canary Yellow from new
- Highly original and well-preserved example
- Offered with Porsche Certificate of Authenticity



THE PORSCHE 914

First seen at the 1969 Frankfurt Auto Show, the 914-4 used the 1,679cc, four-cylinder, air-cooled engine of the Volkswagen 411 while the top-of-the-line 914-6 was powered by the Porsche 911T's 2.0-liter six-cylinder unit, which was installed at the Zuffenhausen-based Porsche factory where the 914-6 was finished off. Both cars employed all-independent suspension, a mixture of 911 and VW parts, to which four-wheel disc brakes were married and a five-speed transaxle was mated to the mid-mounted engine.

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 MOTORCAR OFFERED

Completed at Porsche in April 1970, this rare 914-6 Targa was finished in Canary Yellow over a black leatherette interior, just as it appears today. The powerful six-cylinder Porsche was prepared for the US market, and equipped with fog lights, a leather wrapped steering wheel, a center arm rest and chrome disk wheels shod on Pirelli tires.

The 914-6 presents in very original condition throughout with a largely original interior, and an exterior believed to have had just one repaint several years ago. The car is listed in the 914 Registry, and it has been noted in the past that the odometer reading of less than 27,000 miles is in fact the car's original mileage.

Fitted with Fuchs wheels, the 914-6 retains its matching numbers, six-cylinder engine, and is offered with the Porsche-issued Certificate of Authenticity.

**\$65,000 - 85,000
WITHOUT RESERVE**



2015 PORSCHE 918 SPYDER

VIN. WPOCA2A15FS800268

4,593cc DOHC V8 Hybrid Engine
 887bhp at 8,700rpm
 7-Speed Dual Clutch Transmission
 4-Wheel Independent Suspension
 4-Wheel Carbon Ceramic Disc Brakes

- One owner and less than 1,000 miles from new
- Highly optioned US Spec 918 Spyder
- Undeniable future classic in line with the 959 and Carrera GT
- Extreme cutting-edge automotive engineering and design



THE 918 SPYDER

Porsche is without a doubt one of the most successful automobile manufacturers in history. Not only has Porsche won in more or less all sportscar and prototype racing events on the planet, but they have also managed to produce some of the most iconic cars in the world. Every car enthusiast has a favorite Porsche and in most collections one will find a broad assortment of this great marque.

Porsche rarely entered the supercar scene, but when they did it was in absolutely spectacular fashion. In the early 70s, the Porsche 911 Carrera RS dominated racetracks. The 80s saw the technological quantum leap that was named the 959, a turbo charged engineering masterpiece that showed the capabilities of Porsche. Early in

the new millennium, Porsche again shook the supercar world with the brutal Carrera GT, which carried a Formula 1-inspired V10 engine and became an instant collectible of engineering and drivability.

After the Carrera GT, however, Porsche didn't make a lot of noise on the supercar scene until the introduction of the 918 Spyder. Shown as a street legal version of the Le Mans RS Spyder at the Geneva Motor show in 2010, Porsche's 918 Spyder boasted a 6:57 time on the legendary Nürburgring. Porsche certainly showed that the new hypercar was the real deal and ready to beat its rivals.

To meet the modern standards of supercars, Porsche had to be creative in

the development of the 918 and besides the naturally aspirated 4.6 liter V8 engine a hybrid system was also engineered. The V8 engine of the 918 produced nearly the same power as the Carrera GT, but on top of that there was 280 horsepower extra on tap from the electric powertrain, powered by two electric motors. Not only did the hybrid system increase fuel efficiency and improve emission, but it also made the 918 incredibly fast. With a 0-60mph time of 2.2 seconds, it is actually the fastest accelerating production car in the world.

To manage this enormous amount of power, Porsche installed a clever four-wheel drive system to transfer the power into movement. They also used a rear-axle steering system, which gave the car a smaller turning circle





at low speeds and increased stability at high speeds. With electric motors at both axles, the car was able to recover energy which was normally lost at braking to recharge its own batteries. Like the Carrera GT, the roof can be fully removed so one can experience the 918 as a coupe or in the style of a targa.

As Richard Hammond said, "McLaren has used Hybrid technology to liven up a supercar today, Porsche has used Hybrid technology to save the supercar for tomorrow."







THE MOTORCAR OFFERED

This particular 918 Spyder is one of less than 300 units (just under a third of all production) that was sold to the U.S. market. The first and so far, only owner has been a Miami, Florida-based supercar collector who ordered the big three (a McLaren P1, a LaFerrari and the Porsche 918 Spyder) at the same time.

While filling out the specification sheets on this iconic Porsche, the owner made some great choices that any future custodian should appreciate. The striking Dark Blue Metallic, for example, is a stunning and fairly rare color for the 918, and makes the car stand out and appear very elegant. The Onyx black leather interior is equipped with acid green piping on the seats, floor mats and seat belts, an interesting feature that

gives the Spyder a twist of wackiness. The interior of the car is specified with the glare reducing interior package, which ensures that the driver will never be blinded by sunlight reflection from the large information screen in the dashboard. The desirable Carbon Fiber interior package was also ordered. Finally, the car was protected with the stone guard so one can use the car in good conscience.

On the mechanical front, the HomeLink system (with programmable garage door opener) was installed at the factory as well as the important front axle lift system which will ensure the car is able to take care of any tough angle, driveway or speedbump.

Having had only one owner and having covered only 817 miles at the time of cataloging, this 918 Spyder would be a great addition to a Porsche or supercar collection, or even to the hypercar enthusiast that wants the German counterpart of the McLaren P1 and LaFerrari. Over the last two years, prices have increased dramatically on the modern hypercars, so don't miss this opportunity! A 918 Spyder is not only a great car to drive, but it is also an engineering masterpiece from one of the most celebrated manufacturers ever.

\$1,300,000 - 1,500,000



1965 JAGUAR E-TYPE SERIES I 4.2 COUPE

Chassis no. 1E 31636

Engine no. 7E 5455-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,500rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Beautifully presented Jaguar
- Nut and bolt restoration by XKs Unlimited
- Updated with 5-speed transmission and aluminum radiator
- Excellent example for rallies and tours such as the Copperstate 1000



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.

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

THE MOTORCAR OFFERED

Produced on the August 26th, 1965, this particular E-Type Coupe was sent to America and sold through Jaguar Cars in New York. The car's Heritage Certificate shows that it was ordered with an Opalescent Maroon exterior over a black interior. Although the first owner, Mr. Fred Honig, took delivery of the car, it has been reported that he did not hold onto it for long. Honig sold the car fairly quickly to Mr. Earl Fuller of Albuquerque, New Mexico, who enjoyed the wonderful Jaguar for a number of years prior to treating the car to a comprehensive nut and bolt restoration in 2007.

The Jaguar experts at XKs Unlimited in San Luis Obispo, California were chosen to perform the restoration and the goal for





the project was clear: Mr. Fuller wanted his E-Type to be as good as new. As a result, for the following two years the E-Type was subjected to a no-expense-spared restoration; the car was updated to have the convenience of a more modern car while still carrying the looks of the model Enzo Ferrari supposedly named “the most beautiful car ever produced”.

The 4-speed gearbox was replaced with a more modern 5-speed for better drivability, and an aluminum radiator was installed to supply the powerful 4.2 liter, straight 6-cylinder engine with plenty of cold air. During the process the hood was also changed (due to some damage earlier in the car’s life). All told, the thorough restoration cost \$164,000. After completion

of the photo-documented, nut-and-bolt restoration, the car was used only sparingly by Mr. Fuller prior to being sold in 2014 to the E-Type’s current custodian.

Still retaining its matching numbers engine block, the Coupe presented here is finished in a period correct Opalescent Silver over a black interior. Accompanied by the owner’s manual, restored factory jack, new knockoff hammer and a tool kit, this E-Type would be a fun and enjoyable contender for any vintage rally.

**\$125,000 - 175,000
WITHOUT RESERVE**

Please note car is titled 1966



1966 FERRARI 330 GT 2+2 SERIES II

Coachwork by Pininfarina

Chassis no. 7901

Engine no. 7901

3,967cc SOHC V12 Engine

3 Weber Carburetors

300bhp at 7,000rpm

5-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- Freshly restored twin headlight 330
- Prize winner at Mar-a-Lago event in 2016
- Affordable 1960s V12 Ferrari motoring
- Matching numbers



THE 330GT 2+2

Ferrari firmly established itself as a 'volume' manufacturer with the 250 series, following nearly a decade of producing mere handfuls of cars at a time. Of course even then the numbers built were nothing compared to Detroit, but the concept was still a big move for the builder of exotic Italian sports cars. The introduction of the Pininfarina designed 250GTE in 1959 added a genuine 2+2 grand tourer to the range, a car suitable for the mature businessman. It delivered both the performance and creature comforts required to cover thousands of kilometers of autostrada in speed and subtle, elegant style.

The 250GTE was succeeded by the interim 330 America, which featured an enlarged 4.0-liter engine and then by the 330GT 2+2 Series I in 1964. The 330GT was updated in

1965 when the Series II models arrived. Its five-speed gearbox, alloy wheels and more resolved dual headlight frontal appearance set it firmly apart. Production ran until 1967, with 474 built.

THE MOTORCAR OFFERED

According to respected historian Marcel Massini, chassis 07901 was originally supplied new in Italy through Renato Nocentini's Garage La Rotonda, one of the earliest agencies for Enzo Ferrari's products dating back to the 1950s, based in Prato, near Florence. It is assumed that the car was sold to a local enthusiast and then registered in that region. The first owner took delivery of the car in Grigio Fumo, with a Rossa interior, its delivery/build being dated to May 1966.

By 1975, it had migrated to these shores and was the property of Michael Kern of Pittsburgh, Pennsylvania. Its next owner was Scott Merriman of Ohio who acquired the car in the early 1980s. From there it changed hands just once more to a Wisconsin based collector, before arriving with its previous owner.





In that ownership the car was restored, the work being carried to a very high standard and with a fine eye for the details. This work is well charted in the accompanying file including an eye watering inch thick binder of bills, which one would certainly rather buy the result of secondarily than have paid out themselves!

The result is exceptionally good, its paintwork is now beautifully finished in a rich black scheme and its interior appointed in plush new red leather a combination that is both understated and classy, as well as accenting the chrome trim and overall design of the more popular two headlight variant.

Of course, it is shod with the more desirable Borrani wire wheels, while the full package includes a modernized system to run an Ipod

through its Becker Europa stereo, and a set of tools in the trunk.

On completion of this rebuild the car was showcased at the world famous Cavallino Classic last year and at its sister event at the Mar-a-Lago Classic Sports Sunday the following day. At both it garnered much praise, particularly at the latter where it received 1st place in the 250/330/365 GT Class.

Within the last few months the car was subjected to a thorough mechanical check over and sorted at noted west coast specialists Dugan Enterprises, with specific attention to the brakes, ignition and carburetion.

As a result of its recent restoration and mechanical servicing, this stunningly

presented Ferrari is now quite literally ready for 'show or go'.

\$375,000 - 450,000

Please note that this car is titled as a 1967 model year, and by chassis no. 330GT7901



39

1972 DE TOMASO PANTERA

Coachwork by Ghia

Chassis no. THPNM04214

Engine no. 87403164

351ci OHV Ford V-8 Engine

Single 4-barrel Autolite Carburetor

310bhp at 5,400rpm

5-Speed Manual Transaxle

4 Wheel Independent Suspension

4 Wheel Disc Brakes

- Fewer than 21,000 original miles
- Desirable and striking color
- Long term enthusiast ownership
- Coveted Pre-L model



THE DE TOMASO PANTERA

Having established himself as a serious automobile manufacturer with the Mangusta Coupe, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body, abandoning the Mangusta's backbone frame.

Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V-8 power. Mated to a ZF all-synchro, five-speed transaxle, the 351ci (5.8-liter) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph sprint in a

little over five seconds and touch 160mph flat out. Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s. De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the US, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972. The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s, having undergone a series of upgrades. The first of

these had appeared on the 'L' model of 1972, which featured 'impact resistant' bumpers and improved cooling and air conditioning systems. Flared wheel arches distinguished the GTS model of 1974, which in European trim came with a 350bhp engine, larger wheels/tires and other performance enhancements. Introduced at approximately the same time was the GT/4, a development of the Group 4 competition cars of 1972-73.





THE MOTORCAR OFFERED

In accordance with its Marti Report, this Pre-L Pantera (#04214) was built at the Modena factory in July of 1972. Delivered new to its selling dealer, Dick Niles Inc. of Portland, Oregon in the early months of 1973, #04214 is believed to have lived with its two long-term owners on the west coast for the majority of its life before moving to Canada with the current caretaker.

Upon purchasing #04214 the consignor assessed the car from top to bottom, replacing and/or refurbishing items that had been worn, including the tires, the braking system, valve cover gaskets, window motors and other similar items. The end result is a powerful, well-sorted machine that one could thoroughly enjoy without hesitation. The driving experience is every

bit as exciting as one would expect from a powerful '70s supercar; once out on the open road, the powerful American V-8 breathing through a quad-tip Ansa exhaust creates a sound that cannot be properly described with words.

Having covered fewer than 1,000 miles since refurbishment, the car presents in outstanding condition. The paint adorning the exterior is absolutely stunning and perfectly suits the personality of this Ghia-designed masterpiece. Factory correct 15x7/8 Campagnolo wheels and small Pre-L bumpers that carry a mirror-like shine complete the car's outward appearance, and the interior appears to be all original and in equally wonderful condition. With only 21,000 (believed to be original) miles,

desirable livery, and an outstanding presentation, this Pre-L Pantera checks all of the right boxes.

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

Please note car is titled as a Ford with chassis no. THPNMD04214



1973 BMW 3.0 CSL BATMOBILE

Coachwork by Karmann

Chassis no. 2275525

Engine no. 2275525

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 well-restored example of BMW's legendary homologation special
- Matching-numbers CSL in factory Polaris 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, and by 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-liter class) the 3.0 CSL came with 206bhp for road use and well over 300hp 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, the package 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.





THE MOTORCAR OFFERED

Completed at the Munich-based Bayerische Motoren Werke (BMW) plant in October, 1973 as a 1974-model, this rare, homologation-special CSL was finished in Polaris Silver over a black interior – just as it appears today. According to the BMW Classic-issued Certificate for this car, the new CSL was made to European specifications and delivered new to the Swiss market, where it was sold through the BMW agency MOTAG in Dielsdorf, Switzerland, in September of 1974.

This stunning CSL benefits from a comprehensive restoration to a very high standard, and presents in fabulous condition throughout. Starting with the notoriously complex Karmann bodyshell, this exhibits precise panel fit and beautifully straight reflections. It is highly correct, with

the full factory aero kit (including the rare roof spoiler and front wing splitters), correct CSL stripes and 14" Alpina alloy wheels wrapped with period correct Michelin XWX radials. This early car is denoted by the lack of a central support for the rear spoiler. Even the C-pillar badges are the correct original Cloisonné type. Brightwork presents in very good condition, and is limited to a few flashes of anodized alloy and stainless around the windows and the wheel arches.

As part of the weight savings, BMW deleted electric windows (on most early cars) and fitted lightweight, form hugging Scheel sport seats. This example still wears these highly desirable seats and the entire cabin has been correctly trimmed in black vinyl with black cloth inserts. The original three-

spoke sports steering wheel remains and the correct but somewhat incongruous wood trim has been restored to a high standard. Engine bay detailing is done to a high standard with everything appearing neat and tidy while remaining very usable.

With the original, matching numbers engine still in place, this Batmobile is a rare and highly desirable BMW. Offered with a BMW Classic-issued authenticity certificate and tool kit, this great example of the iconic 3.0 CSL is ready for spirited drives on rallies such as the Copperstate 1000 or for Concours showings.

\$325,000 - 375,000

Please note car is titled 1974



41 Ω

One of Only 28 Ascots Produced

1929 ROLLS-ROYCE PHANTOM I ASCOT SPORT PHAETON Coachwork by Brewster & Co.

Chassis no. S368LR

Engine no. 21689

7,668cc OHV Inline 6-Cylinder Engine

Single carburetor

100bhp at 3,000rpm

3-Speed Manual Transmission with Overdrive (see text)

4-Wheel Servo-Assisted Drum Brakes

- *One of the most desirable Springfield Rolls Royces*
- *Masterful styling by Raymond Dietrich*
- *Extensive recent work to bring it to top driving condition*
- *Original coachwork and fully documented history*
- *Original Coachwork*



THE ASCOT SPORT PHAETON

Acutely aware of the booming market in North America and the United States in particular, Rolls-Royce in 1919 identified Springfield, Massachusetts as the site for its first assembly plant outside the UK. The first Springfield chassis Rolls-Royce 40/50hp Silver Ghost was delivered in 1921. Gradually, specific adaptations to American conditions, preferences and suppliers worked their way into the Springfield Rolls-Royces including the somewhat revolutionary decision to offer left-hand drive in 1925. A 3-speed gearbox became standard around that same time, as did dual battery ignition.

As significant as these changes were, however, none of them were as basic as the realization that Americans bought even their luxury automobiles differently from their

British and Continental counterparts. Americans expected to visit a showroom, pick out a car there complete with coachwork and take it home.

Rolls-Royce responded by establishing a shadow firm which bought coachwork from established coachbuilders in bulk under the name "Rolls-Royce Custom Coach Work" and supplied the catalog bodies which made up the bulk of Rolls-Royce sales in America. The recognition today, over three-quarters of a century later, of catalog names such as Pall Mall, Piccadilly, Newmarket and Ascot are ample evidence of the success of Rolls-Royce's strategy. It also endorses the refined design, quality of construction and finishing which distinguished these and other cataloged Rolls-Royce coachwork in North America.

The success of Rolls-Royce Custom Coach Work was such that in 1923 Rolls-Royce established its own coachworks in Springfield. In 1926 it took control of Brewster in Long Island City, New York and began to use the Brewster name instead of Rolls-Royce Custom Coach Work.

In 1927 Springfield changed over to the New Phantom, which interrupted production but improved the quality and performance of the product. At the same time Rolls-Royce introduced a series of new and up-to-date designs by Brewster which have gone to become some of the most attractive and eagerly sought examples of classic Rolls-Royce

coachwork. Designed with input from sales manager J.S. Inskip, the elegant, flowing, classic







lines of the Ascot sport phaeton, the jaunty York roadster and Regent convertible coupe with their side entrance rumble seat doors and the luxurious closed Avon sedan established a precedent for quality, comfort and luxury which persists to this day in Rolls-Royce's reputation.

At some later date Rolls-Royces went through a period when they acquired a fuddy-duddy image, but this was anything but the marque's style in the late Twenties. A November 1929 ad in *Vogue* magazine made it clear that performance was an essential characteristic.

"Somewhere between you and the graceful little figure-head that rides that radiator, you know a powerful motor is purring. You know it by the ease with which you glide up hills, and

by the swallow-flight of the scenery."

Fashionable, reliable and powerful, a Rolls-Royce had instant cachet wherever it appeared, strengthening the image of its owners and freeing them from worry about mundane matters of performance, comfort and reliability so they could concentrate on their business and social activities. Lightweight, sporting, open coachwork like the Ascot sport phaeton made the most of the Phantom I's 7,668cc engine which some outside reports describe as having 113 brake horsepower.

THE MOTORCAR OFFERED

The Phantom, S368LR, was originally delivered with the Ascot coachwork it wears today to a Mr. Armor. The close coupled Ascot coachwork is fitted to the longest 146.5" chassis offered, besting even the Custom Series Packard's 145" wheelbase.

The continuous lines of the Ascot, flowing straight back from the radiator's shoulders to and around the rear of the tonneau, emphasize the length and elegance of the Phantom chassis and leave no doubt why the Brewster Ascot is regarded as one of the most attractive and desirable body styles ever to grace any classic chassis, let alone the Springfield Rolls-Royce Phantom. The use of conventional door design and more spacious rear top design make Ascots more comfortable and quite a bit easier to enter and exit than the similar Derby Tourer. The Ascot





The fact that only 28 Phantoms had Ascot Phaeton coachwork originally, has kept the demand extremely high.

S368LR has been a well-known car for years. In the ownership of Steven Antine of Massachusetts for nearly three decades and famously bearing the registration RROC. The car has been recipient of extensive work over the last decade, most importantly a full engine job performed by Ed Lake of Ludlow, MA. Mr. Lake was a true Springfield Rolls expert and one of the first marque specialists of the collector era. It was thought he had his early training while working at the Rolls factory in Springfield. Engine has been used for less than 3000 miles since the rebuild. A great deal of cosmetic work has been done in this period as well leaving the car in very fine condition.

Recently marque expert Steve Litton has performed extensive work with the focus on driving reliability and performance. Approximately \$30,000 in recent receipts detail the recent work including a new stainless exhaust and the desirable Gear Vendors overdrive system. This should all ensure that S386LR drives as well as it looks.

The cars fresh and handsome paintwork highlights the great lines of the Ascot coachwork. The model's trademark reveal panel is left in bright polished aluminum. The body further benefits by being fitted on the late style Phantom I chassis. The late cars feature full splash aprons, long pointed fenders and large bullet lamps that give the car a more modern '30s look that suits the coachwork perfectly. Unusually this Ascot is in a sport phaeton

(dual cowl) configuration that further enhances its good looks and sporting character.

It is getting increasingly difficult to find good open Phantoms still bearing their original coachwork. Many body switches were done in period and many more in the early days of the collector hobby. So to find an example of perhaps the most desirable phaeton coachwork still fitted to its original chassis is quite remarkable.

This high quality example of a very sought after Rolls-Royce is a great candidate for RROC and CCCA touring or as entry into show competition. Whatever the use this Rolls will always reflect the highest taste of its new owner.

**\$300,000 - 400,000
WITHOUT RESERVE**



1939 BMW 327/328 CABRIOLET

Chassis no. 74582

Engine no. 1111864 (see text)

1,971cc OHV Inline 6-Cylinder Engine

3 Solex Downdraft Carburetors

80bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension -

Live Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- *Rare pre-war BMW convertible*
- *Fresh from long term restoration*
- *Eminently usable tour car*
- *Powered by the renowned 328 twin cam motor*



THE PRE-WAR BMW

The acquisition of the Dixi works at Eisenach in 1928 provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in motor manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favor of a conventional live axle, while up front there was a superior transverse-leaf independent suspension and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow. Introduced in 1938, the 327 sports-

tourer used the shortened, boxed, ladder-type chassis of the 326 saloon, shared by the 320, but with semi-elliptic rear springing in place of torsion bars. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gear changes at low speeds, while there were hydraulic brakes all round.

BMW's pushrod six had by now been enlarged to 1,971cc and developed around 55bhp in the 327, which as on this car could also be ordered with the 328 sports car's 80bhp unit at extra cost. Autocar magazine got its hands on a 328-engined Type 327 Sports Cabriolet in 1939, achieving the highly creditable maximum speed, for a 2-litre car, of 96.77mph (156km/h) while testing the BMW at Brooklands.

THE MOTORCAR OFFERED

This 327/328 Cabriolet arrives on the market following the culmination of a restoration over the course of the last two decades, having been discovered on Long Island in the 1980s.

For many years Long Island, aside from Henry Austin Clark's pioneering automobile museum, was a well noted great feeding ground for such projects, numerous cars arriving in the famed scrapyards being towed in from north shore Mansions among other sources. With this it was a very different tale, the car being thought to have been one of a series of cars that migrated to the U.S. at the hands of a G.I. stationed in Germany at the end of the war.

There they were discovered with the G.I. in the 1980s by a local car enthusiast. At the









time it was said that other interesting finds had included a Duesenberg and Mercedes-Benz 540K, but by the 1980s a trifecta of BMWs, two 327/328s and a 327 were all that remained, all being cabriolets. At the time of the find they were in a sorry state, having been left open to the elements for many years, albeit under tarpaulins. Fortunately however, their engines and radiators had been safely stored.

The current owner negotiated to acquire all of the BMWs, delicately removing them. He quickly realized that only the 327/328s were worth pursuing as projects, one migrated to Italy, while the other remained, with him and its restoration commenced. Inquiries made with Hagen Nyncke of the BMW Group Archive, enabled the owner to

confirm that it was originally delivered to local German Agency "Michel" on May 4, 1939. As new it was sold in dark blue and black with a blue leather interior.

In the current custody the car has been totally rebuilt, in terms of its bodywork and structure and also its mechanical aspect. The 327 was ultimately sacrificed for necessary parts to assist this project. While, instead of its original scheme a lighter two tone blue was chosen which complements the lines of the car well.

To those unfamiliar with this era of the brand, this particular model represents a wonderful balance of the legendary lightweight high performance twin cam engine in a light nimble chassis and then in this case with a

full convertible body that one can use on tours whatever the weather. Fresh from its rebuild the car is ready to be used in the coming summer motoring season.

\$250,000 - 325,000



1954 ASTON MARTIN DB2/4 SPORTS SALOON

Chassis no. LML/555
 Engine no. DBA/1365

2,922cc DOHC Inline 6-Cylinder Engine
 3 Weber Carburetors
 200+bhp at 5,000rpm
 4-Speed Manual Transmission
 Front Independent Suspension – Live Rear Axle
 4-Wheel Disc Brakes

- *Well-built Competition Special*
- *La Carrera Panamericana veteran*
- *Set the fastest lap time at Lime Rock for a DB2*
- *Accompanied by comprehensive restoration records*



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 nineteen to seventeen 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.

Although the DB2/4 was never intended to be a racing car, it 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 were 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.







LML/555 on the 1992 Carrara Panamericana

THE MOTORCAR OFFERED

This Aston Martin arrived in the U.S. in 1954, and is believed to have been purchased new by a private owner for personal use. In 1991, the car was acquired by a professional racing team and prepared explicitly for the Carrera Panamericana retrospective race the following year. The car was entrusted with Automotive Restorations, Inc. of Stratford, Connecticut, for the work required to make it race-worthy. Automotive Restorations stripped the DB2/4 to bare metal to improve reliability, durability, and performance.

The chassis was reinforced and the suspension and brakes reworked, while the transmission was rebuilt and the clutch was upgraded. The original engine was replaced by a similar Aston Martin engine built to Vantage specifications by renowned Aston

Martin specialists Steel Wings. This engine build included the installment of forged alloy pistons and Carillo connecting rods, while triple Webers and custom headers were fitted externally. To keep the extra power in check, the braking system was updated to use larger DB4 series front and rear calipers, on dual master cylinder plumbing. The suspension was restored, retaining its original design and pickup points while incorporating an added negative chamber, a heavier anti-sway bar, and updated dampers throughout. The steering was updated to use a Saginaw gear inside of the original box design.

The car was also properly outfitted for rally situations, with Nimrod Motors rally seats, six-point seat belts, a 34-gallon fuel tank, a dual-range alternator, a massive radiator, extra

mirrors and skid plates – everything to keep it moving! This methodical attention to detail extended to the bodywork and the safety of the car's occupants: existing welds were reinforced, extra welds were added in vulnerable areas, and a permanent roll cage was installed. In terms of appearance, the car was properly finished in white with blue stripes, which complemented a black interior. A comprehensive file that chronicles the work (which, all in all, totaled in excess of \$120,000) accompanies the car.

As documented in Vintage Sports Car Club of America Magazine, Volume #4 from 1993, the 1954 Aston Martin DB2/4 offered here successfully competed in the 1992 Carrera Panamericana retrospective race. The border-to-border 2,000-mile road race was originally





run annually from 1950 to 1954 in five one-day stages. Taking place mostly along the Pan-American Highway from Ciudad Juárez just south of the border from El Paso, Texas, to the Mexico-Guatemalan border, it was a grueling world-class event on par with the Mille Miglia and attracted high-powered European and American factory-sponsored teams such as Ferrari, Lancia, Mercedes-Benz, Oldsmobile, Lincoln, and others. The challenging race consisted of open stretches for high-speed sprints as well as twisting roadways at 10,000-foot elevations that called for rally-style maneuvers; truly a stress test for any car or driver.

This particular DB2/4 completed the 1992 edition of the race with an impressive fifth-place finish. Although a podium finish was not

achieved, the preparation and race itself was a true success. LML/555 accomplished every stage of the 2,000-mile event without a debilitating incident, while managing to throw down some very impressive times along the way.

Following the La Carrera LML/555 was fully freshened, with the engine going back to Steel Wings and the rest of its major components being disassembled and serviced as needed. The car continued to partake in AMOC and VSCCA events, where it set the fastest time for a DB2 at Lime Rock. Not only a successful competition car, LML/555 has also been very popular on the show field as well. The car has been to a number of events, including the Aston Martin Gathering at the Classic Sports Sunday at the Mar-a-Lago, where LML/555 was featured among some of the make's

finest examples. Its most recent competitive event was the 2014 Hillclimb at the Elegance at Hershey in Pennsylvania.

LML/555 is a ticket to a number of exclusive driving events such as the Copperstate 1000 or the Colorado Grand, or vintage racing events like the Monterey Historics or Goodwood. With a successful Carrera Panamericana run in its past, this sporting Aston Martin is a well-proven example of the desirable model.

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

Please note this car is titled as a model year 1953





Lot 44
Ex Scuderia Ferrari
Le Mans, Mille Miglia and Targa Florio Entry
1952 FERRARI 340 AMERICA
SPIDER COMPETIZIONE
Design by Vignale

Additional images can be found at [Bonhams.com/scottsdale](https://www.bonhams.com/scottsdale)

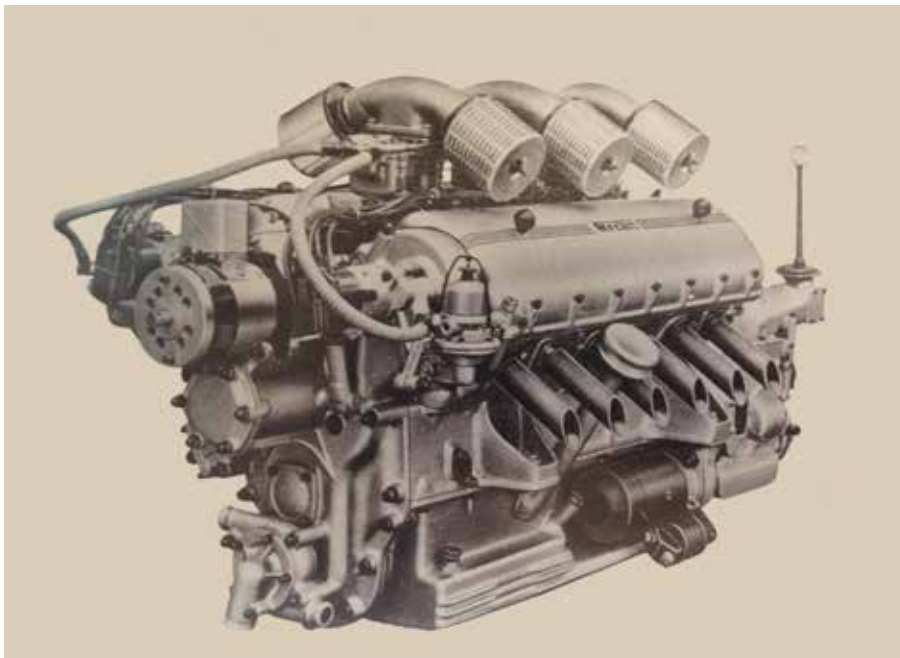
To view a video of this car in action, please visit [Bonhams.com/video/22742/](https://www.bonhams.com/video/22742/)



THE RISE OF LAMPREDI'S V-12

Engines don't drink, they breathe ...

-Aurelio Lampredi



The early history of Ferrari is overwhelmingly characterized by the evolution of one classic engine, the Giacchino Colombo-designed motor that is often referred to as the short-block V-12. Colombo had been a principle engineer for the Scuderia Ferrari prior to World War II, and his postwar 1.5-liter engine soon became the backbone of early Ferrari models like the 125S, 166MM, and the 212 series. Once the motor's displacement was enlarged to three liters in 1954, the Colombo V-12 became the unifying component of Maranello's road car development for the following fifteen years.

Considering the short-block V-12's longevity and significance to Ferrari's evolution, Colombo, himself, actually exited the company rather early, joining Alfa Romeo in 1950. His defection was ultimately prompted

by some of the limitations in his engine's design, and the rise of one of his pupils, one Aurelio Lampredi. While Colombo's V-12 thrived in the aforementioned sports car models and their respective racing endeavors, the engine was considerably less successful in the all-important Grand Prix competition format.

Somewhat ironically, Alfa Romeo's Grand Prix cars dominated the immediate postwar period with a supercharged version of the motor that Colombo had designed for them before the war on the Scuderia's behalf. This engine championed the prevalent notion of the prewar period that Grand Prix success was reliant upon blown motors of relatively small displacement. While this approach had no doubt resulted in winning cars, such engines required extreme degrees of tuning,

maintenance, and parts replacement, as the high-revving motors were particularly susceptible to wear. Along these lines, Colombo had attempted to supercharge his postwar V-12 for Ferrari's Grand Prix entries, but the short-block engine could not hold pace with the highly developed Alfa unit.

Junior Ferrari designer Aurelio Lampredi envisioned a different approach. As a considerably larger un-supercharged engine was allowed under the formula, Colombo's apprentice proposed a naturally aspirated 4.5-liter motor, which Ferrari approved for development by 1949. Lampredi's creation differed from his mentor's not only with a bigger displacement, it featured a wholly taller and longer architecture, thus prompting the "long-block" nickname (and the retroactive "short-block" designation for Colombo's



unit). The engine also featured single intake porting versus the Colombo V-12's siamesed arrangement, and twin ignition per cylinder for increased power.

First utilized in the Scuderia's 1950 grand prix cars, and soon after in the corresponding sports cars, the Lampredi engine offered unprecedented power capabilities at a fraction of the required maintenance during endurance events. The immediate success of the powerplant prompted Ferrari to temporarily abandon further development of the short-block V-12, and Colombo accordingly soon made his exit. At the ripe age of 30, Aurelio Lampredi was promoted to chief engineer of Ferrari.

While Lampredi's long-block engine initially displaced 3.3 liters in Grand Prix

configuration, versions of 3, 4.1, 4.5, and 5 liters were eventually developed. These motors became the grist of Ferrari's sports car racing campaigns over the following five years, powering superlative models like the 340MM, 375MM, and the Le Mans-winning 375 Plus.

The displacement limitations in FIA formulas that followed the disastrous accident at Le Mans in 1955 spelled the end of the long-block's remarkable run, allowing Colombo's original short-block design to re-enter the picture. In addition to the evolving road cars, the short block would figure prominently in racecars like the 250 Testa Rossa and Tour de France Berlinetta. But the achievements and overall dominance of the more potent Lampredi motor during the early 1950s will always be fondly celebrated as a uniquely

important chapter in Ferrari's sports car racing history, and the major force behind their World Sportscar Championships of 1953 and 1954.







THE 340 AMERICA - A BIG FERRARI FOR THE U.S.

I want to build a car that's faster than all of them ...

-Enzo Ferrari



Mille Miglia, 1952. ©Private Collection



In April 1950, the 3.3-liter Grand Prix motor designed by Lampredi was dropped into chassis no. 0030 MT, a Touring-bodied Barchetta that was dubbed a 275 S. Two such cars were entered at the 1950 Mille Miglia, one driven by Luigi Villoresi and the other by Alberto Ascari, but both suffered transmission failures during one of the final stages, the Appenine section between Pescara and Rome (despite leading the eventual winner, Giannino Marzotto's 195 S Touring Berlinetta). The result would be markedly different a year later.

Given the dominance of Allard's Cadillac and Chrysler-powered cars in SCCA circuits in the United States, Enzo Ferrari reasoned he could effectively market a large-bore sports car specifically for the American market. In August 1950, the company announced

plans for a 4.1-liter Lampredi engine car, and 0030 MT was shown at the Paris Motor Show in September 1950, reconfigured with the new larger engine and now called the 340 America.

Production began with chassis no. 0082A, a Vignale-bodied berlinetta that made its debut in April 1951 at the Mille Miglia. Villoresi and Piero Cassani drove this 340 America to first-place overall, demonstrating the tremendous promise of the platform. This car marked the first of 22 purpose-built 340 America examples, all assigned even-numbered chassis designations and thus theoretically intended for competition use like the concurrent 212 Exports. Despite this chassis numbering, cars could still be individually ordered to preference by coachbuilder or bodystyle, and eight of the 22 cars were



actually trimmed as well-appointed roadgoing examples.

Three of the fourteen sporting examples were more uniquely equipped as Competizione cars, complete with dual-sprung rear suspensions for improved handling and durability, and engines tuned to specifications that would eventually be employed in the successful 340MM racecars. Good for 280 hp, this configuration was soon employed on the 340 Mexicos that showed so much promise at the 1951 Carrera Panamericana, and eventually powered the 340MM Competition cars that won the Mille Miglia in 1953.

This in turn led to a further enlargement of displacement in the 4.5-liter 375 MM, which won Spa and Pescara, and the 4.9-liter 375

Plus, which took the ultimate triumph at Le Mans in 1954.

Available in open and closed coachwork from both Touring and Vignale, the 340 America was also clothed as a Coupe by Ghia. The model constituted the first premium supercar that Ferrari marketed specifically to the United States, and the precursor to the 410 Superamerica, which would eventually employ the ultimate 4.9-liter configuration of the Lampredi design for roadcar use.





Piero Taruffi and Mario Vandelli in the Scuderia Ferrari entered 340 - chassis no. 0196A - At Mille Miglia, 1952. © Private Collection





Lot 44 Ω

Ex Scuderia Ferrari

1952 FERRARI 340 AMERICA SPIDER COMPETIZIONE

Design by Vignale

Chassis no. 0196A

Engine no. 0196A

4,101cc Tipo 340/A SOHC V-12 Engine

Triple Weber 40 DCF/3 Carburetors

Approximately 280bhp at 6,600rpm

4-Speed Manual Transmission

Tipo 340 'Doppia Balestra' Rear Suspension

4-Wheel Hydraulic Drum Brakes



- *Campaigned in the 1952 Mille Miglia, 24 Hours of Le Mans, Targa Florio and other prominent races*
- *Raced in period by noted factory drivers Piero Taruffi, Maurice Trintignant, and Giovanni Bracco*
- *Factory prepared from new to 340MM Competizione Specifications*
- *Sensational Competizione Coachwork design by Vignale and Giovanni Michelotti*
- *Veteran of the Mille Miglia Storico, the Monaco Historic GP and the Monterey Historic Races*
- *Documented history by marque authority Marcel Massini and factory build sheets*
- *Stunningly unique and collectible example of Scuderia Ferrari history*
- *Retains matching numbers engine*
- *Eligible for the most prominent motoring events around the globe*





0196A just before it's debut at the 1952 Mille Miglia. © Private Collection

As the 17th of 22 cars in numerical chassis sequence, and one of just three Competizione examples, the featured 340 America Spider began construction in the spring of 1952, with the transaxle assembled in March by Walter Sghedoni, and the engine in early April under the supervision of Amos Franchini. Per the Competizione specifications, chassis no. 0196A was equipped with twin leaf-spring fittings on the rear suspension, and it is believed to be one of only three 340 America examples to feature this specification more common to the 212 Export. Furthermore, the engine was specified with larger Weber carburetors, essentially the configuration that would soon be used in the 340MM.

As notes in a factory engine build sheet dated April 1, 1951, read, "Motore per vettura MM/52 SF," or to paraphrase, "Engine for car Mille Miglia 1952 SF [Scuderia Ferrari]." The chassis

build sheet more specifically mentions intent for Piero Taruffi in the Mille, and eventual plans for Le Mans.

This car was the second of four Spiders built by Vignale on the 340 America platform, and one of ten total Vignale-bodied cars (including 5 Berlinettas and one Cabriolet). It is interesting to note the design cues penned by the noted Vignale stylist Giovanni Michelotti as they relate to the greater series of Vignale-bodied Ferraris. Loosely based on the styling first used on 0076E, a 212 Export, this design employs the sweeping fender lines seen on many of the Vignale Coupes and Cabriolets built on the 212 chassis, though the elaborate grillework of those cars is dropped here in favor of the timeless eggcrate design. The rear shoulder haunches are also more pronounced, actually closer to the Touring treatment than the single-

beltline Vignale Cabriolets.

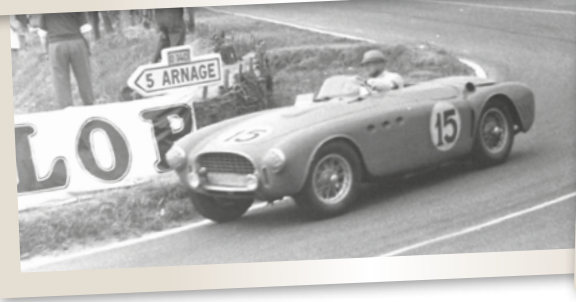
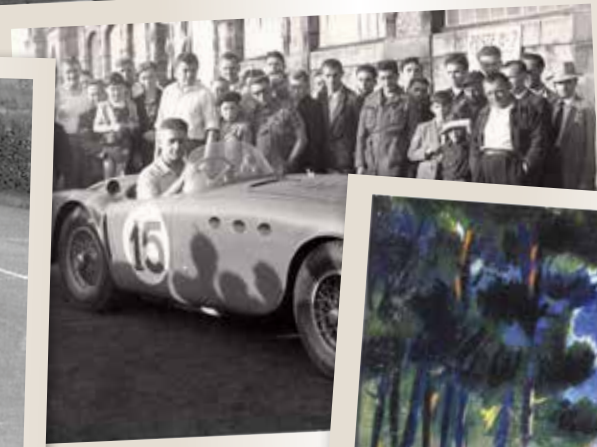
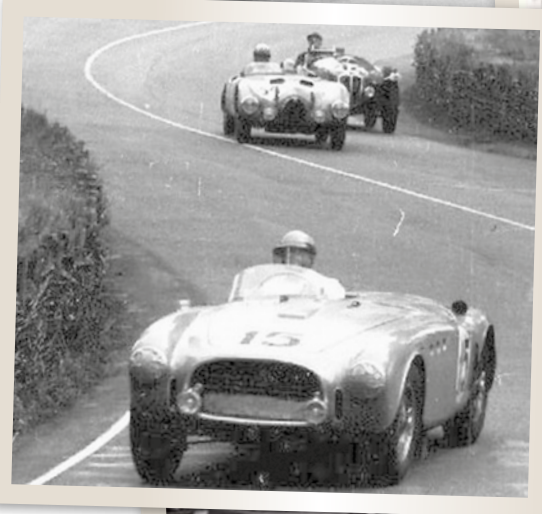
Despite the Spider's race-bred Competizione agenda, the coachwork still features characteristic Vignale ovoid portholes on the front fenders, an aesthetic adornment that lends added elegance to the design. Apropos of the larger carburetor profile, the hood possesses a center bulge that is framed by two rows of triple scallops, and the grille is flanked by two vertically elliptical cooling inlets, and underlined by two more horizontal inlets. Additional brake vents was fitted on the rear deck, along with vertical vents between the door and rear wheel arch.

Dispatched on April 15, 1952, to Vignale's Torino factory for fitting of this coachwork, chassis no. 0196A was completed by the end of the month, just in time for the Mille Miglia held on May 3. Fitted with a single two-place



0196A at the Mille Miglia, 1952. © Private Collection







Piero Scotti and 0196A at the Bologna-Raticosa Hillclimb, 1952. © Privaté Collection

frameless racing windscreen, the 340 America was entered by the Scuderia Ferrari and piloted by renowned Scuderia member Piero Taruffi, the noted grand prix driver who won the Carrera Panamericana the previous fall. Co-driven by Mario Vandelli and decorated with #614, the Spider had taken the lead when an airborne landing damaged the transmission and forced the car to retire early. The car's run in the Mille was photographically captured in an image that was later printed in Marzatto's book, *La Ferrari alla Mille Miglia*.

Shortly thereafter, some bodywork modifications were undertaken with the intention of improving airflow and cooling the rear brakes. These measures included fitting a one-piece wraparound windscreen, and modifying the rear fenders with several cooling ducts (consisting of a single vertical entry duct in front of the rear

wheels, and three mildly angled scallops behind them, as well as unusual sculpted brake ducts atop the rear fenders that were sometimes fitted with an inlet funnel).

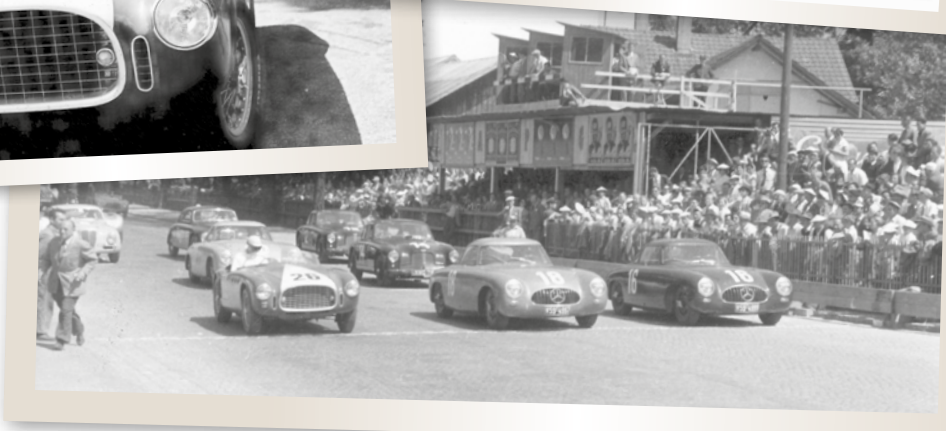
Two weeks later, the 340 America was entered by the factory at the Prix de Berne in Switzerland as #26, with Willy-Peter Daetwyler taking the wheel. Registered with tags reading "Prova MO 36," and painted red with a white triangle stretching from the grille to the windscreen, the spider once again retired early, this time with a broken transaxle at the race's beginning. Despite the result, the powerful Ferrari was again photographed at the race, as depicted in Adriano Cimarosti's book *Grand Prix Suisse*, and *Ferrari by Vignale*, the definitive survey written by marque historian Marcel Massini.

In late May 1952, chassis no. 0196A was

refinished in French blue paint and then loaned to Louis Rosier's Ecurie Auvergne for use at the 24 Hours of Le Mans, where it joined a contingent of seven other Ferraris (including two factory entries, and three from the NART). As #15, the America was fitted with a one-place windscreen and passenger tonneau, and then co-driven by the famed Maurice Trintignant, but unfortunately a clutch failure six hours into the race forced the car to bow out early. Its presence at Le Mans was photographed and depicted in numerous books, including Dominique Pascal's *Ferrari au Mans*, Antoine Prunet's *Ferrari Sports Racing and Prototype Competition Cars*, a biography of Louis Rosier, and various histories of Le Mans.

On June 29, 1952, the 340 America was lent to Giovanni Bracco for the Targa Florio, the upstart driver who had won the 1952 Mille Miglia

0196A at the Grand Prix of Bern, 1952. © Private Collection and The Klemantaski Collection





in a Ferrari 225 S with just a whiff of factory support while legendarily sipping wine and cognac. Numbered as #64, the spider didn't fare quite as well, dropping out of the race with transmission issues once again. Nearly a month later, the car was sold by the factory to Piero Scotti, a businessman and privateer from Florence who had placed third at the 1951 Mille in a Motto-bodied 212 Export. This transition to private ownership initiated an extended racing campaign in the hands of Italian privateers.

On August 10, 1952, Mr. Scotti entered the 340 at the VIII Circuito Automobilistico di Senigallia, where he placed 2nd in class while racing as #10. Five days later, the car experienced an axle failure during the seventeenth lap of the XXI Coppa Acerbo (the 12 Hours of Pescara), forcing another early retirement. On August 31, the car was

entered at the Maloja-St. Moritz hillclimb in Switzerland, and as a photograph reveals, the hood had been modified with two horizontal air intakes towards the front, presumably for improved engine cooling.

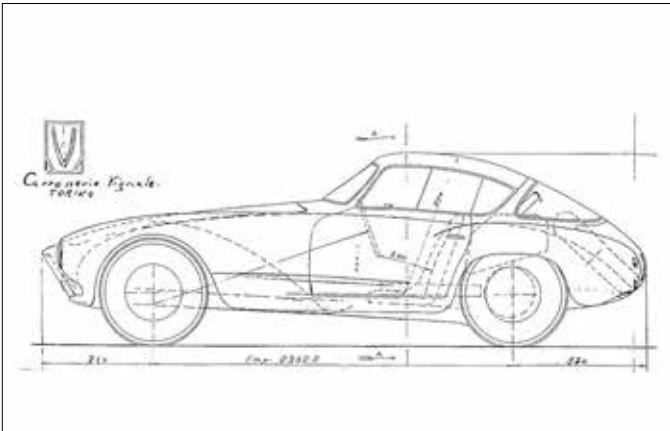
At the Colline Pistoiesi Cup on September 7, Scotti finished first, a triumph he followed with another checkered flag at the Catania-Etna hillclimb six days later. The month concluded with entry at the VI Grand Prix of Bari as #88. On October 19, the Vignale-bodied spider finished first overall again at the XXII Annual Vermicino-Rocca di Papa hillclimb, organized by the Automobile Club of Rome. Given its high level of activity throughout the year, the 340 America duly earned a place in the 1952 Ferrari yearbook.

By the end of 1952, the fetching 340 America

Competizione was returned to the Maranello factory, where the body was further modified by enlarging the elliptical air vents on each side of the grill. During 1953, the spider was loaned by the factory to various Italian privateers for racing in local hillclimb events, including the IV Annual Savona-Colle di Cadibona event on August 23, where Camillo Luglio took first overall as #188. Luglio also finished 4th in class at the XVIII Pontedecimo-Giovi hillclimb later that year.

During 1954, at the behest of potential customer interest or perhaps merely as a styling exercise, Ferrari and Vignale undertook a re-bodying of the 340 America. After removing the original Spider coachwork, the chassis was clothed with a Vignale-built one-off coupe body that may have previously been used on a competition Aston Martin





0196A with its Vignale Coupe coachwork.

DB3 (as implied by file notes written by Ferrari historian Antoine Prunet). Reminiscent of the closed Vignale designs for the racing 212 Exports, the coachwork was finished in the then-popular two-tone treatment, with the body painted red and the roof in black.

By March 1955, chassis no. 0196A had made its way to the United States, where it was first owned by Joseph Ricketts of Long Beach, California, and around this time it was spotted while parked at one of the Palm Springs road races. Later acquired by the Bates brothers, the Ferrari was acquired by dealer Harry Woodnorth of Chicago in 1960. It then passed to several other Illinois-based collectors, starting with Lee Sturtevant of Chicago, followed by H. Martin Burdette of Northfield in 1965, and then the well-known Joe Marchetti of Chicago in 1977.

In 1979, the striking 340 America was sold by Marchetti to Aldo Bigioni of Ontario, Canada, and during his nearly 20 years of care, the car was fitted with a Mercedes gearbox and disc brakes. After being purchased in 1997 by Jerry Bowes of Villanova, Pennsylvania, 0196A finally began to find its way to the show fields of the collectable Ferrari niche, starting with an appearance at the 11th Annual Concorso Italiano, which was staged at the Quail Lodge in Carmel Valley California in August 1997.

After passing through dealer Mark Smith, the rare Lampredi-engined Ferrari was purchased in early 1998 by collector Bill Jacobs of Joliet, Illinois. In March 1999, Jacobs sold the car to Hugh Taylor of the United Kingdom, and its path then took a most fortuitous turn towards its historic roots.

In June 1999, 0196A was purchased by the well-known collector Lord Bamford of Stoke-on-Trent, England, and he commissioned a complete restoration, including the fabrication of Spider coachwork that was precisely designed and hand-pounded to match 0196A's original Vignale Spider body as accurately as possible. The cars underpinnings such as chassis and body sub-frames, suspension and drive line all remained intact and original. The restoration was entrusted to the esteemed David Cottingham and his well-known firm DK Engineering, and under their expertise 0196A was returned to a highly original and authentic state of condition, including the 1952 Mille Miglia livery.

After completing the meticulous restoration in 2000, the 340 America Spider was entered in the Mille Miglia Storico in May 2001,





0196A on the Mille Miglia Storico.



commemorating its original appearance there in 1952 when driven by the legendary Taruffi. The car was then similarly celebrated with a run in the Monaco Historic Grand Prix at Monte Carlo in May 2004. Vintage racing appearances continued at the 31st Annual Rolex Monterey Historic Races at Laguna Seca, California, in August 2004, and the Monaco Historic Grand Prix in May 2006.

0196A's extraordinary tale did not go unnoticed by the motoring press, and a full color feature on the car was published in the March 2004 issue of *Octane* magazine. After explaining the America's illustrious factory racing history, the feature indulged in a full test drive at the Donington circuit by renowned racer Willie Green. He commented, "It's got good mid-range torque, surprisingly good for a V-12. It's very smooth, a real jewel.

For a 50-year-old car I can't believe how fast it is...The rear end is great and the handling is very good. [The drum brakes] were better than I could have hoped for...It's a very, very special car."

In March 2008, Sir Bamford sold the 340 America Spider Competizione to German collector Dr. Michael Willms, who was living in Belgium and then Switzerland. The Spider America was soon the subject of two more extensive print features, in the October 2008 issue of *Forza* magazine, and the May 2009 issue of the British publication *Auto Italia*.

In September 2011, the rare 340 was purchased by the consignee, a German collector who has continued to optimally maintain the spider while using and presenting it at historic events. Participation in the Mille



Miglia Storico in May 2012 was followed four months later by display at the 3rd Annual Unique Special Ones Concours held at the Four Seasons hotel in Florence, Italy.

According to marque authority Marcel Massini, this impressive Spider Competizione retains its original Lampredi V-12, the specially tuned 4.1-liter unit with the competition carburetor profile. The car is further accompanied by a deep file of documentation including dozens of period photographs from the aforementioned races, restoration photographs, correspondence from Ferrari expert and author Antoine Prunet, factory build sheets, and a copy of Piero Taruffi's original written evaluation of the 340 America model for the Ferrari factory.

automotive niche, from world class concours like the Pebble Beach Concours d'Elegance or Villa d'Este Concorso d'Eleganza to premium vintage rallies like the Mille Miglia Storico or Le Mans Classic, this sensational early racing Ferrari checks all the proverbial boxes. 0196A boasts rarity and legitimate racing provenance at the hands of some of the era's most legendary drivers (Taruffi, Trintignant, and Bracco) on the behalf of the one and only Scuderia Ferrari, and it would make a crowning acquisition for the dedicated Ferrari collector or competition roadster purist, a perfect synthesis of the finest qualities of 1950s Italian sports racing machines.

\$7,500,000 - 9,000,000

Eligible for every conceivable event in the





Telaio tipo 340/A matricola 0196/A
 Motore tipo 340/A matricola 0196/A
 Cambio tipo 340/A matricola 384/41/A
 Ponte tipo 340/A matricola 53/A
 Collaudato il _____ Consegnato il _____
 Cliente Sp. Sc.lli

Autovet. tipo 340/A Motore n. 0196/A

FOGLIO MONTAGGIO CAMBIO

Cambio tipo 340/30013 Matricola 41/A
 Scappi e coperti 340
 Marce 5
 Ammortatori 50
 Denti ing. prim. II 340 II. 340 V. 340 riv. II. 340 III. 340 V. 340
 Denti albero v. II. 340/30133
 Rinvio ad angolo per conchilioni al 10x40
 Fase fabbricazione 51
 NOTE: Cassoio marce tipo 212 - Giunto completo di giunto torsionale Fabbr. Prova al buco:
 5° Velocità: fischia molto e si disinnesta
 4° " " discreta
 3° " " rumorosa
 2° " " rumorosa
 1° " " discreta
 M. Fischia molto. - pressione olio 1 lit.
 Del. 6/3/52 Cap. Reparto f.to Franchini

Autovet. tipo 225 Spider Tuborecca Motore n. 0196/A

FOGLIO MONTAGGIO PONTE

Ponte tipo 340 Doppia balestra Matricola 53/A
 Coppe carice 11 x 40 Modulo carice 5,25
 Pirelli 340
 Scelli 200
 Ammortatori 51 234
 Servizi 340
 Escal. interni 212
 Fango di attacco 2,5
 Scatole dei ponti 340
 NOTE: Guarnizioni RTT ch. 24 - Coppi 450 - For. coppi 400 forati - Guarnizioni Confort 549 (da definire) - Tamburi 212/69041 -
 Cambiato rapporto da 9x42 a 11x40
 Del. 10/3/52 Cap. Reparto f.to Franchini

Autovet. tipo 340 AMERICA Motore matricola n. 0196/A Telaio matricola n. 0196/A
 Motore 340 n° 36/A

FOGLIO MONTAGGIO AUTOTELAIO

Designazione Corta 166
 Parti: Portascoppi forati - Guarnizioni Confort 549/551 - Tamburi 212/69041
 Usati 166 - 220
 Usati 11x170 - 6,50 - 16
 Ammortatori Handball ATB 35
 Scatole n° 229 olio Shell
 Albero accie e olio 212/30975 - 212/30977
 Serbatoio carburante tipo 340/30909 capacità 14,150
 Indicatore di livello JANER
 Mantra di scarico Tubi di scarico speciali con serritta aperta
 Rete 30
 NOTE: Cambio n° 41/A B-10x40
 Ponte n° 33/A tipo 340 doppia balestra B-11x40
 Balestra anteriore 212/6435 + 1 foglia da n° 3
 Balestra posteriore 212/60826 - Tamponi SAGA - Frizione tipo 340 con
 Alaco "Confort 549. - Motore senza ventilatore - Depuratori Weber E11
 - Senza giunto torsionale Fabbr - Vettura 52/52 sig. Taruffi - Per
 le Man sostituito ponte con pontoni e B-11x40
 Autotelaio senza cambio, inviato in carrozzeria senza essere collaudato.
 Del. 15/4/52 Cap. Reparto f.to Franchini

Autovet. tipo 340 Motore n. 340 Matricola n. 0196/A

FOGLIO MONTAGGIO MOTORE

Trattamento 340 Ia.9 Cassoio olio 340 unido Filtri _____
 Albero motore 340 nitratato per Fendertell
 Pirelli 340/1627 esp. 6app. 6 Controllato Pesa 334
 Albero innesti 340/1627 torsionale Reschiale 375/14166-14167 BPF-3076
 Stampate Neo 570 Pirelli esp. 275
 Tole cilindri 340 Id. 4 torni 375 Coperti Silurati
 Guarnizioni teste Klingerite 1400
 Valvole esp. tipo 340/16322
 Molla richiamo valvole di 4 X75/16346 Albero distribuzione 340/16470
 Scatole distribuzione 340 Elektro
 Pirelli mand. olio 340 Pirelli di recupero 50
 Pirelli balestra 8 FISSA Filto balestra 500.19 pompa Pres. aria 3 Weber D 11
 Carburatore tipo 40 107/3 N. 3
 Attacco con Conintergioni tipo ST 65 113 Fase D = AA 25/58
 Filtrazione tipo 340 CONTER 858 Fase E = CS 72/22 5 - CS 72/11
 Guasti. Albero motore 0,05 Pirelli 0,15 - 0,20
 Primo Montaggio
 Data inizio montaggio _____ Data fine montaggio 1/4/52 Montatori Storchi Turcol Carzanti
 Osservazioni:
 Pistoni con rapporto 8 (m/m 0,5 più alti del normale.)
 Motore per vettura 52/52 37
 Del. 1/4/52 Cap. Reparto f.to Franchini
 Osservazioni del primo rodaggio:
 Pura solita, impossibile frenare perché grappa.
 Secondo Montaggio
 Data inizio lavoro _____ Data fine lavoro 7/4/52 Montatori Storchi Turcol
 Osservazioni:
 Sostituiti pistoni n° 3 e 4 - lucidate tutte le casse - le sedi delle casse nel basamento sono state alizzate cilindriche, anche quelle della parte superiore, i pistoni sono stati spazzati nel cielo di 2/10 e si sostituito gli albero motore del tipo modificato.
 Del. 7/4/52 Cap. Reparto f.to Franchini





Piero Taruffi with 0196A just before it's debut at the 1952 Mille Miglia. © Private Collection



45

1956 VOLKSWAGEN TYPE 1 BEETLE CABRIOLET

Coachwork by Karmann

Chassis no. 1575247

Engine no. 3663424

1,192cc OHV Flat 4-Cylinder Engine

Single Carburetor

38bhp at 3,900rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- *Desirable Type 1 Cabriolet*
- *Beautifully restored example*
- *Perfect car for fun in the sun*
- *Iconic and classic collector car*



THE BEETLE

One of the 20th century's most iconic automobiles, the Volkswagen Type 1 '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 great loyalty and enthusiasm based on its practicality, reliability, adaptability and affordability.

The platform backbone frame was simple to build, 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 reducing the risk of freezing in cold northern winters.

THE MOTORCAR OFFERED

This charming Cabriolet is a prime example of the legendary 'People's Car' from Volkswagen. Featuring white paintwork and whitewall tires contrasted by a black convertible top and black interior, this Beetle has been the recipient of a comprehensive restoration. The paint is accented with fresh brightwork and the Cabriolet top fits snugly over the cockpit. The black interior maintains added luxuries offered on the Cabriolet over the Saloon model, including map pockets and height-adjustable rearview mirror, and the seating surfaces themselves are in excellent condition. The carpeting has been redone, and complimentary coco mats have been added for each passenger.

Most recently, this Beetle was enjoyed by a Swiss collector who had the car serviced

annually, regardless of the limited use it received. As such, the car is said to remain in good working order and ready to be enjoyed by its next owner. Recently returned to the United States, this Beetle is well sorted and can be a fun addition to any collection - while it doesn't offer breakneck speed, this little Cabriolet will most certainly turn heads.

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



1970 ABARTH 1300 SCORPIONE SS

Coachwork by Francis Lombardi

Chassis no. 104S1287292067

Engine no. 0655019 204

1,280cc OHV Inline 4-Cylinder Engine

2 Twin Weber Carburetors

100bhp at 6,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One of just a handful of Abarth Scorpione SS models produced
- Exquisite restoration by renowned Bay Area restorers 'The Pit Stop'
- Powerful and rare Etceterini
- Shown at Concorso Italiano and Hillsborough Concours d'Elegance



THE ABARTH SCORPIONE

From 1968 to 1972, the Carrozzeria Francis Lombardi Company of Vercelli, Italy produced a small, rear-engine sports car based upon the Fiat 850. Its rather attractive, streamlined coachwork was styled in-house by Giuseppe Rinaldi and marketed as the OTAS 820, the Giannini, and as the Abarth Grand Prix and Scorpione during its production life.

Its public debut was made at the Geneva Auto Salon in March of 1968. Its shapely good looks – with its electrically raised and lowered headlights – attracted much favorable comment. The Abarth 1300 Scorpione however would soon prove to be Abarth's last independently developed car.

THE MOTORCAR OFFERED

Believed to be one of just a handful of Abarth Scorpione SS models produced, this stellar example was delivered new to the Netherlands, to a Mr. Ed Swort who had intended to race the car, but sold it soon after taking delivery due to the rumors of Abarth selling out to FIAT, thereby losing its factory race support. The car relocated to neighboring Belgium where it was later owned by a Mr. Guy Moerenhout. Mr. Moerenhout displayed the Scorpione SS in his renowned Abarth museum until the mid-1990s, until being sold to its previous owner Mr. Hans de Bekker of the Netherlands.

The consignor, a renowned Bay Area restorer and enthusiast, purchased the car from de Bekker in the early 2000s.

In the current consignor's care, the Scorpione SS has been treated to a decade-long, nut and bolt restoration. Every aspect of the car has been addressed, with the livery changed from red to silver over black. In concours condition throughout, this Abarth has been shown at the 2015 Concorso Italiano, and most recently the 2016 Hillsborough Concours d'Elegance where it earned an award for Second in Class. Offered with a large history file and its tool kit, this rare and powerful Abarth 1300 Scorpione SS is ready for further concours outings or high-speed rallies such as the Copperstate 1000.

\$70,000 - 110,000
WITHOUT RESERVE



47

1953 PORSCHE 356 PRE-A CABRIOLET

Coachwork by Reutter

Chassis no. 60157

Engine no. P87728

1,582cc OHV Flat 4-Cylinder Engine

Dual Carburetors

Approximately 75bhp at 5,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- One of just 394 Pre-A Cabriolets built in 1953
- Clean and timeless design finished in the original livery
- Upgraded power with 356 1600 Super engine
- Offered with Porsche Certificate of Authenticity, copy of Kardex and tools



THE PORSCHE 356

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

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

contrived to offer a level of performance that belied the basic layout's humble origins. Regularly revised and updated, Porsche's landmark sports car would remain in production well into the 911 era, the final examples being built in 1965.

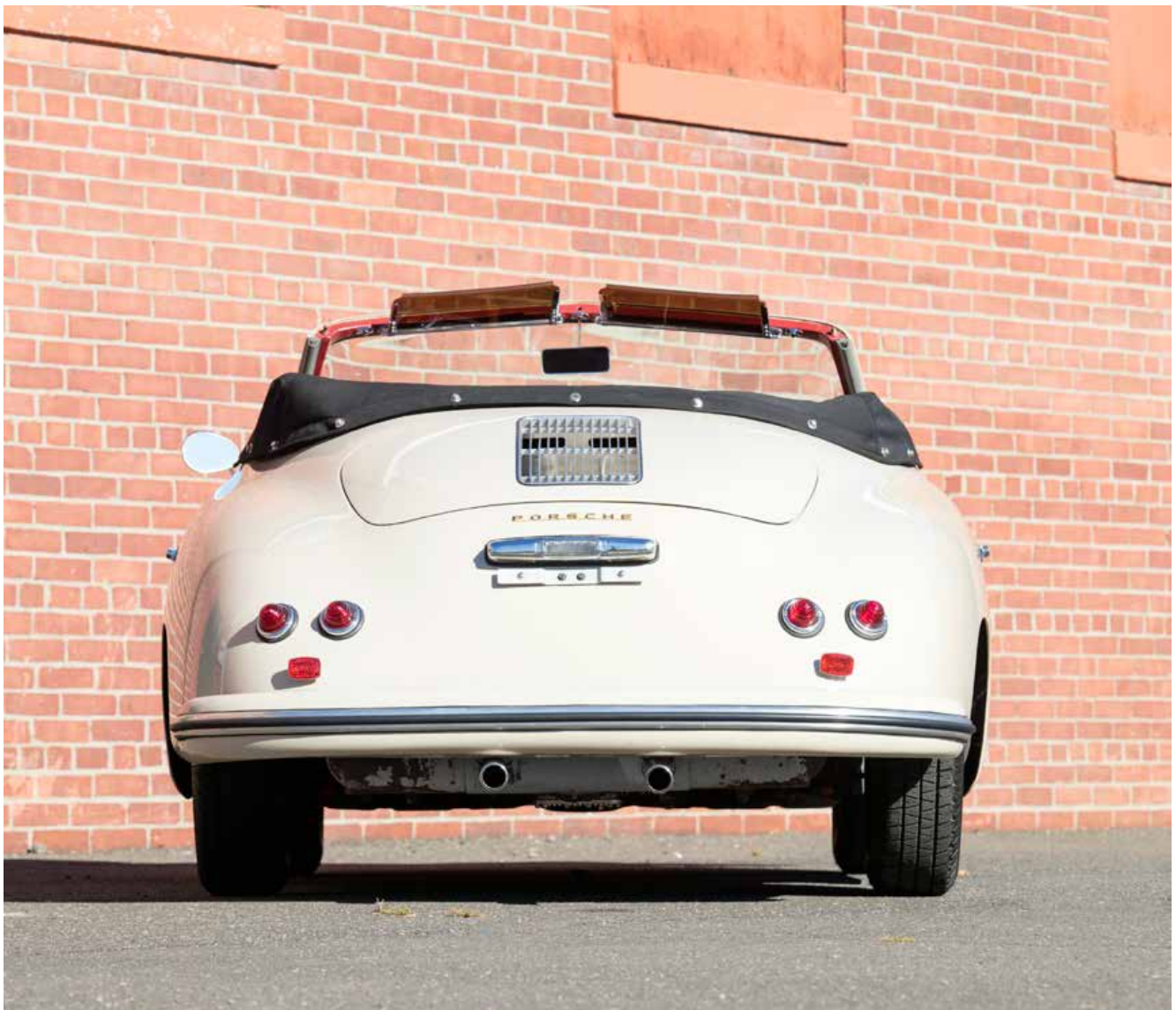
In 1951, an aluminum-bodied works car finished first in the 1,100cc class at the Le Mans 24-Hour Race and 20th overall, thus beginning the marque's long and illustrious association with La Sarthe. Constant development saw the 356's engine progressively enlarge, with 1.3-liter and 1.5-liter units first becoming available in 1951. In 1952 the original split windscreen was replaced by a one-piece, and a Porsche synchromesh gearbox was adopted. 1955 marked the arrival of the

revised 356A, the newcomer being readily distinguished by its curved windscreen and 15" (down from 16") wheels.

Cabriolets had been manufactured right from the start of 356 production, but Porsche went on to make a significant impact with the Speedster, which was introduced in 1954 following the successful reception in the US of a batch of fifteen special roadsters. Porsche sub-contracted Cabriolet body manufacture to a number of different coachbuilders, Reutter undertaking the bulk of production with significant contributions from Karmann of Osnabrück, Drauz of Heilbronn, and d'Ieteren of Brussels.







THE MOTORCAR OFFERED



In accordance with the Porsche Certificate of Authenticity, this charming 1953 Porsche 356 Pre-A Cabriolet was completed on June 23rd, 1953. The car was originally ordered in Fashion Grey, paint code C531B with a red leather interior and comfort seats, and optioned as a USA deluxe model. It was one of just 394 Cabriolets built in 1953.

The copy of the car's original build sheet (better known as the Kardex) reads that the new Porsche had been ordered by a company called Cattaneo in California, but also logs a 700-mile service as being performed in September of 1953, presumably at a Porsche dealership located in Paris, France. One could assume that the first owner of the car took delivery

in Europe and used it there before shipping it stateside.

In July 1990, the car appeared for sale on the 356 Registry out of Atherton, California. At the time of the listing, the car was still in its correct colors, but the original 1500cc engine was replaced by a later unit. The car was in comedian Bill Cosby's collection at some point.

Today, this rare Pre-A Cabriolet presents beautifully inside and out, and it is apparent that a comprehensive restoration has been performed on the car. The exterior paint is nice and glossy, and the wheels are color-coded to match. Fit and finish is very good throughout. The brightwork and trim has also been restored, and presents very well.





The interior is adorned in beautiful red upholstery, and is topped off with a beautiful, dash-mounted, correct radio and a wood-rimmed steering wheel. The compartments have been refurbished, and display correct satin-finish black paint and correct decals and emblems.

A black cloth soft top is fitted. The car runs what appears to be a 1960 model year 356 1600 Super engine, an upgrade that would have added over 30% to the car's initial horsepower rating. The Cabriolet is offered with a tool set, the Porsche-issued Certificate of Authenticity and a copy of the original build record.

These early Pre-A Porsches are very scarce today, as few cars were ever built in the first place. They feature an incredibly clean and

uncluttered design, from the low body-colored bumpers to the elegant beehive tail lights. This fine example looks much like it did when it left the Porsche Works in 1953, and would be equally at home on twisty backroads or on a concours lawn.

\$225,000 - 300,000

Please note this car is titled as a model year 1954



48 Ω

The Second To Last Produced

1966 FERRARI 275 GTB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 08973

Engine no. 08973

3,286cc SOHC V12 Engine

280bhp at 7,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Rare and desirable long nose and torque tube, penultimate 275 GTB to leave the factory
- Freshly restored to original color combination by marque specialists Mototechnique UK
- Continuous history from new and past Cavallino concours class winner
- Ferrari Classiche certified and well documented by Marcel Massini
- Offered with manuals in leather pouch, history file and tool set



THE FERRARI 275 GTB



'The 275 GTB is... a superlatively vigorous, very agile and quick automobile. Its comfort, the quality of its finish, the original lines of its bodywork all justify its exceptionally high price, for it is an exceptional automobile. It is a thoroughbred, with luxury devoid of excess, and a fiery temperament...'

- Jose Roskinski, *Sport Auto*, July 1965.

A perhaps apocryphal story ascribes Enzo Ferrari's motivation in replacing the 250GT Lusso with the 275 GTB to his belief that the Lusso was too beautiful to convey properly the image of Ferrari.

Like many Ferrari stories, it may be less than fully accurate, but contributes to the myth that surrounds the marque. Its logic, however, is supported by the judgment of

history: the aggressive 275 GTB is today more coveted by collectors than the Lusso, even though the Lusso's design has endured the test of time to be generally agreed as among the most pure and beautiful products of the collaboration between Ferrari and Pininfarina.

The 275 GTB has other distinctive attributes, not least its place as the first fully independent suspension transaxle-equipped Ferrari road car, and for the power and tractability of its 3.3-liter 60° V12 engine developed from the 1½ liter Colombo "short block" originally designed in 1947. The engine was mounted low and further back, taking advantage of some of the space created by moving the transmission to a unit with the differential.





Performance, handling and technical advancements aside, it is the coachwork penned by Pininfarina and executed with individuality and attention to detail by Scaglietti that creates the 275 GTB's image: aggressive, svelte and taut with power and potential.

In common with the best designs, the 275 GTB integrates form with function. There is nothing pretentious. Every feature has a functional purpose, from the covered headlights to the Kamm tail and small aerodynamic spoiler.

The long hood that so eloquently defines the 275 GTB's performance intention is the direct result of the engine setback. Large tires dictate the tall, bulging fenders.

The sloped windscreen and fastback roof are only as tall as driver's headroom and visibility requires. Each vent and curve has a purpose finely calculated to only one end: creating the finest, fastest road-going Berlinetta in the world.

As Ferrari quarreled with the FIA in the mid-1960s over the marque's grudging change from front- to mid-engine placement in its sports-racing cars, the 275 GTB carried on as the mainstay of the marque. Ferrari knew this highly evolved Berlinetta, with its improved rear suspension and the balance permitted by its rear-mounted transaxle, would, like all good Ferraris of the time, be driven from showroom floor to race tracks around the world.

Each 275 GTB is, essentially, unique. Still small enough to cater to individual client's desires and essentially self-contained, Ferrari could offer an almost infinite variety of performance features and appointments. Coachbuilder Scaglietti still employed artisans who constructed each body by hand, imparting the individuality of bespoke construction to every car.

And within Ferrari, improvements were regularly incorporated as the 275 GTB evolved given experiences and suggested refinements. On the aesthetic front, the biggest change was made about a year into the production run in 1965 with the re-design of the nose. It was found that the early cars had a tendency to create front-end lift at high speeds, so the nose





was slightly lengthened and made slimmer, a look even more evocative of the 250 GTO. 275 GTBs have since been categorized as short or long-nose cars.

On the technical front, a breakthrough production change was made in early 1966 with the elimination of the traditional open driveshaft in favor of a far more modern torque-tube, solving drive-line vibration issues once and for all.

The later cars, incorporating these significant production refinements, remain the most desirable ones, especially when used as intended; out on the open road on a classic car rally or simply a blast through the countryside.

If there is one Ferrari to own within the span of the marque's first quarter-century it is the 275 GTB. Blistering performance, quick, responsive handling, ideal weight distribution and the aggressive Pininfarina designed Scaglietti coachwork, with elements of the legendary 250 GTO, make it a milestone.

THE MOTORCAR OFFERED

Left-hand drive chassis number 08973 was completed in 1966 in steel bodied form with alloy doors, bonnet and boot, long nose, torque tube and sold new to the first owner Mr. Sapico, a resident of Bologna, Italy, in September of that year. Factory records show that its original color scheme was Argento (silver) with Nero (black) leather interior upholstery, the livery it wears today. 08973 was the penultimate 275 GTB built before the introduction of the '4' four-cam model, and therefore benefitted from all the upgraded and refinements made along the production run.

Surprisingly the practically new car, while still owned by the original owner, was sent back twice to the Ferrari Factory Assistenza Clienti (factory service department), located





at Viale Trento Trieste in Modena, Italy. This was on December 2, 1966, and again on February 3, 1967. It is not known what kind of maintenance and service work was done at the time. Although it cannot be confirmed it is believed that the gearbox and engine were replaced at that point while the car was still under guarantee. The car today has the correct type 275 engine (213/100148) and gearbox types.

In the 1970s the Ferrari was exported from Italy to Canada. In 1978 it was sold by the official Ferrari dealer Yonge Steele Motors of Toronto, Canada to Mr G C Bell of Thunder Bay, Ontario, subsequently passing to Gerry Layer and then to G J Amaroso in California, USA.

Between early 1989 and June 1991, the Ferrari was restored in California at a cost of \$225,000, being repainted dark blue and re-trimmed with tan leather. It was then advertised for sale by Dane Prenovitz of Foster City, California, and in 1992 was sold to well-known collector Dr. Ervin F. Lyon of Lexington, Massachusetts. While in Dr. Lyon's collection, the Ferrari was shown at the 2nd Annual Palm Beach Cavallino Classic in February 1993, receiving a 2nd in class award (275 Ferraris) and then at the same event the following year went one better, coming home with a 1st in class trophy.

In early 2006 Dr. Lyon sold the Ferrari to Christopher Lynch of Massachusetts, in whose ownership it would remain until its sale via Paul Russell, who had maintained

the car for the past 15 years, to the current vendor in Switzerland in December 2009. A photo documented major engine, gearbox and ignition overhaul and full service was carried out at renowned Ferrari specialist Garage Costantini in Zürich in April 2014, with an odometer reading of 67,454km – a figure that is in fact believed to be genuine from new.

This well documented car comes with a history file including a vast quantity of invoices, notes, files, old US title documents, and photographs of the bare metal re-spray and engine rebuild previously undertaken. In late 2016, 08973 was returned to its original delivery color scheme of silver over black leather at a cost in excess \$100,000, supported by invoices and photos on file





from UK-based specialists Mototechnique who carried out the extensive work.

This spectacular example has been certified by Ferrari Classiche, and is offered with the all-important Ferrari Classiche certification red book, books and manuals in leather pouch and tool set.

Recently road tested prior to the sale in Arizona by former authorized American Ferrari dealer, NART and Ferrari factory race driver Harley Cluxton III, 08973 impressed him with the smoothness of the torque tube gear changes when pushing hard and the overall performance and presentation.

Rarer - and quicker - than a 250 GT SWB yet considerably less expensive than a 250 GTO,

the desirable 275 GTB 'torque tube' version is a landmark model in the technological evolution of Ferrari's road cars, as well as being one of its most beautiful. 08973 is the penultimate example of this legendary model to come off the production line, and would be equally at home on the international show field, or on a high-speed rally.

**\$2,500,000 - 3,500,000
WITHOUT RESERVE**



1958 ALFA ROMEO GIULIETTA SPIDER VELOCE

Coachwork by Pinin Farina

Chassis no. AR 1495.05389

Engine no. AR 1315.31918

1,490cc DOHC Inline 4-Cylinder Engine

2 Weber Carburetors

Approximately 105bhp at 6,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Exquisite restoration of a factory Spider Veloce
- Long-time, dry and solid California car
- One of the best driving 1950s sports cars
- One of just 2,796 Spider Veloces produced



THE ALFA ROMEO GIULIETTA

“The Alfa, in a few words then, is a small car with a rev-happy DOHC engine that can carry two people from point A to point B over all types of roads quicker than most cars twice its size. It does this not with blinding speed but with a wonderful combination of roadholding, compact size and sheer willingness”
– *Car & Driver* on the Giulietta.

With the introduction of the Giulietta in 1954, Alfa Romeo established the ‘small car, big performance’ formula that would characterize its finest offerings from that point on. The Giulietta’s arrival caused a sensation; demand quickly outstripped supply, causing Alfa Romeo to rethink its production strategy and become a high-volume manufacturer. Designed by Pinin Farina on a modified Sprint Coupe chassis, the Alfa Romeo Giulietta

Spider was the company’s second post-war model. The little two-seat Sports Spider was introduced in 1955 at the insistence of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving, all-alloy, 1.3-liter twin-cam four, mounted in a steel unibody chassis that weighed less than 1900lbs at the curb. The design was unmistakably Pinin Farina – very elegant, sporting and lithe.

From the time of their introduction, both the Sprint and Spider provided an exhilarating combination of character and performance, within the limits of what was possible with the well-designed twin-cam engine. However, as with pre-war Alfa Romeos, the dealers

soon saw a demand for an updated version for buyers with competition in mind. In 1956, the Giulietta Sprint and Spider Veloces duly appeared, with high-performance engines and modified bodywork. High-crown pistons raised the compression ratio to 9.1:1 which, with a pair of twin-choke Weber carburetors and more peaky camshaft profiles, raised the power by about 15%. Performance was certainly improved, with a top speed of 115mph and a more responsive engine through and through. Just 2,796 Giulietta Spider Veloces were produced, and they remain among the most collectible of the model today.





THE MOTORCAR OFFERED

Bonhams is honored to offer this outstanding example of the rare and ultra-desirable Giulietta Spider Veloce. With just 2,796 produced, it is a rare offering indeed.

This fine example was completed at the Milanese Alfa Romeo plant in 1958, as a left-hand-drive Spider in full Veloce trim. The Alfa Romeo, which carried a high-performance twin-cam engine with dual Weber carburetors, was believed to have been delivered to the US, possibly to California, where it has spent most of its life.

In the 2000s, the Alfa Romeo Spider Veloce was found in very solid and original condition, with an odometer reading of less than 60,000 miles. The Spider Veloce was soon after treated to a comprehensive restoration,

which included a full strip and bare metal repaint of the lithe Pinin Farina bodywork in the correct Graphite Grey by Custom Classics Restorations. The interior was fully restored as well, and re-trimmed in red. The original engine was retained, and rebuilt with a big-bore kit, increasing the cubic capacity to 1,490cc. The original gearbox was also retained, yet fitted with a fifth gear for high-speed touring. All mechanical work was performed by Reseda, CA based Alfa Romeo specialist Santos. Gone through from front to back, the restoration took two years to complete and no expense was spared.

The car has formed part of the consignor's impressive Southern California-based collection of sports cars, and has covered less than 300 miles since restoration.

This rare, top-of-the-line Spider Veloce is eligible for exclusive driving events around the globe, and will surely provide its driver with many smile-inducing experiences. A fine example of open top motoring with excellent road holding and high-revving twin-cam performance, the Spider Veloce rightly claims the moniker "sports car" and one would be hard-pressed to find a near competitor at double the investment.

\$120,000 - 160,000

Please note this car is titled 1959 with chassis no. 1495F05389



1967 AUSTIN-HEALEY 3000 MK III BJ8

Chassis no. HBJ8L/40747
 Engine no. 29K/RU/H15395

2,912cc OHV Inline 6-Cylinder Engine
 2 SU Carburetors
 150bhp at 5,250rpm
 4-Speed Manual Transmission with Overdrive
 Independent Front Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- Beautifully presented example of the end-of-the-line Big Healey
- Delivered new in British Racing Green over black livery
- Ideal weekend cruiser for sunny days
- Offered with history file and Heritage Trust Certificate



THE AUSTIN-HEALEY 3000

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

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

manual overdrive transmission, and with disc brakes in the front, the 3000 Mk III also provided performance worthy of its sporting heritage.

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

THE MOTORCAR OFFERED

Built during the Spring of 1967, this charming 3000 Mk III BJ8 was configured as a left-hand drive example, and represents the end-of-the-run, final evolution of the Big-Healey. Presented in its original livery of British Racing Green over a black interior, the car has received much restoration and refurbishment work over the years, and presents beautifully on correct chrome wire wheels and classic tires. A recent service has been performed, and the car's history file contains much documentation and maintenance history along with miscellaneous service parts, owner's manuals and the British Motor Industry-issued Heritage Trust Certificate. All in all, here is a wonderful example of the classic Big Healey, ready for spirited drives in the countryside.

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



1946 CHRYSLER TOWN & COUNTRY CONVERTIBLE

Chassis no. 7400026

Engine no. C392903

324ci L-Head Inline 8-Cylinder Engine

Duel-Throat Downdraft Carburetor

135bhp at 3,400rpm

3-Speed Presto-matic Semi-Automatic Transmission

Independent Front Suspension – Live rear axle

4-Wheel Hydraulic Drum Brakes

- *Long term ownership*
- *Very early 1946-model serial number 26*
- *Great looking and mechanically well sorted car*
- *Perfect car for a relaxing Sunday drive*



THE CHRYSLER TOWN & COUNTRY

Such was the demand for vehicles in the immediate aftermath of WW II that the 1946 Chryslers – like most other American makes – reappeared looking much the same as they had in 1942. One difference in the model line-up was that the wood-embellished Town & Country model, previously available only as a station wagon, was now made either as a sedan or two-door convertible on both the New Yorker (8-cylinder) and Windsor (6-cylinder) chassis.

With their contrasting ash framing, mahogany veneer and steel panels, while boasting a level of finish that would be the envy of the finest yachts, these new Town & Country models were certainly very striking. They were also the best-equipped and most expensive models in the Chrysler range. Today they are among the most highly prized American automobiles of their era.

THE MOTORCAR OFFERED

Being one of the very first Town & Country's produced in 1946, the 25th car in the production line was then shipped to sunny and dry Southern California. The first owner, having returned from the war, purchased the vehicle and embarked on his honeymoon.

After the wedding, the now husband and wife drove their car all over town and country just as the vehicle's name suggests. The Chrysler remained in their ownership for just under 70 years as they frequently enjoyed driving the smooth yet powerful eight-cylinder engine. In the late 1980's to revive a rather tired look, a refurbishment was initiated, finished in its original Chrysler Royal Maroon, paint code 18 just as the cowl tag denotes. The interior was taken care of and re-done to an exquisite standard

that holds up very well today. During the restoration it is believed that the superb condition of the Town & Country gave the restorer the opportunity to preserve the original wood and sheet metal.

The consignor bought the car from the original custodian after close to 70 years of ownership. Presented here with a California black plate and in great condition this Town and Country is guaranteed for enjoyable and comfortable vintage driving.

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



52

1975 FERRARI 365 GT/4 BB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 18227

Engine no. 00254

4,391cc DOHC Flat 12-Cylinder Engine

4 Triple-Choke Weber Carburetors

344bhp at 7,000 rpm

5-Speed Manual Transaxle

4-Wheel Hydraulic Disc Brakes

- *Just 35,552 kilometers since new*
- *One of only 387 examples produced*
- *Ferrari's first modern V12 'supercar'*
- *Largely original condition throughout*



THE 365 GT/4 BERLINETTA BOXER

Released in production trim in 1973, the 365 GT/4 Berlinetta Boxer marked an important shift in Ferrari's hierarchy. With a mid-engine V12 supplanting the traditional front-engined V12s that defined Ferrari since its inception, this move was prompted by competition and a continued pursuit of performance.

Featuring a flat 12-cylinder engine mounted behind the driver, this revolutionary engine introduced belt-driven camshafts and an integrated engine and transmission to concentrate the mass within its 98.4" wheelbase. The new flat-12 maintained the same displacement as the Daytona, therefore, according to Ferrari's numerical naming system, it maintained the '365' designation, making this revolutionary transition almost seem evolutionary.

From a design standpoint, the car is unmistakably related to its contemporaries like the 365 GTB/4 Daytona and 365 GTC/4, with its round taillights on its vertical rear and its sloping, dramatic lines. However, it also draws from the 1968 Ferrari P6 Berlinetta Speciale concept car with its mid-engine proportions, razor-sharp front end and visible lights. The 365 GT4/BB was clearly a Ferrari while also being something new entirely.

All told, just 387 examples were produced before production ceased in May of 1976. With those few hundred cars, Ferrari ended its incredible front-engine era and opened a promising new chapter of mid-engine excellence in one fell swoop.





THE MOTORCAR OFFERED

This very original 365 GT4/BB was the 240th (of 387) example of Ferrari's first mid-engine V12 flagship. Finished in Rosso Corsa paint with a black "boxer trim" adorning the lower section of the car, this innovative coupe was first ordered by Ferrari's German importer Auto Becker, who subsequently passed the car along to its first owner. This 365 GT4/BB remained in Germany until 1977, at which point it left Europe for Japan with just 19,100 kilometers on the odometer.

For the next 12 years, this powerful coupe remained unsold at Cornes Motors, seldom driven until it was purchased on March 14th, 1989 by Mr. Kazuui Umemura. By July 30th, 2014, this rare Ferrari had only covered 35,300 kilometers according to Japanese registration records, an average of under 1,000 kilometers

per year. After being acquired by the consignor and imported into the United States in September of 2016, this 365 GT4/BB promptly underwent a major engine-out service upon its arrival. Various maintenance tasks were performed to ensure this low-mileage Ferrari's drivability, including a rebuild of the Magnetti Marelli Dinoplex ignition system.

As one might imagine given the low mileage, this coupe remains in very good condition throughout, with a nice patina on the original black leather mushroom-style seats, a clean contoured headliner and with vibrant red carpets. Outside, the elegant Pininfarina-designed bodywork is arrow straight with bright Rosso Corsa paintwork with black accents. Additionally, this fine Ferrari features the model-specific, triple-tip exhausts, an

unmistakable characteristic of the 365 GT/4 Berlinetta Boxer that echoes the triple taillights so harmoniously. Importantly, the rare original owner's manual and the correct spare tire accompany the sale of this coupe.

\$375,000 - 400,000

Please note this car is titled with chassis no. F102AB18227



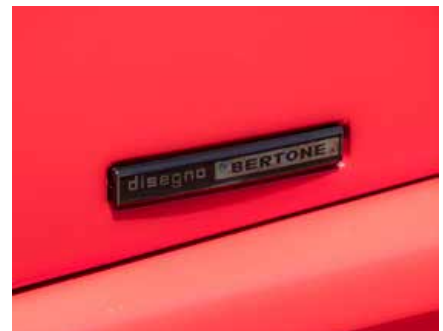
1989 LAMBORGHINI COUNTACH 25TH ANNIVERSARY

Design by Bertone

VIN. ZA9CA05A9K1A12699

5,167cc DOHC 48-Valve V12 Engine
Bosch Fuel Injection
449bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- 1980s supercar icon
- One of only 235 25th Anniversary fuel-injected models
- Extremely rare wing delete car
- Well preserved low-mileage example



THE LAMBORGHINI COUNTACH

In 1966, Lamborghini defined the ‘supercar’ with the Miura. An instant icon, the mid-engine high-velocity coupe put the nascent carmaker on the map for their 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 was the Countach, which like its predecessor, was styled by Bertone’s Marcello Gandini. Drawing from his revolutionary Lancia Stratos Zero concept from 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 gear change 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-liter, engine. Even with the smaller engine producing ‘only’ 370bhp, the lightweight Countach could attain 170mph and, as one would expect, offered incredible road holding 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 final iteration of the Countach debuted in 1985 as the Countach 5000 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 300km/h, making it – at the time – the world's fastest car.

The Countach's ultimate development, considered by many to be the most desirable, arrived in September 1988. Launched at the Italian Grand Prix, Monza, this was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the Quattrovalvole. The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. US-destined cars retained the '5mph' impact-resistant bumper, while the new rear

bumper was common to both US and European models. The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, color-matched to the body.

Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari. Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tires.

Available with carburetors in Europe or fuel injection in the USA, the V12 engine was virtually unchanged from the Quattrovalvole. In

total, 657 Countach Anniversario models were made between September 1988 and April 1990, one of the many high-profile owners being ex-Formula 1 World Champion Mario Andretti.





THE MOTORCAR OFFERED

This breathtaking 1989 Lamborghini Countach 25th Anniversary is truly a piece of automotive art; one look at the outrageous supercar is sure to evoke feelings of excitement and lust. This particular example comes to us from one of the country's most prominent Lamborghini collections. Presented in the classic and fitting scheme of red over black livery, the Countach is fitted with the highly desirable euro-style bumpers which, unlike the US-spec bumpers, follow the car's sleek and sharp edges. To further enhance the aesthetics of the design, the car was ordered with the extremely rare wing delete option. Without the wild spoiler at the rear, the car really takes on a new persona, one very reminiscent of the early Periscopica cars.

Showing just over 10,000 kilometers, the car

presents beautifully. The paint possesses a deep shine and is void of any major defects, while the lower portions of the body present very well and are not heavily pitted (as is often the case with some of the higher mileage cars). Upon opening the iconic scissor-style doors, one will notice that the black leather interior shows well and all features function as expected. On a recent test drive, the car was breathtaking and the acceleration was jolting. The road gripping traction coupled with the strong brakes easily inspire one to push the car beyond their normal comfort zone.

It should be noted that when the consignor purchased the vehicle in 2013, the car had a clean CARFAX showing no issues. Recently, a new CARFAX was run and it now shows an incident which was reported on January 1,

2000. Based on the highly unlikely event that an accident would be reported 16 years after the fact, and that the car shows no evidence of any damage, this appears to be an error. A copy of the clean CARFAX is included with the car.

Due to this particular car's unique and highly desirable specifications, as well as its fantastic condition and low mileage, this 25th Anniversary Countach is surely one not to be missed.

**\$250,000 - 325,000
WITHOUT RESERVE**



54 Ω

1928 MERCEDES-BENZ TYP S 26/120/180 SUPERCHARGED SPORTS TOURER

Coachwork by Erdmann & Rossi

Chassis no. 35323

Engine no. 66540

6,740cc, OHV Inline 6-Cylinder Engine
2 Carburetors with Roots Supercharger, 120 or 180bhp at 3,000rpm
4-Speed Manual Transmission
Front and Rear Semi-Elliptic Leaf Spring Suspension
4-Wheel Drum Brakes

- Original left hand drive example delivered new to America
- Original coachwork, matching engine
- Featured in numerous marque reference books
- 'The Car of Kings'
- Former Pebble Beach Concours d'Elegance multiple prize winner



THE MERCEDES-BENZ TYP 'S'

"Silent streams of super-power... unbounded flexibility"... "comfort to carry you to the ends of the earth" - quoted period Mercedes-Benz advertising in America for the legendary Typ S.

The British Mercedes marketing would elaborate more: "Decades of experience in the building of sports cars of superior performance, the universally known high grade workmanship of the Benz-Mercedes Works and their masterly designs have contributed harmoniously to the creation of the Mercedes-Benz Sport model 'S', which may justly be described as the acme of motor car perfection"

Mercedes were right to make such bold statements on the arrival of their new model in the late 1920s, the equivalent

motoring press would 'wax lyrical' about its incredible performance.

The 'S' was created in a magical period for the company, shortly after the merger of Daimler and Benz, while Ferdinand Porsche was Chief Engineer. He built a powerful, yet versatile automobile - a true all rounder, at home on the race track, at hill climbs and providing exhilarating driving for the road. The signature engineering feature was its 'on demand' Roots type supercharger, that only came into operation when the accelerator was fully depressed, boosting power output from 120 to 180 brake horsepower for a few glorious seconds!

Mercedes nestled the impressive 6.8 liter power unit into a low slung double dropped chassis, which was proudly adorned with a

massive radiator. Contemporary photographs of the completely unclothed 'S' running gear show the model to be as beautiful, sporting and purposeful even before rakish coachwork was applied. In truly uncompromising fashion, the clearance between the engine and the hood was no more than an inch.

Mercedes debuted the cars at the opening meeting of the Nurburgring in 1927, where Caracciola set the tone with a class win, it would be the first of many laurels bestowed on the model. Here in America, Ralph de Palma drove an 'S' to victory in the 15 and 30-mile races at Atlantic City, averaging 80mph.

Mercedes worked hard in selling their latest definitive sports car, and despite a price tag of more than \$7,000 without coachwork they



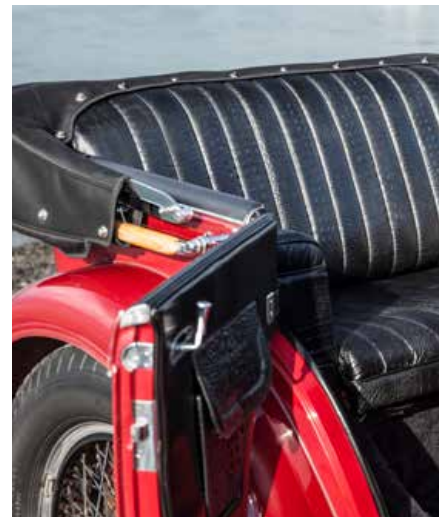


found willing homes around the globe from royalty to celebrity. In America, notable owners included Al Jolson, who owned by an S and SS, the Marx brothers who famously raced their car in the Muroc Match Race, Barney Oldfield, and theater impresario Samuel Lionel “Roxy” Rathafel, of New York fame and founder of the ‘Rockettes’ dance troupe, today still present each holiday season at Radio City. While further afield enthusiasts included English Sportswoman Dorothy Paget, daughter of Pauline Payne Whitney, the Fifth Earl Howe, Sir Malcolm Campbell and novelist Sir Arthur Conan Doyle to name but a few.

Quite simply, there wasn’t anything to touch the Mercedes, but as with its competitors, it faced an uphill struggle for sales as the depression set in and only 174 of these remarkable cars were

ever built between 1927 and 1930. Of the many books on the marque, one particularly detailed book on the ‘S’ was written by American Herbert Lozier in the 1960s, the apt title is *‘The Car of Kings’...*

Mercedes’ bold claims for the model ‘S’ were endorsed universally at the time and in the 90 years that have ensued since, have been held in high esteem, continually re-affirmed by generations of collectors, from Brooks Stevens to Bill Harrah, and examples reside in many of the most significant collections around the world. Some families never even parted with their cars and as recently as 2012, Bonhams sold one from the same family it had been delivered to when new. As with other coveted automobiles, from day one opportunities to purchase them rarely appear.







THE MOTORCAR OFFERED

This 'Car of Kings' was one of few that were delivered new to North America. It was originally commissioned on February 13, 1928 and was shipped to Berlin to be equipped with coachwork by Erdmann and Rossi, one of only a handful so bodied. Ranked among the elite of European coachbuilders, Berlin-based Erdmann & Rossi specialized in bodying prestige makes including Horch, Maybach, Packard, Cadillac, Bentley, Rolls-Royce (they were Germany's official importer) and, of course, Mercedes-Benz.

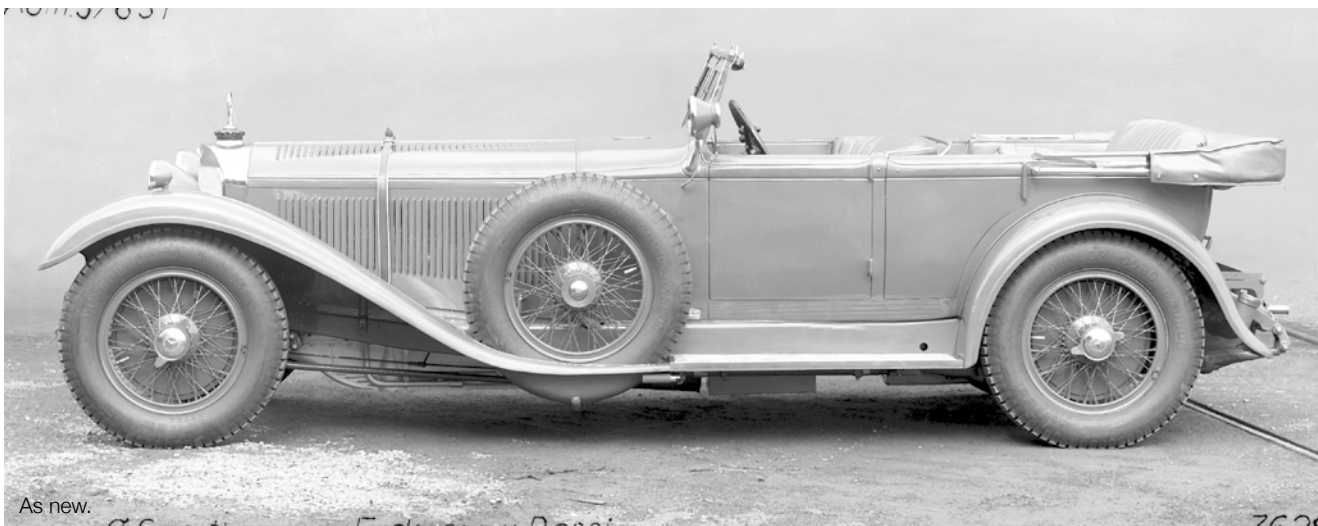
Their distinguished clientele included European royalty, industrialists, actors, pilots and racing drivers. Built under Kommission order number 37831, Erdmann and Rossi would most likely also have been working on the consecutive number order 37832 a 630K

(sold by Bonhams in 2013) which was also built for the American market.

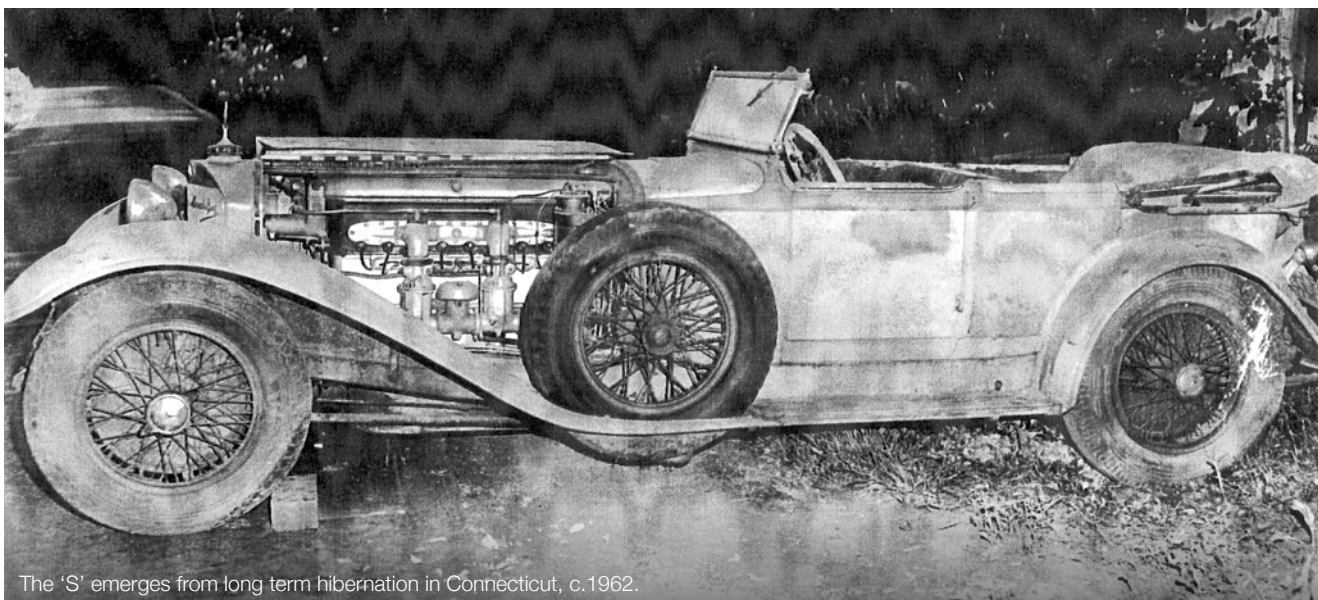
The completed car was photographed by the works in 1928, an image which by merit of distinguishing features and being captioned with its 'Kom' number can be seen to be repeated in countless reference works on the marque, including the aforementioned Herbert Lozier book, Werner Oswald's 'Mercedes-Benz Personenwagen 1886-1984', and Michael Frostick's 'The Mighty Mercedes'. Interestingly, as new it wore a single central Mercedes-Benz badge on the V of its radiator as was common practice for 'SS' models, as opposed to a three pointed star on either side of the 'V'.

The magnificent car would then leave Europe





As new.



The 'S' emerges from long term hibernation in Connecticut, c.1962.



for the next 80 years at this point, being destined for the Mercedes-Benz Company, New York, where it was received on consignment on January 23, 1929. By the end of April 1929 it had found its first custodian, as noted on the factory records.

The details of who Mercedes sold the car to have always remained unknown, but we can be certain that it was well looked after, because when found by H. Edward White of Connecticut in the early 1960s, it remained in remarkably intact order as photos of the discovery confirm. White worked for Kodak Eastman and seems to have used contacts within his own industry to establish what he had found. In particular he corresponded with Ernst Richartz in Mainz in Germany in February 1964, who responded

enthusiastically, 'If you find (sic) this true, you found yourself a real gem, if you do not possess (sic) it already, get to it, do it calm, let nobody not even a good friend know what you found and most important, buy it with a poker-face'.

It is not certain whether White acquired the car or was simply responsible for its discovery, but within a few years it had passed to noted car sleuth Ben Moser, who advertised the Mercedes in 1968, describing it as '100% Complete and Original', its price, a mere \$8,800 F.O.B.!

Later the car would pass to another noted collector Ed Swearingen of San Antonio, Texas. Mr. Swearingen would be responsible for the car's comprehensive refurbishment,









At the Pebble Beach Concours d'Elegance, First in Class, 1996

which culminated in its debut at the world renowned Pebble Beach Concours d'Elegance in 1996. On that day, the 'S' took multiple awards: 'First in Class - Mercedes-Benz 1925-1939' and the Gwen Graham Award for Most Elegant Open Car' - high praise indeed.

In his later years, Mr. Swearingen parted with the 'S' at which point the Mercedes returned to Europe for the first time in its career, where in the last couple of decades the car has been cherished in two significant European collections. Today, its 20 year old restoration stands up extremely well and has been enhanced further with an exquisite refurbishment of its upholstery in black grained hide. A full complement of accessories, including beautiful Carl Zeiss headlights, driving lights and Bosch horns

adorn the front of the car, giving it incredible visual stature. The Mercedes retains original coachwork and matching engine, as well as the period photos confirming that it is very much as it was delivered new. Its owner reports the car to be driving extremely well.

2017 marks the 90th Anniversary of the introduction of the S Type Mercedes, the fastest car in the world in its day. Returning to the American soil on which it was delivered, this majestic 'Car of Kings' offers the rare chance to experience this legendary Porsche-designed model, truly one of the icons on which the 125 year old brand was built, harnessing the style, performance and sheer quality that we associate with the Three Pointed Star in 2017.

\$5,000,000 - 6,000,000



1965 SUNBEAM TIGER MK I

Chassis no. B9473614LRXFE
 Engine no. 4624F21KA (see text)

289ci OHV V8-Engine
 Single Carburetor
 256bhp at 5,200rpm
 4-Speed Toploader Manual Transmission with Hurst Linkage
 Independent Front Suspension – Live Rear Axle
 Front Discs - Rear Drum Brakes

- Extensively documented from new
- Built 289ci engine and numbers matching 260ci engine included
- Desirable original LAT parts included but not installed
- Certified by the Tiger Authentication Committee



THE SUNBEAM TIGER

Inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car. The project was instigated by the company's West Coast, USA distributor, Rootes American Motors Inc, which was located not far from Shelby American. Ford's 260ci (4.2-liter) 'Windsor' V8 was chosen, and even though this had 'only' 164bhp on tap it was approaching double the output of the contemporary Alpine's 1.6-liter four. The transplant radically transformed the character of the car.

Assembled by Jensen Motors and introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rack-and-

pinion steering. Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph. Tigers would go on to enjoy success in both racing and rallying over the years.

THE MOTORCAR OFFERED

While everyone else was out buying Mustangs, 27-year-old Navy officer Terry Gustavson had other ideas. One of eight officers serving among 201 enlisted men aboard the destroyer USS Brister, he took advantage of his overseas position to order something a bit hotter than a V8 Mustang right before the end of his Naval career—a Sunbeam Tiger.

Purchased by Lieutenant Gustavson in Paris through Navy Auto Sale-Pacific on May 31, 1965, the Tiger was ordered in red over black with a black top and with the optional white wall tires—five of them for \$18—and an amp meter for an addition \$9. The total came to \$3,042 and delivery was slated for mid-July—conveniently one month after Lt. Gustavson's honorable discharge from active duty.





Arriving new to Gustavson's Chicago home, the car would remain in the Midwest and eventually find its way to a meticulous Wisconsin owner in the late 1970s/early 1980s. During his more than two decades of ownership and continuing after it, a thick file of receipts was accumulated documenting, among other things, a cosmetic and mechanical restoration. Also included is a receipt for the 289ci engine currently fitted in the car—although the original 260ci engine is included. During the restoration that replaced the engine, the car was also fitted with a louvered hood—but again the original was retained and still accompanies the car.

Finding its way West, the car has spent the last several years in California and Arizona. Among the three and a half

decades of service history are receipts for a September 2015 service at Rootes Group Depot in Santa Clara, California. During this nearly \$9,000 service, the hydraulic and fuel system were extensively restored with new fuel and brake lines, fuel pump, brake booster, master and slave cylinders, and more. Continuous labor is not just evidenced in the history binder, but in the lovely condition of the car as it sits today.

Beyond the original 260ci V8 and unlouvered hood, also included with the car are numerous uninstalled, hard to find original LAT parts such as Tiger headers, an Edelbrock Tiger manifold, a 4-barrel carburetor, and LAT traction bars. Both the well restored vinyl soft top and black hardtop with a new headliner are also included.

Still finished in its original red over black color scheme and sitting on Panasport spoked aluminum wheels, this Tiger is certain to provide many happy miles of motoring. Between the original bits, the uninstalled LAT spares, the hefty bind of service history, both tops, the Sunbeam Tiger Owners Association Certificate of Authenticity, and the original purchase contract, tools, and owner's handbook—the only thing to worry about is where to keep all the extra bits. A rare luxury indeed, especially when they all go to such a stunning machine!

**\$90,000 - 110,000
WITHOUT RESERVE**

Please note this car is titled as a Root with chassis no. B9473614



56 Ω

1937 BENTLEY 4¼ LITER SPORTS SALOON Coachwork by J. Gurney Nutting Ltd.

Chassis no. B119KU
Engine no. L2BB

4,235cc OHV Inline 6-Cylinder Engine
2 SU Carburetors
Est. 125bhp at 3800rpm
4-Speed Manual Transmission
Beam front axle and live rear axle with semi-elliptic leaf springs
4-Wheel Drum Brakes

- Original London Motor Show Car
- Advanced styling from esteemed coachbuilder
- Offered with copies of factory build sheets
- Usable tour car



THE BENTLEY 4¼ LITER

The 4¼ liter Bentley was introduced in 1936, and as the Rolls Royce Foundation has noted, was an immediate commercial success. Designated the “K” series, the new chassis was built in two consecutive runs, the “KT” and “KU”, the Derby works producing one hundred of each, with the KT’s being numbered evenly and the KUs being assigned odd numbers. The new engine was introduced as a bored-out version of Bentley’s original 3.6-liter motor. The K chassis offered a number of interesting technological changes over their predecessors, although some enthusiasts remained a bit skeptical of items such as the new “de-turbulated” cylinder head design. This alteration involved changing the form of the combustion chamber. As one marque expert explains, “The earlier cylinder heads’ combustion chamber was smaller at the entrance with a kind of

edge or lip on the fire face of the head—kind of bulb-shaped. It was to create turbulence of fuel/air mixture upon intake. This lip at the leading edge partially sealed off the chamber in an attempt to slow fuel flow into the cylinder and enable all of the fuel to ignite.” Bentley engineers found if they reduced the “swirl” of the incoming fuel/air mixture, or “de-turbulated” it by removing that lip edge and making it straight-sided, it helped the cylinder fill and ignite more effectively.”

However, it also effectively reduced the compression ratio. Whether that was reflected in the engine’s performance is arguable, but it is said that those who raced Bentleys - and there were many - preferred the “turbulated” combustion chamber. The larger engine gave these K Bentleys a noticeably high top

speed, now approaching 100 mph, with a few streamlined racing examples capable of considerably more. The 4¼-liter also utilized an improved oil scraper ring design, new white-metal bearings, larger SU side-draft carburetors and larger valves. The generator was now air-cooled for improved life, there was a new Borg and Beck single-plate clutch, and, adds the Foundation’s commentary, the front end was redesigned to reduce axle tramp under hard braking. All in all, the new 4¼ was “a true grand touring machine”, and the chassis were clothed in bespoke coachwork from any number of prestigious shops. A total of 1234 chassis of 4¼-liter specification were produced, with later-series chassis being fitted with overdrive transmissions. Our final quote from the Rolls Royce Foundation says it all: “Many think (the 4¼-liter) was the best car Rolls-Royce or Bentley ever built.”





THE MOTORCAR OFFERED

This extremely attractive sports sedan shows how advanced A.F. McNeil and the designers at Gurney Nutting were, exemplifying style that would become commonplace fashion after the war, it is arguably years ahead of its time. It should come as no surprise that this modernity was something that would be exhibited and sure enough, the car was to be part of Gurney Nutting's Motor (Auto) Show Stand in London in 1937.

The description from periodicals as listed in the known reference work on the model, Michael Ellman-Brown's "The Silent Sports Car 1931-41", lists "Four Door Four Light Saloon: finished graphite, upholstered red leather, fillets, etc. ebony with pewter inlay, front seats adjustable for rake, entrance

lights to rear doors, electric rear blind, fitted leather suit cases, wheel discs, cover to spare wheel, sliding sunshine roof."

As new, the car was commissioned by London dealer's the Car Mart, who then sold it to Sir Hanson Rowbotham in May 1938, shortly after that it was registered in London with the number 'EXX 99' which it has retained to this day. Sir Hanson Rowbotham was extremely wealthy, but it is perhaps his legacy which greatly supported Birmingham University in the UK that he is best known for today.

In the previous ownership the Bentley received some cosmetic attention with its chrome being re-plated, wooden interior trim re-veneered, and its steering box

completely rebuilt. Over the course of its life it has been refurbished in a silver hue which is probably lighter than it wore new, but the basic concept of grey and red interior remains. In the last few years it passed to the current custodian, where it has shared a stable with a number of important pre-war marques that are actively used and enjoyed.

With excellent support from well-established clubs for the marque, restorers who know these cars and a solid availability of parts, these cars are straightforward to maintain as well as being a joy to drive and tour.

\$150,000 - 180,000



1976 FORD BRONCO RANGER

Chassis no. U15GLC78000

302ci OHV V-8 Engine
 Single 2-Barrel Carburetor
 140bhp at 3,800rpm
 Manual Transmission and 4-Wheel Drive
 Live Axle Suspension
 Front Disc - Rear Drum Brakes

- Beautifully restored example of the classic 4WD icon
- V-8 powered, hardtop equipped
- Finished in striking 'Special Option' Solar Yellow
- Ideal for the Copperstate Overland Off-Road Rally



THE FORD BRONCO

Ford's classic Bronco, introduced in 1966, changed little over succeeding years. It didn't need to.

Rugged, practical and simple, the Bronco served a particular purpose and did it exceedingly well. Based on a separate frame, the Bronco's body changed with the times, gradually evolving from a Jeep equivalent into a family hauler, but always with practicality winning out over style and ostentation. With ample torque and horsepower on tap from the proven and tested Ford small black OHV V-8 engine, few stock cars in its class could compete.

THE MOTORCAR OFFERED

Completed by Ford in June of 1976, this rugged Bronco Ranger has been finished in striking 'Special Option' Solar Yellow paint, which is neatly contrasted by a black hardtop, sport graphics and interior trim. A comprehensive mechanical and cosmetic restoration has been performed, and one could certainly say that this immaculate Bronco Ranger sets the standard by which these cars are judged. Less than 1,000 miles have been accumulated since the frame-off restoration was carried out.

Ford Bronco Rangers are not only difficult to find in restorable condition, but to find one with this level of restoration is almost impossible. An upgraded aluminum radiator has been installed along with many other mechanical refurbishments, assuring the car's ease of usability.

This '76 Bronco is the antidote to FJ40 mania, a solid, sound, V-8 powered American 4WD utility vehicle in exemplary condition attractively equipped with desirable accessories. Very usable, it offers collectors a wide range of opportunities for enjoyment and satisfaction, including participating in the popular new off-road event arranged by the organizers of the Copperstate 1000 Rally, the Copperstate Overland.

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



58

1975 LAMBORGHINI ESPADA SERIES III

Design by Bertone

Chassis no. 9566

3,929cc DOHC V-12 Engine

6 Weber Carburetors

350bhp at 6,200rpm

Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Recent extensive mechanical refurbishment with invoices on file totalling more than \$50,000
- Distinctive Bertone styling
- V-12 motoring with room for four
- Beautifully presented inside and out
- Low mileage example



THE LAMBORGHINI ESPADA

'Carrozzeria Bertone unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar.' – David Hodges, 'Lamborghini – The Legend'.

Named after a matador's sword, the Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-liter, four-cam V-12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupe to 150mph. Islero running gear was employed but wedded to a platform-type,

semi-monocoque chassis rather than the former's tubular frame. Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, upgraded brakes, minor suspension improvements and a restyled front grille. Espada production ceased in 1978 after 1,217 of these imposing cars had been built.

THE MOTORCAR OFFERED

This fine example of the final series Espada was completed at the Sant'Agata, Bolognese based Lamborghini plant in April of 1975, and benefits from the refinements carried out throughout the production run. Elegantly finished in red over a tan interior, the car has benefitted from good upkeep and maintenance over the years. A comprehensive engine and mechanical refurbishment was carried out in recent years, and the car is said to be a very strong performer. This fine example of the Bertone-designed Espada presents beautifully throughout, and offered its next caretaker ample V-12 power along with room for four.

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

Please note car is titled with chassis no. LAM956675



59 Ω

1965 MGB SEBRING TRIBUTE

Chassis no. 55354

Engine no. 18GB-U-00002

1,798cc OHV 4-Cylinder Engine

2 Weber Carburetors

Approximately 115bhp at 5,400rpm

4-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

Front Disc – Rear Drum Brakes

- *Early MGB with interesting history*
- *Restored Sebring competition car specifications*
- *Great car for driving events and rallies*
- *Comes with hard top*



THE MGB

Conceived in the late 1950s and launched in 1962, the MGB would become known as one of the most successful British sports cars of all time. While mechanically similar to the preceding MGA, the MGB although heavier, saw its existing B-Series engine stretched from 1,622 to 1,798cc which complemented its aerodynamically efficient lines, making most of the maximum available 95bhp. Its design deemed 'right first time' changed very little over the years.

To this day its popularity has remained undiminished. The classic MGB is one of the easiest sports cars of its era to run and maintain, and is served by a worldwide industry of spare parts and service providers.

THE MOTORCAR OFFERED

The MGB presented here is believed to have been exported to Japan in the late 1960s. Although the car's early history remains unknown, this British sports car most certainly was something special in Japan when it first arrived. At some point in its history, it was decided the MG would be modified in compliance with Japanese SCCJ regulation, granting it eligibility for racing in the land of the rising sun. It is reported that the MGB saw track time in Japan in the early 1990's before being stored for the subsequent 20 years.

When the consigner found the vehicle a few years ago he immediately bought it, and set about restoring the car to the looks of the iconic MGB that ran at Sebring in 1965 (BMO 541B). The exterior has been finished in iconic racing livery crowned by a white hardtop.

Weber carburetors have been installed while the suspension, brakes, clutch, exhaust and much more have enjoyed refurbishment. The culmination results in an MGB absolutely ready to be driven and enjoyed at any track, rally stage or simple Sunday morning drive.

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



1966 CHEVROLET CORVETTE RACER

Chassis no. 1946765118010

Small Block Chevrolet V-8 Engine
 Single 4-bbl Holly Carburetor
 Est 500+hp at 6,500rpm
 4-speed manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- SVRA "Medallion" vintage racer
- A build comprising of the "best of everything"
- Approximately 5 hours of runtime since refresh
- Stunning cosmetic restoration
- SCCA, SVRA, and HSR log books with extensive documentation



THE MOTORCAR OFFERED

This highly documented, SVRA "Medallion" vintage racer has a long history of successful competition. The SCCA log book indicates that the car was competed with a big block in SCCA GT-1 (roll bar number 11-8298). Its SVRA and HSR log books trace its vintage racing history back to 1983 which it competed with its big block in A Production. It was later fitted with a small block and competed in B Production. Former owner drivers include Dale Powers, Wayne Zimmerman, L H Connelly, Pat Dekle, and Jim Peruto.

An extensive chassis update was performed by the prior owner under the direction of Walter Preston Consulting of Grandville Ohio. A unique, high capacity fuel cell was installed immediately behind the driver to achieve

equal front and rear weight distribution as well as longer run time before refueling.

A new small block was installed in 2008 which included "best of everything" parts including a Bow Tie block, Bryant crank, Carillo rods, and Cosworth forged aluminum pistons. Its ported Dart heads, Edelbrock Performer intake manifold, Holly carburetor, and dry sump oiling system are all SVRA rule compliant as is its Jerico 4 speed transmission and J56 brakes. The run time since its refresh is approximately 5 hours.

A show quality cosmetic refresh was completed in 2009 and the car has not competed since. This stunning roadster is race ready after the usual check-ups. It has proved highly competitive, and is ready for

SVRA tech inspection. A VIN plate is attached to the car and is in accordance with its Pennsylvania title. Included with the sale are the SCCA, SVRA, and HSR log books and extensive documentation along with a large number of spares that will be provided to the new owner.

**\$50,000 - 100,000
 WITHOUT RESERVE**

Please note this car is titled with chassis no. 194676S118010



61

1960 PORSCHE 356B 1600 CABRIOLET

Coachwork by Ruetter

Chassis no. 154251

Engine no. 604175

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

90bhp at 5,500rpm (see text)

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Upgraded to Super 90 specifications*
- *A numbers matching example*
- *Excellent open-top Porsche for Concours, tours or rallies*
- *Offered with a copy of its Kardex and Porsche Certificate of Authenticity*



THE PORSCHE 356B

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, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and roadsters, more than 76,000 examples in all by the time production ceased in 1965.

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

and rear sheet metal, while retaining the curved front trunk lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats.

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

THE MOTORCAR OFFERED

This spectacular 356B 1600 Cabriolet was completed on November 2nd, 1960, and was finished in silver metallic over red leather with a black top. The smart Cabriolet body was constructed by Stuttgarter Karosseriewerk Reutter & Co, Porsche's preferred coachbuilder until they began producing their own bodies in 1963.

This beautiful Porsche was dispatched new to Competition Motors in Los Angeles, arriving at the dealership on April 4th, 1961. According to its Kardex, the first recorded owner was Leo Wheeler of nearby Torrance. Further indicated on the Kardex are a pair of service visits in two days after arriving in LA and showing 569 miles on the clock and then again on July 5th of the sale year with 4,028.





By the mid-1990s the car was in Reno, Nevada with the late Porsche enthusiast Glen Lewis. Receipts on file show that Mr. Lewis kept good care of the car, overhauling the engine in 1994 and redoing part of the interior and top in 1998—among other more minor, regular repairs. Eventually, the Porsche found its way to the collection of Don Davis in Dallas, Texas. Davis sold the car to a Southern Californian in 2013 and the present owner acquired it at the beginning of 2016.

A few years ago the car was repainted in the present Silver-Blue by a 356 specialist in Laguna Beach, California and reupholstered by marque expert Thomas Pocious. Mechanical service was performed as well, including an upgrade of the original 1600 to Super 90 spec, the most powerful

and desirable of the pushrod engines offered in the 356B, putting out a strong 90 horsepower. The benefits of the Super 90 included the improved horsepower rating, significantly swifter acceleration, and an elevated redline thanks to a counterweighted crankshaft, as well as improved cooling and lubrication systems. All of the changes were made to be completely reversible, if desired.

Nicely presented, numbers matching, upgraded to Super 90 spec, and complete with its original jack and owner's manual, this lovely Cabriolet is rearing to hit the open road.

\$150,000 - 175,000

This vehicle is titled as a model year 1961.



1969 FERRARI 365 GT 2+2

Coachwork by Pininfarina

Chassis no. 12167
Engine no. 12167

4,390cc SOHC V12 Engine
3 Weber Carburetors
320bhp at 6,600rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Recent cosmetic restoration
- Numbers-matching example
- Classic red over black livery
- Less than 30,000 miles



THE FERRARI 365 GT 2+2

Intended to extend Ferrari's appeal to a sector of the market previously uncharted, the 250 GTE 2+2 was first seen in prototype form at the 1960 Le Mans 24-Hour Race, where it served as the Race Director's car, and had its official world premiere later that year at the Paris Salon.

Maranello's first series-production four-seater featured independent front suspension, a live rear axle, all-round disc brakes and a four-speed manual/overdrive gearbox, while the compact, Colombo-designed Tipo 128E outside-plug V12 engine's 240bhp ensured that there was no compromise in performance. The 250 GTE progressed through three series before production ceased in 1963, by which time fifty percent of all Ferraris produced were

being built with four seats. Continuing on from the success of the 250 GTE, Ferrari introduced the 330 GT 2+2 in January 1964. Its replacement, the 365 GT 2+2, was launched at the Paris Auto Show in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365 GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330 GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing and, in addition to featuring independent suspension all around (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 365 GT 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 365 GT 2+2 was rated by *Car* magazine as "the most civilized Ferrari yet".





THE MOTORCAR OFFERED

Finished in vibrant Rosso Corsa paintwork, this beautiful 365 GT 2+2 is a beautifully presented example of Ferrari's potent V12 tourer. Since its creation, it is believed that this Ferrari has only covered 48,017 kilometers, just under 30,000 miles. This handsome coupe has been cosmetically restored and features straight bodywork, dazzling Borrani wire wheels and lustrous red paintwork throughout.

This coupe's long lines are further accentuated by its desirable covered headlights, which nicely blend the low-profile nose with the elegant 2+2 bodywork. Mechanically, this numbers-matching example is complete and is in good working order and was recently serviced in 2016. This 1969 example of Ferrari's best-selling 2+2

features standard power windows and power steering, along with air conditioning. Recent service records will be included in the sale of this fine Ferrari.

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

Please note this car is titled as model year 1967



63

1931 ESSEX SUPER SIX BOATTAIL SPEEDABOUT

Coachwork by Murray

Chassis no. 1267966

175.3ci L-Head Inline 6-Cylinder Engine

Single Carburetor

60bhp at 3,300rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Mechanical Drum Brakes

- One of only a handful surviving Speedabouts
- Ex-Bill Harrah Collection
- Sleek, sporting coachwork
- Boat-tail styling, sedan prices



THE SUPER SIX



Introduced as a lower-priced companion to the parent Hudson marque in 1919, the Essex soon became synonymous with both high performance and reliability when an example averaged over 60mph for 50 hours in December 1919, a stunt which the company followed up by a successful four-car transcontinental trek in 1920.

Essex pioneered low-cost closed coachwork in the United States, its four-seater sedan being only slightly more expensive than the tourer in 1922 and marginally cheaper by 1925. Essex's big news for 1924 was the switch from four to six cylinders. Renamed 'Super Six' for 1927, the Essex gained a larger and more powerful engine that year and four-wheel Bendix mechanical brakes the year after. Also new for '27 was a sleek,

boattail speedster branded a 'Speedabout. Continually improving, by 1931 the styling had been modernized slight, the engine punched out an additionally 20 cubic inches, and power increasing proportionally.





THE MOTORCAR OFFERED

Of the Essex lineup in 1931 the most exciting model available was unquestionable the Speedabout. A boattailed roadster body with a leather trimmed cockpit by Detroit coachbuilder Murray—which had just started building bodies for Essex and bodied many of more limited-production bodies for the major manufacturers—it was sleek and fast. Its strong curb appeal helped get buyers into the showroom—more often to buy one of Essex’s more practical, and expensive, models. Few Speedabouts were made, and the number that still exist amounts to all but a handful.

This Speedabout was once part of the legendary Bill Harrah Collection and was noted at the time to be in rather original condition. Following Harrah’s passing, the

car went up to an Oregonian collector in 1984. During his tenure, the Essex was restored to concours-standards in the beige and brown with green accent colors it still wears today. In keeping with its status as the biggest draw in the Essex line-up, this example is handsomely appointed with numerous options including green-painted wire wheels wrapped in whitewall tires, twin taillights and dual side-mounted spares. Its penultimate owner acquired the car around 2007 followed by the current owner four years later.

Carefully kept in a Southern California garage since being added to the collection, this rare Essex is an opportunity to enter the rarified air of boattail speedsters for less than the price many sedans. A perfect

car for the AACA and Hudson Car Club, you’re all but assured not to see another one anytime soon!

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



The Brussels Motor Show

1960 FERRARI 250 GT SWB CALIFORNIA SPIDER

Coachwork by Scaglietti - Design by Pinin Farina

Chassis no. 2277 GT

Engine no. 2277 GT

2,953cc SOHC V-12 Engine

280bhp at 7,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Hydraulic Disc Brakes

- *The 11th of 56 short-wheelbase California Spiders*
- *Believed to have been featured in the 1968 Italian comedy Sissignore*
- *Well-documented, matching-numbers example of a Ferrari legend*
- *Accompanied by Marcel Massini Report, factory build records, toolkit and restoration invoices*

**THE FERRARI 250 GT CALIFORNIA SPIDER**

Very few Ferrari road cars can claim the level of cachet and cultural fascination that has grown around the California Spider. Entering production in May 1958 on the then-standard 2,600mm wheelbase chassis, the 250 GT California was famously devised at the behest of American importers John von Neumann and Luigi Chinetti. Like Mercedes-Benz distributor Max Hoffman had done with the 190 SL before them, the Ferrari importers identified a potential niche in the American market for a roofless touring sports car. Unlike Hoffman's car, though, Chinetti and Von Neumann envisioned a stripped-down road-racing model that would still be comfortable enough for touring use.

Enzo Ferrari had already warmed to the idea of specifically marketing models to the United States, and furthermore, a gap existed in the

Ferrari line-up for a competition oriented open 250 GT, what would essentially be a roofless version of the 250 GT Tour de France Berlinetta. The North American importers' cause was approved by late 1957, and Scaglietti was commissioned to create coachwork for the new car, which borrowed heavily from both his TdF Berlinetta design and Pinin Farina's 250 GT Cabriolet. The result was a sinewy racing version of the Cabriolet, with covered headlamps and haunches reminiscent of the Berlinetta, and dynamic styling details like chromed fender gills and a large raised hood scoop.

Mechanically, the 250 GT California shared the 2,600mm wheelbase chassis of the Berlinetta, while employing the latest iteration of the 3-liter Colombo V-12 engine. Later examples

featured the tipo 128E motor that had been developed during the 250 Testa Rossa campaigns, a unit redesigned with spark plugs outside the engine's V to facilitate easier maintenance. The engine head also featured individual porting rather than the former siamesed intake arrangement, improving aspiration and lowering the risk of head failure.

Extolled by privateers like the renowned Bob Grossman, the California Spider made quite an impression during the 1959 racing season. Chassis no. 1085 GT made the California's racing debut at the 12 Hours of Sebring in March 1959, with Scuderia Ferrari drivers Richie Ginther and Howard Hively finishing first in class and 9th overall. At the 24 Hours of Le Mans three months later, Grossman and Fernand Tavano drove chassis no. 1451 GT





to 3rd in the 3-liter GT Class, and 5th overall. Grossman would drive the same car to numerous victories on the SCCA circuit that year, at venues including Lime Rock, Bridgehampton, and the Nassau Memorial Trophy during the Bahamas Speed Weeks.

During 1959, the 250 GT Berlinetta underwent styling modifications that presaged a change in chassis dimensions. This transition became official at the Paris Auto Salon in October 1959 when Ferrari introduced a new 2,400mm wheelbase, 200mm shorter than the wheelbase that had been in production since 1954. The new configuration made its debut in Berlinetta form, wearing a distinctive body built by Scaglietti.

The new competition-gear 250 GT short-wheelbase, or SWB, offered more than just a shortened length. The updated chassis featured tubular shock absorbers from Koni or Miletto rather than the traditional Houdaille levers, as well as Dunlop disc brakes on all four wheels. Furthermore, the latest iteration of the Colombo V-12 now featured valve actuation via coil springs rather than hairpins. Given the implementation of the short-wheelbase on Ferrari's racing 250 GT Berlinetta, it was little surprise that the platform was soon integrated on the California Spider.

In March 1960, a 250 GT California built on the short wheelbase, chassis no. 1795 GT, was shown at the Geneva Salon, but unlike the Berlinetta, whose coachwork styling significantly diverged from its Tour de France

predecessor, the SWB California Spider appeared nearly identical to its LWB forerunner. Closer scrutiny revealed that the short-wheelbase spider had lost much more than the 200mm wheelbase difference, with a total of 450mm shaved from the LWB's bumper-to-bumper length. This resulted in a squatter stance evoking a more menacing competition appearance, in a sense perfecting Scaglietti's original design. Several details also changed in barely noticeable ways, with the hood inlet now partially countersunk, the door handles no longer flush to the paneling, the grille shaped in a slightly more elliptical fashion, and the wire wheels reduced to 15-inch Borrani rather than the LWB's 16-inch wheels.

Though the short-wheelbase California was mechanically superior to its predecessor, even



THE MOTORCAR OFFERED

better suited for competition use, the later spiders were ironically raced less frequently. The California's cachet had advanced to the point where many buyers preferred to savor them as touring collectables rather than run them hard. Nevertheless, at the 24 Hours of Le Mans in June 1960, the SWB California chassis no. 2015 GT was entered by the NART, and Bill Sturgiss and Jo Schlesser guided the Spider up the grid as far as 5th in class and 11th overall before an engine failure on lap 253 forced them to retire early. Under the banner of the Scuderia Serenissima, the same car was driven by Gaston Andrey, Allen Newman, and Robert Publicker to 12th overall and 2nd in the 3-liter GT class at the 12 Hours of Sebring in March 1961.

Between March 1960 and February 1963, just 56 examples of the short-wheelbase 250 GT California Spider were built. Many were owned in period by luminaries such as actor James Coburn and French novelist Françoise Sagan. Today the model has evolved into one of the preeminent vintage Ferraris in the collectable automobile niche, routinely displayed and awarded at premium concours d'élegance like Pebble Beach. Among Maranello cognoscente, the model has increasingly become prized for its voluptuous Scaglietti coachwork (perhaps the Modenese coachbuilder's most successful design overall) and advanced chassis elements that are ideal for driving events (like tubular shocks and 4-wheel disc brakes). It is, without exaggeration, the quintessential vintage Ferrari Spider.

Chassis no. 2277 GT is the 11th example of the 56 short-wheelbase California Spiders built. It is one of the earliest of approximately ten Spiders that feature open headlamps. According to the research of marque historian Marcel Massini, and as corroborated by original factory build sheets, this chassis was sent to Scaglietti for mounting of coachwork on October 24, 1960. On January 2, 1961, the engine completed assembly under the supervision of famed foreman Amos Franchini, and five days later the gearbox was similarly assembled. On January 11, the California was officially completed, finished in the unusual rust-colored factory paint shade of Nocciola, and trimmed with a tobacco leatherette interior.

The Ferrari was immediately shipped to Belgium for display by preferred factory client





Garage Francorchamps at the 41st Brussels Motor Show. After the exhibition concluded on January 22, the Spider was returned to the Maranello factory and soon sold to its first owner of record, Dino Fabbri, a well-known publisher and repeat Ferrari customer residing in Milan.

There is evidence to suggest the California was used in the filming of *Sissignore* (known in English as *Dismissed on his Wedding Night*), a 1968 Italian film starring and directed by the comic actor Ugo Tognazzi (whose best known films included *Barbarella* and *La Cage aux Folles*). As the befuddled valet to a megalomaniacal businessman named L'avvocato, perhaps not so coincidentally the nickname of Ferrari customer and FIAT principal Gianni Agnelli, Tognazzi rides in a

Lamborghini Miura as his boss aggressively overtakes slower cars. The Miura soon enters an extended series of passes with a California Spider driven by a beautiful blond woman, and the two cars proceed to dual through a ravine-hugging byway.

Described by some cine-philes as one of the most dangerous chase sequences ever filmed, the scene eventually sees both cars spin out when confronted by a large bus that then plummets down the ravine. There is much speculation that the red uncovered-headlamp SWB California Spider in the scene is 2277 GT, which is quite possible considering that it is one of but a handful that were in Europe at the time.

By late 1968 the Ferrari had been imported to the United States, where it came into the care of a used car dealer in Mineola, New York. Around this time the California was painted red and re-trimmed with a black interior, and the bumpers were removed for a sleeker, less adorned appearance (a choice adopted by several other spider owners, as well). In 1969 the 250 GT was purchased from the dealer by William Caldwell of Syosset, New York, who retained possession for over ten years while occasionally presenting the car at local shows. In September 1975, the Spider was displayed at the second annual FCA Northeast Region meet on Long Island, and three years later the owner purchased a matching hardtop for the car, providing a handsome roofline to the already dynamic Scaglietti coachwork.





Presumably 2277 GT in *Sissignore*, 1968. ©IMCDB



2277 GT at FCA meet in the 1970s. © Massini



2277 GT and Mr. Caldwell, 1969. © Massini

In late 1980, Mr. Caldwell sold 2277 GT to Steven Kessler Motorcars in New York City, and two years later the car was purchased by Jerome Morici of Clifton, New Jersey (father of the well-known tifosi and Ferrari dealer Todd Morici). In 1987, Morici presented the 250 GT at the Greenwich Polo Club Car Show in Greenwich, Connecticut.

In 1993, after 11 years of care, Mr. Morici sold the Spider to John Edelman of Arroyo Honda, New Mexico, and after an auction of his assets in April 1995, the car was acquired by the esteemed Symbolic Motor Car Company in La Jolla, California. A month later the dealer sold the Ferrari to Dean Becker, the owner of a beeper company in Highland Park, Illinois. Symbolic continued to show the car, most notably at the 5th Annual Cavallino Classic in

Palm Beach, Florida, where it was presented by Charles Arnot and George Carrick, the author of the widely respected monograph on the California Spider model. Mr. Becker refurbished the Ferrari with a new tan interior and offered the car for sale in early 1996, eventually selling it back to Symbolic Motors. In May 1996 the Ferrari was purchased by Carlos Hank Rhon, a respected collector from Mexico City who returned the car to the Cavallino Classic in January 2002.

In January 2006, this breathtaking California Spider was acquired by the consignor, a London-based enthusiast and former racing team owner. The new owner undertook a sympathetic restoration that included significant mechanical work by the esteemed GTO Engineering. Among other measures, GTO refurbished the chassis

with new brake cylinders, and refinished the suspension and undercarriage.

In July 2009 a more comprehensive mechanical overhaul was entrusted to Roelofs Engineering in The Netherlands, who fine-tuned the carburetors, the timing chain, and the valve clearances, and rebuilt the fuel pump. The rear brake lines were replaced and the rear axle was rebuilt with new leaf spring bushings, differential, and half shafts. More recently the car has been further tended by GTO and Joe Macari Servicing in London, who replaced the brake servo in June 2013.

The finely restored California was soon the subject of two magazine articles, a cover-car feature in the July 2012 issue of *Thoroughbred & Classic Cars*, and an article in issue #18 of the





Belgian magazine *Red Racing Green*, which printed in the fall of 2012. As Richard Heseltine enthusiastically reported in the British magazine, "There's a momentary pause before [the V-12] fires with a thoroughbred growl. The four-speeder is a joy with no baulking or snatching. The steering set-up is similarly precise, and easy to guide. The pedigree bellow from the exhaust pipes as the three Weber carburetors clear their throats is utterly addictive. Power on and you can feel the rear end start to move. The engine is perfectly tractable, and the controls don't intimidate...You ache for [this car's] continued company. The Cal Spider is a real driver's car, albeit one where onlookers get almost as good a deal." Most recently, 2277 GT was prominently featured in *Octane Magazine*. Accompanied by a toolkit and documented with restoration receipts, period photographs, copies of the factory build

sheets, and a history report by marque authority Marcel Massini, this exquisite 250 GT SWB California Spider offers a unique opportunity to acquire one of Ferrari's most beloved and celebrated road cars. As a preeminent, matching numbers example of one of the marque's most legendary models, this car can expect a warm welcome at world-class concours d'elegance like Pebble Beach and Amelia Island, as well as FCA events like the Cavallino Classic. One of just 56 short-wheelbase examples built, and one of considerably fewer outfitted with standalone headlamps, this breathtaking Ferrari is a benchmark collector's item.

REFER DEPARTMENT

Please note this car is titled as a model year 1961



1970 MERCEDES-BENZ 280SL

Chassis no. 113.044-10-014571

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

- *Beautifully refurbished 280SL*
- *Desirable manual transmission*
- *Timeless Paul Bracq design*
- *Believed original low mileage example*
- *Offered with copy of Mercedes-Benz factory records*



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

This 280SL is a delightful example of a late model pagoda that has recently underwent a thorough refurbishing. In accordance with the Mercedes-Benz data card, this example is one of the very few that was ordered new without a hardtop. The car was originally finished in the charming and unique color combination of Dark Olive, over a Cognac interior.

During the restoration, the body was taken down to the bare metal and repainted red, using the proper Glasurit paint – the result is stunning. Upon completion of the paint work, the body was fitted with all new weather-stripping, felts, and gaskets, using only genuine Mercedes parts. The believed to be original cognac interior presents wonderfully, with a charming layer of patina throughout. It

appears that only the carpets have been replaced. Mechanically, the powertrain was the recipient of a full rebuild at a Mercedes-Benz dealer/service center. The rebuild consisted of a full overhaul of the engine and transmission, including a new clutch.

Receipts are on file totaling over \$12,000 for the engine and transmission work. After all of the work was completed, the engine bay received a full detailing and is just as show worthy as the cars exterior. It should be noted that although the engine is a correct 280SL unit, it is a replacement block.

All of the recent restoration work completed on this 280SL is documented with photos and receipts which, will accompany the car along with the owner's manual, tools, jack, and pouch. This Pagoda is an ideal choice

for the collector/enthusiast looking to enjoy spirited, worry free cruises on the way to shows and events. If one is looking for the perfect all-around classic, this 280SL may very well might be the perfect choice.

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



1971 FERRARI 365 GTB/4 DAYTONA

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 14393

Engine no. B1116

4,390cc DOHC V-12 Engine

6 Weber Carburetors

352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Less than 30,000 miles since new*
- *Presented in the factory livery*
- *US model with factory air conditioning*
- *Ferrari Classiche Certified and documented by Ferrari Historian Marcel Massini*



THE FERRARI DAYTONA

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

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

adopted, 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's engine, 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 5-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 MOTORCAR OFFERED

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 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.

On July 16th, 1971, this 365 GTB/4 Daytona Berlinetta emerged from Ferrari's facility for the first time. Wearing Rosso Chiaro paintwork on its lithe Pininfarina-designed body and its sporting interior swathed in black leather, this US-specification Daytona was first sent to Luigi Chinetti Motors in Greenwich, Connecticut to be united with its first owner.

According to marque expert Marcel Massini, the original owner is believed to be Mr. Robert Fergus of Westerville, Ohio. Several posts in the Ferrari Market Letter in the late 1990s specify that this Daytona was offered for sale on behalf of the first owner, still featuring its original Rosso Chiaro paint and black interior, books, tools, and just 21,000 miles on the odometer. It is believed that the first owner kept his cherished Ferrari for nearly thirty years.





By February of 2006, the car had moved to Mr. Mark Vanderkley of Atlanta, GA, by which time this powerful Ferrari had covered just 26,663 miles in 25 years. Just months before, Bo Pirkle, a well-known painter in Atlanta, Georgia was chosen to repaint this Daytona in its original Rosso Chiaro with the iconic Daytona silver nose accent it retains today. Two years later, this coupe made an appearance at the 2008 Cavallino Classic XVII Concours d'Elegance at the Breakers in Palm Beach, Florida, where it was displayed amongst other great and desirable Ferraris. This beautiful Berlinetta was acquired by the current owner in 2011.

This remarkably original Daytona presents in beautiful condition throughout; the Rosso Chiaro paint and silver nose accentuate the

arrow-straight Pininfarina body with a great sheen, and the original black leather retains an even patina fitting for a car with such low mileage. Thanks to its regular servicing, the Daytona is reported to be in great working order. In late 2016, a thorough service was performed to ensure its road worthiness and performance for the new owner. Further, this Daytona is Ferrari Classiche Certified, and the Ferrari Classiche Red book will accompany this car, along with the books, tools and a comprehensive history file containing Marcel Massini's report on the car and many service and maintenance receipts.

\$650,000 - 850,000



1980 ASTON MARTIN V8 VOLANTE

Chassis no. V8C0L15213
 Engine no. V580/5213/LFA

5,340cc DOHC V-8 Engine
 4 Dual-Throat Weber Carburetors
 275bhp at 5,500rpm
 3-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Featured in the 1980s hit television series *Dynasty*
- Less than 37,000 miles from new and immaculate original condition throughout
- US-delivered, left-hand-drive example
- Offered with rare first aid kit, tools and copy of the factory build record



THE ASTON MARTIN V8

"It's not by any means the world's most expensive Drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable." - *Fast Lane*.

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.

The Aston Martin V8 survived the changes of ownership and financial upheavals of the 1970s, appearing in countless variants, one of the more exclusive being the Volante Convertible. Introduced in response to customers' demands 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 convertible which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. As *Fast Lane* observed: "If the word

'Convertible' produces in your mind an image of fiddling with wafer thin hood irons and fighting against a shrunken hood with numerous attachment points, you are not thinking of the Volante." Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.





THE MOTORCAR OFFERED

According to copies of Aston Martin's factory build records on file, this V8 Volante was completed at the Newport Pagnell Aston Martin Works in September of 1980, with its final destination set to the US – more particularly Beverly Hills, California, where legendary fashion designer Bijan Pakzad took delivery of the new Aston Martin. The car was equipped with a left-hand-drive steering arrangement, and finished in Storm Red over a natural interior and brown carpets; just as it appears today.

Now this exact car, chassis number V8COL15213, had a special purpose when new, as it was featured in the 1980s hit television series *Dynasty*. The luxurious top-of-the-line red Aston Martin was a shoe-in for the American soap opera produced by Aaron Spelling, starring John Forsythe as the wealthy oil magnate Blake

Carrington, Linda Evans as his wife Krystle and, later, Joan Collins as his former wife Alexis.

The V8 Volante is believed to have remained in Bijan Pakzad's collection for several decades before being donated – in highly original, low-mileage condition – to the Petersen Automotive Museum in the early 2000s, where it would remain in the permanent collection until 2008. With a mere 33,000 miles on the odometer, the V8 Volante was sold to the current owner in 2010, a Colorado-based collector with an eye for outstanding Aston Martins.

Sitting on correct BBS cross-spoke alloy wheels and equipped with twin Cibie driving and fog lamps, the powerful Aston Martin has just the right look. The luxurious interior is in excellent condition and features burr walnut details and a

gold plaque on the console confirming this Aston Martin's role in *Dynasty*. With less than 37,000 miles on the odometer today, this well-preserved Aston-Martin still retains much of its original Storm Red paint and tan leather interior.

Offered here with a copy of the car's factory build sheet, tools, and the rare first aid kit, this powerful Aston Martin is ready to cruise the most fashionable boulevards on the planet. With the powerful V8 engine, this car is a very useful piece of British motoring history which will both work as a summer cruiser or a high-speed rally car.

\$175,000 - 225,000

Please note this car is titled as a model year 1981



1955 AUSTIN-HEALEY 100S SPORTS RACING

Chassis no. AHS 3610

Body no. 51

Engine no. 1B222721C (see text)

Gearbox no. 1021

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

132bhp at 4,700rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

- One of the original 50 customer competition cars
- Extensive known history from new and present ownership since 1966
- Restored by recognized world authority
- Eligible for the world's greatest historic events



THE AUSTIN-HEALEY 100S

The fabled '100S' is a genuine factory sports-racing car and one of the rarest and most highly sought after of all Austin-Healey models. When a prototype driven by Lance Macklin and George Huntoon finished an excellent 3rd overall at the Sebring 12-Hour Race in March 1954, it seemed only logical that the competition version should be called the '100S'. Excluding prototypes and 'Special Test Cars' to '100S' specification, only 50 production versions were made, all being completed during 1955 and all with right-hand drive.

Approximately half of production were despatched to the USA with the first deliveries arriving in time for that year's Sebring 12 Hour race.

THE MOTORCAR OFFERED

Chassis number 'AHS 3610' is the twentieth of the 50 '100S' competition models and was dispatched on 23rd March 1955 to British Motor Car Distributors in San Francisco. With deliveries being sprinkled across North America, and a dearth of factory spares, the potential for some of these 100S to subsequently receive V8 transplants was always on the cards, and AHS 3610 was no exception. But more of that later.....

AHS 3610 was purchased new by Fred Knoop then of Atherton, California through E. F. Sweeney British Cars, at San Anselmo. Fred usually competed wearing number 64 and without the 100S grille in place. Fred's results with AHS 3610, mostly in SCCA events were impressive and are as follows;

5 June 1955 Santa Rosa - Position 5th.
 21 August 1955 Buchanan Novice - 3rd in Class.
 21 August 1955 Buchanan Field – 2nd, 1st in Class.
 3 September 1955 Prelim Santa Barbara – Entered (164), didn't compete.
 4 September 1955 Santa Barbara – Entered (164), didn't compete.
 30 October 1955 SCCA National Sacramento - 4th, 2nd in Class.
 3 December 1955 SCCA Preliminary Palm Springs - 6th
 26 February 1956 Palm Springs – 8th, 2nd in Class.
 22 April 1956 SCCA National Pebble Beach - DNF.
 20 May 1956 Santa Rosa - 8th, 2nd in Class.



In July 1956, Fred advertised AHS 3610 as follows; "Sacrifice! Owner ill, must sell immediately...Original investment and special equipment over \$6,000. Less than one year old. A steal at \$3,995".

The second owner was Gordon Glycer of Anaheim, 'Gordie' ran the 100S with race number 66. He had earlier come home from the Army and put a down payment on a red over black 1954 Austin-Healey 100 from E. F. Sweeney British Cars, but in March 1957 he received a call from their salesman and AHS 3610 became his 'for 30 instalments of \$96.59!' In Gordie's hands the 100S received a freshen up, he fitted a roll over bar and made a headrest in fibreglass to hide it. He and his wife, Gloria

would drive to events in matching Austin-Healeys, him in the 100S, her in the 100. Gordie's first outing in AHS 3610 was April 1957 and he campaigned the 100S in mainly SCCA West Coast events through to 1958 with good results in seven out of at least nine entries as follows;

- 17 March 1957 Novice Stockton - Number 185 5th, 1st in Class.
- 7 April 1957 Palm Springs - Number 51 Entered but a non-appearance.
- 26 May 1957 Novice Cotai - Number 66 3rd, 1st in Class.
- 3 August 1957 Six Hour Cotai - Number 166 Knoop/Glycer DNF (Brakes)
- 4 August 1957 Cotai - Number 166 1st in class.
- 1 September 1957 Arcata - Number 166 9th,

- 2nd in Class.
- 6 October 1957 Sacramento - Number 166 7th, 2nd in Class.
- 10 November 1957 Laguna Seca - Number 61 9th, 6th in Class.
- 23 March 1958 Regional Stockton - Number 66 7th, 2nd in Class.

Despite this good showing, Gordie felt the AHS 3610 wasn't competitive within the SCCA rules due to having to compete with heavy hitters as the 100S was a limited production sports racing car, so he advertised it. 'Gerry' Adams of Sacramento responded to Gordie's advertisement and subsequently was to own the 100S for two years. Gerry used AHS 3610 on the road and raced it at Vaca Valley in July 1958.





Regional Riverside, July 24, 1962: Dan Parkinson had an eventful day. Here he is somewhat off the racing line, going sideways...

Gerry experienced some overheating problems during his ownership and AHS 3610 was subsequently traded to Elwood Parkinson in Burbank for 'an Alfa and law school'. Having purchased the 100S, it was Elwood who installed a 283 cubic inch Chevy V8. The specification was more interesting than the usual implants as in addition to the V8 and Borg Warner T10 gearbox, the original 100S drivetrain/suspension rear end was removed and ingeniously replaced with a circa 1960 Corvette independent rear end.

Elwood's son, Dan despite being an experienced driver found the 100S very twitchy with the V8 and new suspension setup. However, in 1962 AHS 3610 was entered for two events; the first Dan didn't start, the second was at Riverside Raceway

where he crashed in practice coming in contact with the armco on the outside of Turn 9. After that, the 100S was repaired "and sold to someone up north".

When AHS 3610 first arrived in Colorado it was at Perry Miller's Denver Imported Cars for quite a while for repairs. The 100S next appeared for sale at the SAAB Dealers lot in Denver where both the next and current owners saw AHS 3610 for the first time. Coincidentally, both worked at Ben Jordan's repair shop, 'Foreign Car Clinic' an adjunct to Jordan's FIAT and Citroen dealership, 'Classic Cars'. It was Tony Temple who was the first to act, trading a Porsche Speedster to acquire AHS 3610.

Tony kept the 100S for about 8 months and used it regularly in the Timing Association of

Colorado's Auto Cross series to good effect, winning quite a few trophies. At this time, AHS 3610 was painted yellow with twin black racing stripes coming together at the grille opening. The headrest had gone and a full width chrome roll over bar was in place.

Domiciled in Denver, Colorado for much of his life the current owner's interest in sports cars was sparked by an MGA in 1965 and his interest has continued to this day. The first time he saw AHS 3610 he knew he had to have it and when in late 1966 Tony wanted to buy a new Fiat 124 Sport Coupe his opportunity arrived. AHS 3610 went back to Ben Jordan and the current owner immediately made arrangements to borrow the money to buy it. At the time, being too young to obtain a SCCA license to road race,





he chose to instead to also participate in local Auto Cross events in that State. He was just 17 years old.

To the young owner's delight, the significant modifications made AHS 3610 one of - if not the - fastest car on the road in Denver at the time. Unfortunately, after he purchased AHS 3610 he very quickly accumulated a lot of speeding tickets and his driver's license was suspended. Since he couldn't drive the 100S he had a friend drive it to a drag strip where he competed. At his first attempt, he achieved a quarter in 10.2 Sec crossing the line in third gear with a win!

Unfortunately, on the way home from the drag racing a drunk driving a Triumph Herald ran a stop sign damaging the front end of AHS

3610. In the absence of available 100S replacement panels, the frontal damage was repaired using readily available Austin Healey front shroud and wings from a 100.

Modifications aside, the 100S was in good overall condition for an ageing race car and provided an excellent basis for improvement. The 100S was repainted and made as perfect as possible, remembering this was the mid-Sixties. A few weeks after being raced at the Miller Motorsport Park vintage race AHS 3610 was entered in the prestigious invitational Broadmoor Concours and won the Competition Class.

In 1967 the owner took AHS 3610 to Continental Divide Raceway and entered a local SCCA event. Despite running in the

modified class against more modern competitors, he won his race.

In this tune, just how useable was AHS 3610 on the road? The current owner has fond memories of a 2,500 Mile road trip from Denver to Tijuana, Mexico via Los Angeles and back. A little tyre trouble aside, for the owner the trip was memorable as not only being the longest, but also the most road miles he covered in the 100S. Unfortunately, the 283 Chevy engine failed shortly after this and work began on building a 350 Chevy engine replacement.

Around this time 3610 was placed in storage with a definite plan to restore it back to original condition. During this long period (late 1960s to early 2000s) an exhaustive search for the





original 100S engine unfortunately did not bear fruit. And, over the years, there were many offers to sell the 100S but the owner was never tempted.

During 2003 the owner decided to restore the 100S and following extensive enquiries, engaged leading Healey authority and restorer Steve Pike of Marsh Classic Restorations (Australia) to carry out a complete restoration. In June 2004 AHS 3610 arrived in Australia and the restoration commenced with the brief to bring the 100S back to its original specification. The 100S was stripped to the frame and restoration involved approximately 1080 hours of labour. While the frame was in surprisingly good shape, typical of many Austin-Healeys, the bottom of front cross member required replacing while some minor

repair and reinstatement was required to the frame and subframes.

With regard to the body, the existing 100 front shroud was modified to the 100S profile and a 100S grille fabricated using original components as templates. New alloy wings were sourced and fitted and the rollover bar holes on the rear shroud repaired. With careful work, as many original internal panels as possible were retained.

Mechanically, a 100 engine block was used as the basis of the 100S motor along with a new recast 100S cylinder head plus a newly made bellhousing, gearbox and rear extension. Following the engine block being modified to accept the 100S cylinder head the engine was built by M&W Engine Services in Victoria to

the Marsh Classics 100S specification.

This, in accordance with the owner's instructions, incorporated competition use and the detailed engine build sheet is on file. As presented, the replacement engine carries the original engine number as stamped on the Donald Healey Motor Company bulkhead plate.

The independent rear end was removed and replaced with an Austin-Healey four stud rear end and an optional 'short circuit/hillclimb' specification 3.66 to 1 differential. Newly made rear Dunlop disc brakes specific to the 100S were used while the front end remained original, only requiring refurbishment. On completion of the restoration and extensive road testing, AHS 3610 was shipped back to the owner in April 2007. A full photo history of the restoration is on file documenting the





authenticity of the components and detail to which the owner and restorer sought to make AHS 3610 as 'right' as possible again.

With the 100S returned to its 'as delivered' factory Old English White and Lobelia Blue and re-commissioned for road and track the owner raced it in vintage races. These included Miller Motor Sports Raceway in Utah, High Plains Raceway in Colorado, and at Pueblo Motorsport Park in Colorado with AHS 3610 always picking up class wins and 1st or 2nd overall.

Geoffrey Healey has stated that in his opinion the '100S' handled better than any of the other big Austin-Healeys, thanks to its reduced weight (900kg), better balance and more refined suspension and brakes resulting

from painstaking development. The engine offered a broad spread of power and the '100S' remains one of the most rewarding to drive of all the competition-orientated Healeys.

This 100S not only has the looks but also sparkling performance and although no trace of its 'modified' prior persona remains, the delightful patina of many of the original components are evident. The wood rim alloy steering wheel, instruments, cockpit surrounds, and quick-release filler cap all reflecting a period over sixty years ago when the Brits were very effective and prolific builders of sports racing cars for a hungry market!

Here we have a delightfully useable limited production sports racing car that mixed it with the best in 50's and 60's West Coast SCCA

and was not found wanting. Importantly, with the provenance of long term ownership and restoration by the leading 100S restorer, AHS 3610 now stands ready for its next owner eminently eligible for all the most prestigious historic motor sports events including the California Mille Miglia, Colorado Grand, Copperstate 1000, Monterey Historics, Le Mans Classic, Mille Miglia retrospective, and Tour Auto among others.

Bonhams would like to thank Joe Jarick, recognized world authority on the 100S, for his research and assistance with this Lot.

\$500,000 - 800,000



2003 ASTON MARTIN VANQUISH

VIN. SCFAC233X3B500982

Engine no. 01056

5,935cc DOHC 48-Valve V12 Engine
 Electronic Fuel Injection
 460bhp at 6,500rpm
 6-Speed Manual Transmission with Auto/Manual Shift
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Well-kept example of a classic James Bond Aston
- Less than 15,000 miles from new
- Hand-crafted aluminum body, brute power and a luxurious interior
- The last Aston Martin model built at Newport Pagnell



THE ASTON MARTIN VANQUISH

The official Aston Martin website calls the Vanquish “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. The ‘Superformed’ aluminum exterior panels that so attractively

cloak the aluminum/carbon fiber Vanquish body core were hand finished in the factory panel shop, and inside, the finest hand-stitched leather covered the seats. 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.

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 cars made to the marque heritage.

THE MOTORCAR OFFERED

Having covered fewer than 15,000 miles from new, the Vanquish on offer is a truly remarkable and enticing super car that has been sparingly used and carefully maintained. Completed at the Newport Pagnell factory in June 2003, the hand built Aston Martin received final inspection by Mr. Thomas Clark before being shipped off to the US where it would be retained by Midwestern owners until 2013. Today the powerful Vanquish remains in highly original and well-kept condition, with a stunning interior of the finest hides and Alcantara, Navigation, a premium LINN stereo system and a glovebox trimmed by “Q” are also features of the Vanquish. Diligently serviced since new, a better example of this Bond classic will be hard to find.

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



70

1995 LOTUS ESPRIT S4S

VIN. SCCFD30C5SHF63075
Engine no. LN910950328890T

2,174cc DOHC Inline 4-Cylinder Turbocharged Engine
Electronic Fuel Injection
300bhp at 7,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- *Highly original and in exceptional condition*
- *Only two long-term owners*
- *Elegant and desirable livery*
- *Well-documented, low mileage example*



THE LOTUS ESPRIT S4S

When the S4 Esprit was replaced by the S4s, power jumped to 300bhp, with 290 lbs./ft. of torque on tap. To achieve these figures, Lotus made changes to the cylinder head, and fitted an updated ECM and Garret turbocharger. This added up to serious on road performance, with 0-60mph dispatched in a mere 4.6 seconds on the way to a top speed of 168 mph – impressive numbers in anyone’s language. Equally impressive was the handling, with a 0.91g figure achieved on the skidpan.

The S4s was distinguished by the larger rear wing from the Sport 300, new OZ five-spoke alloy rims, Brembo brakes, and also had the distinction of being the end of the line for the four-cylinder Esprit.

THE MOTORCAR OFFERED

Bonhams is very pleased to offer this exceptional two-owner 1995 Lotus Esprit S4s, finished in Racing Green (Lotus paint code B04) over Magnolia leather with Sand piping. The Esprit left the Hethel production line on April 6th, 1995 and was imported into the US where Steve Harris Imports LTD. of Salt Lake City, Utah sold the car new to its first owner in May of 1997. The Lotus would remain with its first owner in Glendale, AZ until 2010, when it was purchased by the consignor, a fellow Arizona resident.

Aside from a few minor stone chips, the original Racing Green paint presents wonderfully. The interior appears to be all original as well, with the leather, wood, and dash all in stunning condition. It is very obvious this car has been well kept and

properly stored. With just 22,000 original miles, the 2.2 liter Turbocharged 4-cylinder engine does not miss a beat.

There is an extensive service file on the car which confirms that the timing belt was just done in the summer of 2015, along with a full service. In addition to the service file, also present is the build sheet from Lotus, a copy of the original window sticker, the original books in their Lotus Racing Green leather case, the car’s tools, jack, a spare and a clean CARFAX. A lovely example from long-term ownership, this Lotus offers the chance to acquire a completely original, unmolested Esprit S4s.

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



1930 ROLLS-ROYCE PHANTOM I NEWMARKET ALL WEATHER PHAETON Coachwork by Brewster & Co.

Chassis no. S126PR
Engine no. 30260

7,668cc OHV Inline 6-Cylinder Engine
113bhp at 3,000rpm
3-Speed Manual Transmission
Leaf Spring Suspension
4-Wheel Servo-Assisted Drum Brakes

- *Desirable Newmarket Phantom I with original coachwork from new*
- *CCCA Primary, Senior and Premier award winner*
- *Versatile top-of-the-line Rolls-Royce*
- *Well-documented history with RROC records on file*



THE ROLLS-ROYCE PHANTOM I

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters.

Like its Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes; the

October 1929 Wall Street Crash and the introduction of the Phantom II (re-tooling for which the US company could not afford) signaling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

THE MOTORCAR OFFERED

This handsome touring Rolls-Royce Phantom was delivered new to Mrs. E. J. Williams of Cincinnati in December 1930. All told, it set her back some \$20,075 (and 50 cents), a staggering sum for its day. However, that sum was a number that was clearly affordable to Mrs. Williams, who was part of a family whose interests included ownership of the Cincinnati Reds Baseball team. A fair portion of the original invoice would have been its coachwork, a fashionable, fully convertible body, termed Newmarket by Rolls-Royce and constructed by the famed house of Brewster & Co. A company whose reputation for quality extended beyond mere automobiles and into popular culture, Brewster & Co. was even referred to in the Gershwin song 'You're The Tops'.

Mrs. Williams' Rolls-Royce was one of the last





of the first series of Phantoms and, as such, benefited from the latest technologies that the company could offer, including four-wheel servo assisted brakes to counteract its 7.7 liter six-cylinder motor, Bijur lubrication system to ensure that the car would glide along like a 'magic carpet' as critics suggested it would, and the convenience of a vacuum-fed fuel tank. Above the surface, these later cars were equally modern, and started to show signs of the aerodynamic trends that ensued in this era, carrying more European styled 'bullet' headlamps and matched sidelamps which were mounted on the front fenders.

Certainly treasured and well-maintained when new, the car has been fortunate to have had a succession of prominent and knowledgeable

owners over the course of the last few decades. It retains its original coachwork and is correct and authentic under the skin, right down to the details such as the top mechanism being stamped with the chassis number confirming that it has always been present and is original Brewster work. Importantly this included a thorough restoration carried out in the late 1990s by then owner and noted connoisseur of the marque, Lawrence Smith of Kansas. This work immediately enabled the car to receive a First Place award at the Primary Division of the AACA 1998 Grand Classic Annual Meet.

The elegant Rolls-Royce has resided in prominent East Coast collections for nearly the past decade, and its exhibition and success has continued, having been shown at numerous Concours d'Elegance. It is easy to

see the appeal to judges and enthusiasts alike; the color scheme and accents show the lines of the Newmarket from its raked windshield to its waist molding in the very best light. It is now enhanced by wheel discs.

As it was when new, the great characteristic of this style of coachwork is its versatility, offering full open motoring to breeze along in the sunshine, with none of the elegance of the car impeded, or on colder or wetter days be entirely and solidly covered and protected from the elements. With illustrious ownership and concours history, Mrs. Williams' Newmarket, a Full Classic by designation and in name, is ready to be toured and/or shown.

\$175,000 - 225,000



1976 FERRARI 308 GTB VETRORESINA

Design by Pininfarina - Coachwork by Scaglietti

Chassis no. 19483

Engine no. 00256

2,926cc DOHC Dry-sump V-8 Engine

4 Weber Carburetors

255bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Disc Brakes

- One of 712 'Vetroresina' 308s
- Rare European-specification dry-sump example
- Less than 62,000 original miles
- Recently serviced

**THE FERRARI 308 GTB**

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB – Ferrari's second V8-engined road car – marked a welcome return to Pininfarina styling following the Bertone-designed Dino 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the newcomer had changed little mechanically apart from a reduction in wheelbase, retaining its predecessor's underpinnings and the transversely mounted, quad-cam 3.0-liter V8 engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the aerodynamically efficient 308 to a top speed of 150mph (240km/h).

Produced initially with fiberglass (vetroresina) bodywork (the first time this material had

been used for a production Ferrari) the Scaglietti-built 308 GTB used steel after April 1977. The change brought with it a considerable weight penalty (around 80kg) and a consequent reduction in performance, as well as an increased susceptibility to corrosion. Naturally, anyone wanting to race a 308 GTB started out with the vetroresina version if they could. Further developments included the introduction of an open GTS version with a Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (in 1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

THE MOTORCAR OFFERED

In May of 1976 this particular fiberglass-bodied 308 GTB, chassis number 19483, was completed in Maranello and finished in the refined combination of non-metallic silver over a dark blue leather interior. Destined for the European market, this dry-sump example was first sold through the Ferrari agency in Rome, Italy to its original owner.

After two years in Italy, this 308 GTB was exported to the United States to be united with its new owner in Los Angeles, California. Having covered just 12,500 kilometers at the time, chassis 19483 was sold that same year again through Overseas Imports in Costa Mesa, California to a collector who kept the striking Coupe for the next decade. When it emerged on the market in 1988, this 308 had been changed to its current, timeless color





combination of red over a black leather interior and had an odometer reading of 41,000 kilometers. After spending three years in the Greensboro, North Carolina area, this 308 moved to Fort Lee, New Jersey, where it was under the care of Mr. Stephen Caggiano. On March 22nd, 1995, the car was sold again and returned to Costa Mesa, California, where it was quickly resold by European Auto Sales and Restoration to a Japanese collector. Imported on July 8th, 1995, this fine 308 GTB would remain with its Japanese collector for 21 years before being acquired by the consignor in May of 2016.

both timing belts, spark plugs, and spark plug wires, among other items. This European-market car features the correct single-outlet exhaust, single distributor, and dry sump lubrication system originally fitted to the car. With just under 62,000 original miles recorded, this is a low-mileage example with a known history since new of what many consider the ultimate 308, thanks to its early fiberglass bodywork and desirable dry-sump specification.

\$200,000 - 240,000

Today, this early 308 GTB is presented in very good overall condition, with vibrant red paint, a tidy black leather interior and a recent major service that included replacing



1979 PORSCHE 930 3.3 TURBO COUPE

Chassis no. 9309800256

Engine no. 6890199

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

- *Matching numbers, black on black 930 Turbo*
- *Presented with Porsche COA and copy of window sticker*
- *Believed to be less than 50,000 miles from new*
- *Recent engine out service with invoices on file*



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), 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."

Although the Turbo's characteristic flared wheel arches and 'tea tray' rear spoiler had already been seen on the Carrera model, the interior was the most luxurious yet seen in a

911, featuring leather upholstery, air conditioning and electric windows. In 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 then 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 to the US market between 1979 and 1984, but returned in 1985 when 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

According to the Porsche-issued Certificate of Authenticity, this Turbo was finished very similarly to how it appears today. Built to US specifications and equipped with an electric sunroof, sports seats, and a black roof liner, the black exterior over the black leather interior makes this 930 look just the business.

The copy of the car's original window sticker (which accompanies the car) confirms that this Turbo was delivered new through Porsche of Lansing, MI. This potent, matching numbers 930 has been treated with a recent engine-out service and clean up; an invoice which totals \$12,800 can be found in the car's history file.

The car appears to be very dry, solid and with good panel fit. It presents beautifully and

in largely original condition throughout. The odometer, which read less than 50,000 miles at the time of cataloging, is indeed believed to be the car's original mileage. Complete with the Porsche Certificate of Authenticity, the owner's manual, maintenance manuals, original key, space-saver spare and tool kit, this 930 presents an opportunity not to be missed.

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



1960 FERRARI 250 GT SERIES II CABRIOLET

Coachwork by Pinin Farina

Chassis no. 1967GT

Engine no. 1967GT

2,953cc SOHC V-12 Engine

Triple Weber Dual-Choke Carburetors

240bhp at 7,000rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- Exceptional example in factory color with original hardtop
- Participant in multiple Colorado Grand rallies and Concours events
- Quality Pinin Farina built 250 GT with timeless styling
- Documented by Ferrari historian Marcel Massini and Ferrari Classiche application submitted



THE 250 GT SERIES II CABRIOLET

By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as essential to the company's ongoing stability. Thus the 250, Ferrari's first volume-produced model, was of critical importance, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than twenty cars.

The Europa was superseded by the 250 GT in 1954, the latter featuring a lighter and more compact Colombo-designed 3-liter V12 in place of its predecessor's bulkier Lampredi unit. The power output of the single-overhead-camshaft all-aluminum engine was 220bhp at 7,000rpm. Shorter in the wheelbase (by 200mm) than the Europa, the 250 GT chassis followed Ferrari's established practice, being a multi-tubular frame tied together by oval main tubes, though the

independent front suspension now employed coil springs instead of the previous transverse leaf type. A four-speed, all-synchromesh gearbox transmitted power to the live rear axle, while hydraulic drums all round looked after braking. Four-wheel disc brakes arrived late in 1959 and a four-speed-plus-overdrive gearbox arrived the following.

Multiple carrozzerie offered different body styles on the 250 GT chassis, with Scaglietti and Pinin Farina producing elegant open-top Spider and Cabriolet models. Exhibited at the 1957 Geneva Salon, the latter's first 250 GT Cabriolet was snapped up by Ferrari works driver Peter Collins, who later had the car converted to disc brakes. After a handful of alternative versions had been built, series production began in July 1957, around 40 Series I Pinin Farina

Cabriolets being completed before the introduction of the Series II in 1959.

Effectively an open-top version of the Pinin Farina-built 250 GT Coupé, whose chassis and mechanics it shared, the Series II Cabriolet was built alongside its closed sibling until 1962. The overall design followed that of the Coupé, with short nose and long rear overhang, while a more-vertical windscreen provided greater headroom in the generously sized cockpit. As well as the aforementioned improvements to brakes and transmission, the Series II cars benefited from the latest, 240bhp V12 with outside spark plugs, coil valve springs, and twelve-port cylinder heads. The 250 GT was the most successful Ferrari of its time with production of all types exceeding 900 units, of which 202 were Series II Cabriolets.





THE MOTORCAR OFFERED

This stunning 1960 250 GT Cabriolet Series II, finished in Azzurro Chiaro over a warm Tan leather interior, is the 46th example produced. Delivered to Carrozzeria Pinin Farina in Turin on May 4th, 1960, chassis 1967GT was completed on June 8th and sold a month later to Raffinerie Siciliane Olii Minerale (RASIOM), an oil refinery on the Mediterranean coast of Sicily domiciled in Milan, Italy. That same year, the car was again sold to Sig. Stot, a gentleman believed to be an executive at RASIOM. Finished in the same eye-catching Azzurro Chiaro, the cabriolet was fitted with a matching factory hardtop.

After five years in the second owner's care, the car was exported to the US to an enthusiast in Chicago, Illinois. In 1967, chassis 1967GT was sold to Chinetti Motors

in Greenwich, Connecticut and later sold to Mr. Terry Herndon of Carlisle, Massachusetts. Mr. Herndon subsequently sold the Ferrari to John Greenup of Worcester, Massachusetts, who kept the car until 1990. By 1990, the car had been restored and repainted red over a black interior, according to its appearances for sale in the Ferrari Market Letter. John and Missy Warner acquired this 250 GT at Ferrari of San Francisco in 1993 and drove the car extensively during their 5-year stewardship, including entering this beautiful cabriolet in the Colorado Grand road rally in 1995 and 1996. In 1998, the car was acquired by Mr. Robert Young of Aspen, Colorado. Mr. Young, the former principal owner of Ferrari of Denver, kept 1967GT in his collection for over a decade, during

which time he entered the car in four more Colorado Grand rallies, a testament to the drivability of this particular Ferrari.

In 2011, the current owner purchased the car and carried on this car's frequent participation in road rallies. Afterward, the consignor subjected this rare open Ferrari to a restoration bringing the Cabriolet back to its original Azzurro Chiaro color, while installing a new tan leather interior. The paintwork was carried out by Genaro Alvarado in Palmdale, California, and the new leather interior and convertible top were seen to by Howard McKee in Lakeside, California. Mechanical aspects were refurbished by DeWayne Samuels of Phoenix, Arizona. After completion, this elegant Ferrari was shown at the 2015 San Marino Concours d'Elegance,







where it placed second in its highly competitive class. More recently, this 250 GT was shown at the inaugural Bridge Concours in Bridgehampton, where it was very well received.

classic Cabriolet is ready for further concours showings or touring.

\$1,400,000 - 1,800,000

In July of 2016, this fine cabriolet underwent an extensive service under the care of GTO Engineering in Los Angeles, including rebuilding the brake calipers, fine-tuning the overdrive, and other service items to further augment the drivability of 1967GT. GTO Engineering has supervised the Ferrari Classiche Certification application for 1967GT, and upon completion with the Red Book issued, it shall be forwarded to the new owner. This lovely example of Pinin Farina's



75

1950 CROSLLEY HOT SHOT ROADSTER

Chassis no. VC20070

44ci SOHC Inline 4-Cylinder Engine
Tillotson 1-barrel Carburetor
26bhp at 5,400rpm
3-Speed Manual Transmission
Live Axle Suspension
4-Wheel Hydraulic Brakes

- *One of the cutest automobiles ever built*
- *Capable of over 70mph when stripped down*
- *A Hot Shot won the first endurance race at Sebring in 1950*
- *Easy to park*



THE CROSLLEY HOT SHOT

Powel Crosley believed in small cars. He tried to build and market a cyclecar in the early 1900's, but the cyclecar market was decimated by the arrival of the Model T. Crosley then turned his attention to radios and refrigerators and hit the product and market sweet spot, turning his Cincinnati business into one of the success stories of the Depression era. Having made a fortune he took the small car idea up again in the late 1930's with a tiny 2-cylinder air cooled car.

To promote its performance Crosley introduced the Hot Shot roadster. Simple and light, even doors on the Hot Shot were optional.

THE MOTORCAR OFFERED

This little 1950 Crosley Hot Shot Roadster is cherry red with red vinyl upholstery. It is the basic Hot Shot without doors but with bumpers, rear deck mounted spare wheel and tire, flat windshield and top bows. Blackwall tires ride on body color steel wheels with hubcaps. It has been restored to good standards some years ago and has been carefully maintained since then with little use.

The engine compartment is neat and orderly, showing little evidence of age and even less of use. Paint, chrome and upholstery are quite good. It is a real car, built in Crosley's factory, with an honorable heritage and a cheeky presentation that, even in a field full of mini and micro cars, will hold its own in no uncertain terms.

A wonderful, jolly little car to take to the beach, or drive around the ranch.

**\$12,000 - 16,000
WITHOUT RESERVE**



1974 JAGUAR E-TYPE SERIES III V12 ROADSTER

Chassis no. UE1S24562BW

Engine no. 7S15306LB

5,343cc SOHC V12 Engine

4 Stromberg Carburetors

275bhp at 5,850rpm

Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Believed to have less than 12,000 miles from new
- Powerful matching-numbers 12-cylinder E-Type Roadster
- The final evolution of the legendary E-Type
- Offered with Heritage Certificate and comprehensive history file



THE SERIES III E-TYPE

Few self-respecting automotive connoisseurs could ever ignore the iconic 20th Century classic, the E-Type Jaguar.

It was in 1971 that Jaguar introduced the Series III with the Walter Hassan/Harry Mundy-developed 5.3-liter SOHC V12 engine which became an industry standard for its combination of smoothly unobtrusive torque and power. The new V12 was standardized upon the 105-inch longer-wheelbase floor pan of the 2-plus-2 variant, and only roadster and 2-plus-2 models were produced. Jaguar's preceding short-wheelbase Fixed-Head Coupe body style was discontinued.

THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane factory in January of 1974, this highly original E-Type Roadster is one of the final examples of the legendary model. Delivered to the US when new, the car was equipped with a left-hand-drive steering arrangement, automatic transmission, and the 12-cylinder power plant. Finished in the very fitting livery of silver metallic over black, this highly original Jaguar is believed to have covered less than 12,000 miles since new.

The exterior has been refinished at some stage, but original paint is still present in the compartments. The interior has a very original feel, with neatly worn-in seats and most of the factory trim still in place. This Jaguar would be an enjoyable companion on any number of motoring adventures,

and is offered with its Heritage Trust Certificate and a comprehensive history file containing many receipts.

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



1972 FERRARI 365 GTC/4

Coachwork by Pininfarina

Chassis no. 15357
Engine no. 15357

4,390cc DOHC V12 Engine
6 Weber Side-Draft Carburetors
340bhp at 7,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Long term owner for 42 years
- Largely original throughout
- Originally delivered through MCM to the West Coast
- Less than 47,000 miles



THE FERRARI 365 GTC/4

Introduced at the March 1971 Geneva Motor Show, the Ferrari 365 GTC/4 was derived from the chassis of the 365GTB/4 Daytona of 1968. The engine was similar to the 4,390cc DOHC V12 of the Daytona, but new heads and a lower compression ratio of 8.8:1 lowered the brake horsepower to 340, slightly less for emissions-controlled American cars. Six side-draft Weber 38 DCOE carburetors fueled the engine, which used wet sump lubrication.

The wheelbase, at 94.5 inches, remained unchanged. Improvements included standard power steering and a larger luggage compartment, while the side-draft carburetors allowed a lower hood line. In contrast to the Daytona, however, which used a rear-mounted transaxle, the GTC/4 had its

gearbox, a five-speed manual unit, mounted to the engine. The suspension was independent all around, with unequal-length control arms and coil springs, an anti-roll bar and hydraulic self-leveling.

Designed and built by Pininfarina, the coupe bodies were shipped to Maranello for assembly. The low hood permitted by the side-draft carburetors incorporated retractable headlamps, and a handsome Kamm tail featured traditional Ferrari tail lamps. The interior was a completely new design with more comfortable seating, although the occasional "+2" seats in the rear were best used folded as luggage space. The seats had cloth inserts as standard, for comfort in warm weather, although air conditioning was standard. Full leather upholstery was available as an option.

The 365 GTC/4's handling has always been described as "phenomenal," even when taking into consideration the tire technology of the time. The brakes, combined with the 11-plus-inch ventilated discs all around, were similarly up to the task.

Just 505 GTC/4s were built from 1971 to 1973. *Road & Track* called the GTC/4 "a graceful, clean and understated design"; it is all of that and more.





THE MOTORCAR OFFERED

Built in March of 1972, this elegant Ferrari coupe was built for the US market. Sporting Marrone brown metallic paintwork over its dramatic Pininfarina body and a rich tan leather interior, this GTC/4 was originally sold through well-known Ferrari distributor and Casino-mogul, William Fisk Harrah and his import agency Modern Classic Motors. The selling dealer is believed to have been Hollywood, CA based Hollywood Sports cars. With about 500 miles on the clock, this Ferrari was sold to Mr. Ronald Spinali of Hillsborough, California. For the following 42 years, Mr. Spinali took very good care of his Ferrari, even keeping a decades-old logbook which detailed oil changes, gas stops and gas mileage.

With just over 46,000 miles, this largely original GT car is a testament to the

maintenance and care it received from its long-term owner. Cosmetically, the Marrone paintwork has an honest patina congruous with the vehicle's age; however, it remains intact and maintains a nice luster. The trim is in similarly good and original condition, and the prancing horse emblem in the grille has some unique oxidation. Inside the 2+2, the interior is largely original apart from the driver's seat, which has been reupholstered.

Overall, this is a very fine and attractive example of a 2+2 Ferrari, with a known history from new and an interesting original color combination. It is also low-mileage, and in largely original condition throughout. Few 2+2 Ferraris are as exciting and desirable as the C4, thanks to their rarity, low-slung hood, elegant roofline and drivability. Included in the

sale of this great, original Ferrari are the original jack and books, along with the extensive service documents and a log book from the car's long term owner.

\$275,000 - 325,000

Please note this car is titled as a model year 1973



1964 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER

Chassis no. 881399
 Engine No. RA6513-9

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

- *Fabulous, documented early history*
- *Matching numbers Series 1 roadster*
- *Restored to concours condition*
- *Offered with Jaguar 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 of that to the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure of the E-Type while a tubular spaceframe extended forward to support the engine. The latter was the same 3.8-liter, triple-carbureted, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance furthered the standards set by the preceding XK models; firstly, because it

weighed around 500lbs less than the XK150, and secondly because aerodynamicist Malcolm Sayer used the experience he gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

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

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





THE MOTORCAR OFFERED

This remarkable Series 1 3.8-Liter E-Type was completed at the Browns Lane Jaguar Works on April 8, 1964, and shipped to Jaguar Cars of New York on May 4th of that same year. According to its Jaguar Daimler Heritage Trust Certificate, the car was finished in the stunning combination of black over a red leather interior with a black top.

A copy of the Importer's and Manufacturer's Statement of Origin dated May 26, 1964 shows that 881399 moved swiftly from New York to Roosevelt Auto Company, Inc. of Washington D.C. before finding its way down to Al Smith Buick of Raleigh, North Carolina. The copy of the first title indicates the original owner as Samuel Todd Bailey of Wendell, North Carolina, who paid a sum of \$4,828 for the car on October 21, 1964. Bailey would keep the Jag for about four

years before selling it to Kidd Brewer of Raleigh on August 19, 1968. A copy of Brewer's title is also on file, which shows that he kept the car only briefly, transferring it less than a month later on September 10th to his wife, Olivia Linney Brewer.

Following the Brewers' ownership, possession of 881399 passed into the hands of a custodian based out of Washington, DC, then over to a Wisconsin resident before being acquired by the current, Florida-based consignor in the early 2000s. When acquired, the car was largely original but repainted white. A nearly decade-long restoration (which was documented by photos that remain on file), was begun in 2005, during which the car was brought to concours condition. The work was completed in 2012, and a copy of the Jaguar Club of North America

judging sheet, dated April 21, 2012, shows that the car scored a total of 998.1 out of 1000. The Jag would later take an AACA Senior National First Prize in early 2013.

Carefully kept and sparingly driven since the completion of its restoration, this sleek roadster looks much like it must have appeared when Mr. Bailey picked it up brand new from Al Smith's showroom in the fall of '64. Complete with copies of its paperwork when new, including its MSO and first two South Carolina titles, its JCNA judging sheets, a JDHT Certificate, photos of the restoration, a tool roll and the original owner's manual, this multiple award winner is sure to bring plenty more joy to its next owner.

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



1961 AUSTIN-HEALEY 3000 MK II BT7

Chassis no. HBT7L/15506

Engine no. 29E/H2086

2,912cc OHV Inline 6-cylinder engine

Twin SU HD6 Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

Front Girling disc brakes and rear drum brakes

- *Comprehensive Randee and Tom Rocke Restoration*
- *Upgraded visually to Works style*
- *Complete with factory hard top*
- *Great tour car*

**THE AUSTIN-HEALEY 3000**

The "Big Healey" retained the essence of its curvaceous long hood/short deck progenitor, the Austin-Healey 100/4 roadster of 1953. Designed as a sports car and indeed quite successful in rallying and racing, the Austin Healey had by 1960 evolved into the far more civilized and capable machine as offered here. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. Contemporary road tests typically recorded performance figures of 114mph top speed and a 0-60mph time of approximately 11 seconds.

In 1960, the second production year for the six-cylinder Healey's, the marque saw great success on the competitive international rally

scene, with Pat Moss and Ann Wisdom winning the Liege-Rome-Liege, Coupes des Dames in Geneva and the Tulip Rally. With partial alloy bodies, these cars were light enough to perform admirably with extra power of the three-liter engine.

THE MOTORCAR OFFERED

This striking sporting Healey comes to market following an incredibly detailed restoration at the hands of known marque experts Randee and the late Tom Rocke, and was the last car to have been completed in this fashion by Tom. Stunningly presented in the ever popular Healey Ice Blue scheme that suits these cars so well, it received a bare metal respray using top quality Dupont Polyurethane paint in the color it was originally delivered. Corresponding to this, a completely new interior was fitted in blue with chrome colored piping and trimming the car out, all of the chrome work was triple plated for a high quality and lasting finish.

All the while the intention was a tasteful nod to the 60s Works cars, so dominant in their day, with this in mind the wheel arches were lightly flared, the hood louvered and a stepped up





rally style truck lid fitted to enable twin spares to be carried. Naturally, archetypal Minilite style Rally wheels were fitted, road lights and additional spot lights, finishing it off is a factory hard top! But that's just the aesthetics, beneath these, the mechanical aspect was equally well sorted. The 3 Liter engine was comprehensively rebuilt, and equipped with BJ8 twin 2 inch SU carburetor set-up, total overhaul of the brakes with front discs, new master cylinder, and all new lines. Likewise the suspension was completely redone also. Its use since has been very limited and it can still be considered as running in, a virtually brand new car!

56 years after its delivery as documented on its British Motor Industry Heritage Certificate, and after this through rebuild the car provides

the opportunity to emulate the Giant slaying Works Healeys either for personal driving or on the multitude of fast road tours available today, such as the locally based Phoenix Museum of Art's Copperstate 1000.

\$80,000 - 120,000



80 Ω

Originally supplied to noted Jeweler Albert Janesich in Paris
1913 ROLLS-ROYCE 40/50HP LONDON-EDINBURGH
SILVER GHOST SPORTS TOURER
Replica coachwork in the London-Edinburgh style by Kenneth Neve

Chassis no. 2371
Engine no. 10.K

7,428 cc L-Head Inline 6-cylinder Engine
3-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
Rear Drum Brakes

- One of only 188 London-Edinburgh Silver Ghosts built
- Delivered new in Paris
- Comprehensively restored
- Ideal long distance tour car



THE LONDON-EDINBURGH SILVER GHOST

Sporting, sensationally styled and as reliable as the proverbial Swiss-watch, it is little wonder that the London-Edinburgh Silver Ghost has been coveted throughout the century since its introduction.

Chassis number 1701, the car that gave the new model its 'London-to-Edinburgh' name, was just the second chassis built to a new specification with a massive torque tube to carry the propeller shaft, strengthened rear axle casings and, in the case of the first two cars in the series, inverted semi-elliptic rear springs. 1701 carried an elegant light tourer body by Holmes of Derby Ltd., carriage builders since the nineteenth century. With engine compression ratio upgraded, a larger carburetor and a skimpy wind-cheating body, 1701 was later to record a spectacular

101mph over the flying half mile at Brooklands with Edward W. Hives (later to become Chairman of Rolls-Royce) at the wheel. So not only could Rolls-Royce satisfy the market that demanded the most comfortable formal cars built in the best traditional coach-building traditions, but here was a sporting car with few, if any equals, from a very small and exclusive peer group of manufacturers.

All these much publicized promotional exploits were driven by the similar stunts promoted by arch self-publicist S.F. Edge at the helm of Napier who were perhaps Rolls-Royce's most serious rival for the luxury car market. That Rolls-Royce were more effective in their marketing exploits and in their engineering excellence is substantiated by Edge's retirement from Napier in 1912 and the

withdrawal of Napier from motor car manufacture in 1924. Arguably the introduction of the new 'London-to-Edinburgh' Silver Ghost was one of the final nails in Napier's coffin.

The London to Edinburgh and return run – some 800 miles travelling north mainly via The Great North Road and returning down the west side of the country – had captured the headlines and Rolls-Royce's subsequent order book, with a raft of new more sporting owner-drivers, undoubtedly put pressure on the manufacturing facilities at Derby.

Contemporary Rolls-Royce advertising in 1911 featured Rolls-Royce Silver Ghost Chassis no.1701 and its remarkable London to Edinburgh and return journey that year,





describing the feat in the following terms:

The car... was a standard Six-Cylinder Rolls-Royce chassis of 40/50h.p.

The trial... was to demonstrate that the car could travel from London to Edinburgh and back entirely on the top gear, that at the same time it could show an exceptionally economical petrol consumption, and yet attain considerable speed when required.

The result..... the car travelled from London to Edinburgh and back on top gear on a petrol consumption of 24.32 miles per gallon, afterwards without alteration or adjustment attaining a speed of 78.26 miles per hour on the Brooklands track.

Almost as soon as the company's demonstrator '1701' had completed the original 'Top Gear' run between the British Capitals, they wisely sought to capitalize on this success and arguably the model recalibrated the essence of the brand, echoing the early successes in the Tourist Trophy and other events.

Of the more than 6,700 Silver Ghosts delivered in their epic 19 year production run, in all only 188 of the 'London-to-Edinburgh' cars were built, the first production models being delivered to the coachbuilders in the Spring of 1912 and the last, no. 2699, in October 1913. Of course, that is before one accounts for the numerous cars lost to the ravages of two world wars, making survivors, such as this car extremely rare.





THE MOTORCAR OFFERED

2371 is one of these coveted London to Edinburgh cars, succinctly cross-referenced on its built sheets as being a direct copy of chassis 2148, which itself was a direct copy of the original '1701'.

The London-Edinburgh chassis was originally clothed with a 'London-Edinburgh' type Torpedo by favored coachbuilders Barker & Co. and much like 1701 would have looked striking in its original paint scheme of Silver Grey with ivory colored lines and upholstery to match, including an additional leather cushion on the front seat. An unusually detailed factory record notes: Sporting Rudge-Whitworth detachable rim wire wheels, shod with Dunlop grooved tires were fitted, and the body equipped externally with a large box for the batteries on the step and a full complement of

C.A. Vandervell lighting and switchboard; multiple Brooks trunks, presumably fitted to the rear; and accessories included a Michelin Air Cylinder for its tires, a Cobra horn, and an Elliott Speedometer, reading in kilometers and fitted with the option of an additional clock. All brightwork was finished in nickel. All told, this would have been a sensational looking machine, with the finishing touch being an instruction to 'emblazon initials on doors 'A.J.'.

If this listing seems unusually detailed, some of this may stem from the fact that its purchaser, the 'A.J.' in question was none other than Albert Janesich, a jewelry dealer of considerable repute. The new London-Edinburgh was briefly registered in the U.K. with the appropriate number of 'R 1733' and then supplied across the English Channel to him Mr. Janesich parted

with the considerable sum of GBP1350 for his own hand tailored London-Edinburgh and took delivery in July 1913.

Those same records chart maintenance overseen by the factory well into the late 1920s, by which time Mr. Janesich's agency had moved from 12 Rue Lafayette to 21 Avenue Montaigne. He certainly must have continued to be haring around Paris in his London-Edinburgh as a small accident befell the car in 1927, necessitating a full rebuild by the factory!

As with so many of these cars, beyond this time the car's history pauses until its discovery in Paris decades later in the 1990s. Two noted sleuths of early cars, famed book collector Peter Richley (whose collection is now housed





in the Revs Institute in Naples, Florida) and Michael Sapsford being alerted to the existence of a Silver Ghost chassis just outside of Paris, that chassis was #2371. Recalling the discovery today, Mr. Sapsford reports that the frame was in remarkably good order, with old grey paint evident which they felt was quite possibly the original. The tale that went with the car, being that it had been stripped around the wartime to avoid being taken by the Germans, and hidden in the loft of a house.

Messrs. Richley and Sapsford would part with #2371, it ultimately arriving with Rolls-Royce collector Walter Wilson in Ireland. Mr. Wilson, working with James Black commissioned a comprehensive restoration to return it to its original guise. At this point, missing components were made or sourced,

these included its engine, which is a period 1914 unit, numbered 10.K, which is understood to have been originally fitted to chassis 37MA. An interesting coincidence was the availability of the remade coachwork which Kenneth Neve had fitted to the original London-Edinburgh car during that car's restoration in 1970, now removed from that car in its later restoration, it was fitted to #2371 and remains on it today, with kicker plates attesting to this.

Walter Wilson would own the car for the next two decades, enthusiastically enjoying it before passing in on to the current custodian in 2014. On completion of its rebuild its original British registration was re-applied for and granted, re-instating 'R 1733' to the car. Cosmetically that restoration stands up well today.

A London-Edinburgh Silver Ghost is a truly versatile and usable touring car. With its history charted on its build sheets and in the noted reference work on these cars, *"The Edwardian Rolls-Royce"* by John Fasal and Bryan Goodman, this is a well-known and great looking example of the model.

\$750,000 - 900,000



81

1993 FERRARI 512 TR

Design by Pininfarina

VIN. ZFFLG40A6P0094762

Engine no. 32287

4,943cc DOHC Flat 12-Cylinder Engine

Bosch Motronic Fuel Injection

428bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Only 8,043 miles
- Rare and stunning livery
- Long term enthusiast ownership
- Recent major service
- Exceptionally well preserved and original 2 owner example



THE FERRARI 512 TR

The 512 TR was an updated version of Ferrari's famed Testarossa. The 512 TR brought with it a number of welcomed improvements which were aimed at keeping the company's iconic mid-engine, 12-cylinder supercar one step ahead of its rivals. The Testarossa was phased out in 1991, with Ferrari announcing the 512 TR at the Los Angeles Auto Show the subsequent year.

A series of small enhancements are what lead to big improvements for the 512 TR. On the outside, the body featured a revised front end and slightly modified tail, both of which were aimed at improving the cars aerodynamics while lending a slightly more modern appearance. The interior changes were focused on improving comfort and drivability, with the most noticeable changes

being the adaptation of new seats, steering wheel, and dash/console layout. The most significant changes however would take place under the skin.

The 4.9-liter 12-cylinder engine was lowered 1 inch into the chassis improving the cars center of gravity. Internally the cylinders received Nikasil liners, a new air intake system, Bosch engine management system, larger intake valves, and a new exhaust system. As a result, output increased to 428 horsepower and 362 pound-feet of torque, a substantial improvement over the Testarossa. The transmission was an updated version of the Testarossa's five-speed manual gearbox with a new single-plate clutch and sliding ball bearings for improved shifts. Chassis enhancements included larger, 14-inch front

brake rotors which were cross-drilled all around, quicker steering, and an updated suspension system. The mechanical improvements led to a 0-60 time of only 4.8 seconds, versus the Testarossa's 5.2-second time. Top speed increased from 180mph to 195mph - just shy of the F40's incredible 201mph top speed. A total of 2,280 512 TRs had been made when production ceased in 1994 and of those, it is believed that only 408 were imported to the states. Of the limited number of 512 TR's imported to the states, it is thought that only about 100 of them were of the 1993 model year.





THE MOTORCAR OFFERED

This extremely desirable, special order Blu Chiaro over saddle 1993 512 TR was first registered on November 17th, 1995 in Massachusetts. The Carfax report shows that over the next 19+ years the original purchaser would keep the car with him as he moved about the country to his various residences. Over the years, the car was registered in Massachusetts, Florida, Oklahoma, Delaware, and New Jersey. In 2000 while at Ferrari Maserati of Long Island for servicing, the odometer reading was just 6,625. In 2015 the consignor purchased the vehicle from the original owner.

Upon purchasing the car, the consignor went through the vehicle from top to bottom, replacing the infamous sticky interior pieces, tiered struts, and treated the

12-cylinder to a full, major engine-out service. Accompanying the car are receipts and photos taken during this major service.

Today with only a few ticks over 8,000 miles, this extremely rare 512 TR is in wonderful condition. The paint, interior, and engine bay are all in remarkable shape; a clear testament to the fastidious care that the prancing horse received throughout its life. Furthermore, the factory applied cosmoline is still present on the frame and engine.

In addition to the receipts and photos from the recent major service, the car will be sold with its original books, tools, spare keys, compressor, and a clean CARFAX report. When considering its remarkably preserved

condition, low miles, recent servicing, and rare-desirable spec, this 2 owner 512 TR is surely one of the finest in extant.

**\$250,000 - 325,000
WITHOUT RESERVE**



1934 BENTLEY 3½ LITER SPORTS SALOON

Coachwork by Park Ward

Chassis no. B24CR

Engine no. L4BP

3,669cc Inline 6-Cylinder Engine

Twin SU Carburetors

Approximately 115bhp at 3,800rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Servo Assisted Drum Brakes

- *Highly usable and tour proven pre-war Bentley*
- *Meticulously maintained*
- *Elegant sports saloon*
- *Great car for BDC, CCCA, or RROC events*



THE BENTLEY 3½ LITER



Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby Bentleys' continued the marque's sporting associations but in a manner even more refined than before. Even W. O. Bentley himself acknowledged that the 3½-liter model was the finest ever to bear his name.

Based on the superb chassis developed for the Rolls-Royce Peregrin project, the 3½-Liter Bentley had a slightly shorter wheelbase and featured a tuned 20/25 (115bhp) engine, which boasted twin SU carburetors, a raised compression ratio, a more sporting camshaft, and a cross flow cylinder head. Added to this already remarkable package was a wonderful

four-speed gearbox and servo-assisted brakes; the result was a vehicle which offered its 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. It combined traditional Rolls-Royce refinement with Bentley performance and handling. This was proven by its achievement of a 6th place finish at Le Mans, seventeen years after the model's introduction.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured (including the subsequent 4.25-liter model) almost half were bodied by Park Ward in a limited number of styles. Most of the other great British coachbuilding firms offered designs, many of them unique to the Derby Bentley chassis.





THE MOTORCAR OFFERED

According to the car's factory build sheet, this attractive Sports Saloon was ordered by Mr. Clifford Taylor. The car completed its road test in September 1934, and was dispatched for delivery that same month. As indicated by the factory records, the car was finished in silver matte with black wings.

As is the case with many Derby Bentleys, the car's ownership history during the war years (and prior to its importation to the US) remains unknown. During the 1990s, however, the car definitively passed into the ownership of a well-known Bentley Enthusiast in the Pacific Northwest. While in this possession, the car was restored to a high standard; the engine was meticulously rebuilt and has been rigorously maintained since.

Afterward, the car changed hands and was sold to Mr. Charles Kelly. In 2003, Mr. Kelly sold the car to the consignor, who has retained the car since. During the consignor's ownership, the car has participated in many BDC and RROC tours, and the car has been kept on the button. Accompanied by a large number of service receipts, the Sports Saloon was also converted to a full electronic MSD ignition. As a result the car's engine is smoother and more responsive, demonstrating impressive torque compared to the original specification. Within the past couple of years, the car has been repainted by Nicholson Restorations of Wellington, KS and, in addition, the upholstery was excellently redone.

On a recent test drive last fall, the engine

was remarkably smooth and pulled strongly, while the gearbox shifted with the precision and effortlessness that is associated with Derby cars. The car drove superbly, proving that the handling is capable of both a weekend drive and/or a long-distance tour.

This extremely handsome Sports Saloon epitomizes the elegance and practicality of the Derby Bentley. With incomparable build quality and benefiting from many years of ownership under a dedicated keeper, this car presents an unbeatable opportunity to acquire one of the great marques of the 30s.

\$80,000 - 100,000



1971 MERCEDES-BENZ 280 SE 3.5 CABRIOLET

Chassis no. 111027.12.001412

Engine no. 116980.10.000699

3,499cc SOHC V8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Desirable 3.5 Cabriolet with floor shift*
- *Extensively refurbished both cosmetically and mechanically*
- *Finished in Silver Grey Metallic as factory-delivered*
- *Offered with a copy of the Mercedes-Benz build sheet and owner's manuals*



THE MERCEDES-BENZ W111

Introduced in late 1969 as a prestige model to supplant the somewhat underpowered six-cylinder 280 SE, the V8-powered, W111-Series 280 SE 3.5 in both coupe and convertible form was of immediate appeal to wealthy customers who were accustomed to having the best quality and workmanship available in an automobile, but didn't need or desire the next step up, the over-the-top 600.

The hand-built body of the new model was slightly restyled, with a cleaner and flatter nose and radiator shell, but was still quite conservative. Beneath the wide hood rested a Bosch fuel-injected, 200bhp overhead-cam V8 with 211 foot-pounds of torque designed to deliver excellent performance. One reviewer referred to it as having a "hot-rod"-like persona with a lovely exhaust snarl

while meeting the stricter emissions laws in the US, the company's most vital market.

The compact but sturdy engine was capable of moving this big 4/5-seater to 60mph in under 10 seconds, and offered a top speed in excess of 125mph. Large vacuum-assisted disc brakes at each corner allowed the driver to slow with ease, and handling was described as very comfortable thanks to its coil-sprung independent suspension.

The craftsmen at Sindelfingen produced just 1,232 of these V8 Convertibles, making them extremely rare. Both the open and closed versions of the 3.5 were fitted with just about every luxury amenity a buyer could ask for.

THE MOTORCAR OFFERED

This stylish 280 SE 3.5 Cabriolet initially left the Mercedes-Benz Stuttgart plant sporting Silver Grey Metallic paintwork (180G) over a black leather interior, along with a floor-shifted automatic transmission and the most potent engine available in the large, stately W111 Cabriolet, the 3.5-liter V8.

The luxurious Mercedes-Benz presents beautifully thanks to a comprehensive mechanical and cosmetic refurbishment. It has been resprayed in its original colors of Silver Gray Metallic, and reupholstered in black leather interior. Panel fit is very good, and the general fit and finish live up to the high standards originally set by the factory. The extensive chrome trim is in similarly beautiful condition, with straight, tidy bumpers and very good fit. The cabin



of the 280 SE 3.5 is a fine display of Teutonic luxury; reserved and functional yet filled with exquisite quality materials and a perfectly judged design. The black leather is inviting and in very good order, showing some signs of light use but remaining very attractive. Wood trim on the dash and windscreen surround set the 3.5 apart from other models, and it is in very good condition.

The fully lined black convertible top is excellent inside and out, upholstered as original in black canvas. The car is well-equipped with a Becker radio, floor shift automatic transmission, color-matched wheel covers and air conditioning.

Mechanically this example is well sorted and ready for use. The engine bay has

been recently detailed using mainly correct finishes and fittings, and the car performs very well out on the road; the light alloy V8 returns effortless thrust with just a slight burble to hint at the power under the hood. These are exceptionally good cars that perform in a way that makes them seem much younger than they are. Strong brakes, excellent steering and a crisp automatic transmission all combine to make the 280 SE 3.5 a surprisingly good, all-around touring car.

Included in the sale of this fine Mercedes-Benz is an owner's pamphlet containing various books and manuals, as well as a copy of the factory build sheet. The classic Silver Metal paintwork fits the elegant Friedrich Geiger-designed body beautifully,

and with the added cachet of a top that goes down as well as strong collectability in today's market, this 280 SE is sure to please its next keeper.

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



1978 FERRARI 512 BB

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 22613

Engine no. 00177

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
- Subject of a recent mechanical and cosmetic overhaul totaling more than \$70,000
- A low-mileage example with only about 42,700km
- LHD European-specification model



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 the 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

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. Reaching almost 175mph (the factory claimed an optimistic 188mph), it covered 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. This desirable, carbureted 512, chassis number 22613, is believed to have been delivered new to Canada in 1978 and finished in Nero black over a tan leather interior with black inserts in the Daytona seats.

In the fall of 1985, 22613 was acquired by Mr. Bob Fong of Toronto, Ontario, who is understood to be the car's second owner. Invoices on file show that the car was regularly serviced by various marque specialists, including Maranello Motors Limited of Downsview, Ontario. In 1991, the Ferrari was acquired by another Toronto owner before entering the present custodian's collection in the summer of 2013.

Prior to taking delivery of the car back in 2013,

the consignor decided to immediately send the BB to marque expert Paul Newman of Barrie, Ontario. Upon arrival, the black coupe was described as a well-presented and largely original car, which showed 42,175 kilometers. (Since it had spent its life outside of the US, it therefore had not been subject to DOT conversion.) Beginning in the late summer/early fall of that same year, Newman commenced a very thorough mechanical overhaul of the car which he carefully documented step-by-step via written details, nearly 400 photos on FerrariChat (<http://www.ferrarchat.com>) and in numerous receipts on file which total over \$70,000. The drivetrain, suspension, brakes and steering rack were removed, torn down, and rebuilt while the exterior cosmetics were improved with some careful paintwork and the addition of refinished Cromodora 'Star' alloy wheels. A year later, in

June 2014, the restoration was completed and the car was brought south to its Florida owner.

Today, this 512 BB shows beautifully throughout. Showing only 42,697km on the odometer, only a mere 500 more kilometers since the time of restoration, this mileage is believed to be original based on copies of invoices dating back to the mid-1980s. This wonderful Ferrari is supplied with a spare wheel, tools, manuals and, in addition, copious service records from the last three decades. It is sure to present its next owner with a thrilling driving experience.

\$250,000 - 300,000

Please note that this car is titled with chassis number F102BB22613.



85

1967 OLDSMOBILE 4-4-2 CONVERTIBLE

Chassis no. 338677M165524

Engine no. V203241

400ci OHV V8 Engine

Single 4-Barrel Carburetor

350bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- *Well-optioned example*
- *4-Speed M20 manual transmission*
- *A striking Sixties classic with room for family and friends*
- *Desirable convertible configuration*



THE OLDSMOBILE 4-4-2

Although the Oldsmobiles of the 1950s and 1960s had powerful engines, they were big and heavy cars primarily sold to successful middle-class families that needed a solid driver. That all changed in 1964 with the introduction of the 4-4-2 package for the F-85 Cutlass. The new 4-4-2 offered serious performance and with that, Oldsmobile saw entry into the muscle car wars. New sheet metal came in 1966 and again in 1968. Finally, the sleek 4-4-2 had the looks to match its very credible performance. The new body was carried over into 1969 with only minor changes.

Under the hood, one could pick among the base 400ci V-8, or the massive 455ci powerhouse. Even more ponies were on tap with the W-30 and Hurst packages.

THE MOTORCAR OFFERED

This well-optioned 1967 Oldsmobile 4-4-2 Convertible is finished in its handsome original color combination of Crystal Blue (Code D) over a light blue interior and a dark blue convertible top. Under the hood, the 400 cubic-inch V8 cranks out 350 horsepower through a Muncie M20 4-speed manual gearbox, sent to the rear wheels through a 3.23 Positraction limited-slip differential.

The power of this car continues to the creature comforts, as it is equipped with power steering, power brakes, power windows, a power driver's seat, power convertible top, a powered antenna, and air conditioning. Sitting on Firestone Redline tires wrapped around correct Oldsmobile Super Stock I wheels, the powerful stance of this Oldsmobile matches the muscular bodywork, with good panel gaps and fine paint and brightwork.

The convertible top is believed to be original and shows some age, however, remains operable and intact. Inside, the air-conditioned light blue cabin is in great condition, featuring new seat covers and carpet and comes complete with its iconic floor-mounted Hurst shifter.

Just 1,185 4-4-2 convertibles were made for 1967, with far fewer featuring the 4-speed manual transmission, 350 horsepower engine, power brakes, power steering, and these eye-catching colors. From the muscular stance to the throaty exhaust note through the factory chrome tips, this powerful convertible has tremendous presence and would be an exciting addition for any collection.

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



1976 CADILLAC ELDORADO CONVERTIBLE

Chassis no. 6L67S6Q246315

500ci OHV V-8 Engine
 Single 4-Barrel Carburetor
 190bhp at 3,600rpm
 3-Speed Turbo Hydra-Matic Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *Desirable final-year Eldorado Convertible*
- *Striking color combination*
- *Iconic '70s design*
- *Beautifully presented inside and out*



THE CADILLAC ELDORADO

When Cadillac announced that 1976 would be the last year of the Convertible Cadillacs, there was an instant increase in demand, and production went up by 156% compared to the year before. The Convertible was reintroduced in 1984 but it never became the same automotive powerhouse as the final year of the original Eldorado Convertibles.

The perfect long-hood/short deck proportions belie the Eldorado's 224-inch length, and under the car's massive hood is an equally-massive 500ci V-8 that powers the last year Cadillac Convertibles. GM's innovative front-wheel drive system, which paired a classic Hydra-Matic TH400 transmission with a planetary gearbox, turned out to be sturdy enough to drive the 12,500lb GMC Motorhome of 1973-1978.

THE MOTORCAR OFFERED

An iconic '70s design combined with a massive power plant, the Cadillac offered here is a very original example of the final year of the Eldorado Convertible. Produced at the Detroit-based Cadillac plant, the car was presented in a lovely livery of the classic Cotillion White with a dark blue-green convertible top. The interior was specified with the desirable, antique dark Firethorn leather, and a plethora of extra equipment was fitted to ensure comfortable driving for the lucky owner.

Treated with six-way adjustable comfort seats, this Cadillac can arguably be considered to be one of the smoothest rides around. Documented by the car's cowl tag, it can also be confirmed that this Eldorado Convertible had the cruise control option as

well as Guide-matic headlight control installed. Undoubtedly, this is an excellent chance to acquire one of the most iconic American cars from the 1970s.

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



1990 MERCEDES-BENZ E190 2.5-16 EVOLUTION 2

VIN. WDB2010361F7435730

Engine no. 10299210000166

2,463cc Inline 4-Cylinder Engine
 Multipoint Fuel Injection
 235bhp at 7,200rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- Number 474 of 502 produced
- Fewer than 56,000 kilometers
- Unmolested original example
- Extensive documentation
- Group A homologation legend



THE E190 2.5-16 EVOLUTION

Mercedes-Benz went head to head with BMW when it launched the compact 190 Series in December 1982, expanding its market to include motorists hitherto unable to afford the Stuttgart manufacturer's high-quality products. This policy proved an outstanding success, with sales of the 190 totaling almost two million over the course of its ten-year production life.

Mercedes-Benz's engineers contrived to offer generous interior accommodation, rivaling that of the firm's larger models despite the 190's compact overall dimensions, while an ingenious new computer-designed five-link rear suspension system was combined with conventional McPherson struts at the front to ensure excellent road holding without compromising ride comfort. A sports model was not long in coming, the 185bhp 2.3-16 joining the expanding 190 range

in the autumn of 1983, to be followed by the more powerful 2.5-16 in 1985. Produced with touring car racing in mind, limited edition Evolution and Evolution 2 versions had arrived by the decade's end.

Premiered at the 1990 Geneva Motor Show, the 'Evo 2' featured a dramatic looking body kit, complete with huge rear wing. The latter had been necessitated by Group A rules that did not permit any non-production aerodynamic devices to be fitted for racing, and was mounted so that it did not interfere with rearward vision, another requirement. Although its exterior appearance suggested the racetrack, the Evolution 2's interior remained strictly 'business class', with opulent leather upholstery and wood veneer embellishment in the best Mercedes-Benz tradition.

Under the bonnet, the 2.5-liter 16-valve four had been mildly tweaked, producing 231bhp, some 36 horsepower more than the stock version. A top speed of 250km/h (155mph) and a 0-100km/h (62mph) time of 8.1 seconds were claimed. The running gear was suitably upgraded to cope with the increased performance, incorporating larger brakes, stiffer springing and 17" diameter wheels, while the self-leveling suspension's adjustable ride height feature was retained.

Within a few months of its launch, the 502 cars required for Group A homologation had been completed. On the racetrack the 'Evo 2' performed as well as its competition-inspired looks suggested it should, Klaus Ludwig duly clinching the DTM Championship for Mercedes-Benz in 1992.





THE MOTORCAR OFFERED

This Mercedes-Benz E190 2.5-16 Evolution 2 was delivered new on September 20th, 1990 in Modena Italy. Contrary to common belief that no EVO 2's were produced with air conditioning, the Daimler Data card and provisioning certificate confirm that this late production unit, number 474 of the 502 was indeed equipped with the air conditioning option. Inspection confirms that the factory air conditioning system is in place and is fully functional. The fully stamped service book shows that the car remained in Italy for the majority of its life before moving to Hungary. In 2013 the consignor purchased number 474 from Hungary and had it imported to the US under the NHSTA's show or display import law. Upon import, number 474 was placed on display at a Mercedes-Benz dealership in Pennsylvania. Now being past

the 25-year limit, the car will be accompanied by a Pennsylvania title.

Today with fewer than 56,000 kilometers, number 474 is in fantastic condition. Unlike many of the examples that have been modified over the years, number 474 remains in its stock, original configuration - just as it was intended by the Mercedes-Benz engineers the day it left the factory. Having spent its life being properly stored in various collections, the car only shows the slightest evidence of use. Upon close inspection any wear that can be found is commensurate of a car that has traveled such a short distance. The fully stamped service books show how well the cars mechanics were cared for over the years and explains why everything is functioning

as if it were 1990. In addition to the service books, the car will be accompanied by its manuals, data card, provisioning certificate, extra keys, and tools. With its low mileage, documented history, and originality, number 474 presents a rare opportunity to acquire a rapidly appreciating collectible.

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



88 Ω

1964 PORSCHE 904 GTS

Chassis no. 904-098

Engine no. 99090

1,966cc DOHC Flat 4-Cylinder Engine

Dual Weber Carburetors

180bhp at 7,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Highly original and minimally used example of a Porsche racing legend
- Raced sparingly yet successfully during 1964 and 1965 and then tugged away and preserved
- Current 27-year period of ownership and just two low-mileage caretakers totaling 48 years
- Retaining original matching-numbers 4-cam Carrera engine
- Documented with factory Kardex and listed in several marquee books



THE PORSCHE 904 GTS

'The final sports racing expression of the Porsche four-cylinder line came in 1964 with the arrival of the 904 GTS Coupe. It not only took the first two places in that year's Targa Florio event but was also second in the 1965 Monte Carlo Rally and scored a host of class wins, in addition to numerous other competition successes.'

– Jonathan Wood, *Porsche: The Legend*.

Having axed its expensive Formula 1 program at the end of 1962, a commitment that placed a heavy burden on the German manufacturer's limited technical resources, Porsche turned once more to sports car racing as a means of improving and marketing its road car range. The Type 356-based Abarth-Carreras had flown the Porsche flag in international GT racing during the early 1960s, but an entirely new design

was now deemed necessary to meet the strengthening opposition. A minimum of 100 road-usable cars had to be made to meet the FIA's homologation requirements, a stipulation that made a complex spaceframe design like the Type 718 RSK a non-starter, so Porsche's Technical Director, Dr. Hans Tomala started with a clean sheet. Colin Chapman's revolutionary Lotus Elite, with its fiberglass body/chassis, had demonstrated the potential of composite materials for structural use in cars, and this technology was embraced in the design of Porsche's new mid-engined GT racer, the Type 904. Tomala though, opted for a chassis comprising a pair of steel, cross-braced, box sections, to which the fiberglass bodyshell was bonded.

The engine and suspension were bolted

directly to the steel structure, thereby reducing the transmission of noise and vibration to the passenger compartment, problems that had afflicted the all-composite Elite. Designed by Ferry Porsche's eldest son, 'Butzi', the body was manufactured by the Heinkel aircraft company and is widely recognized as one of Porsche's most elegant, while the Zuffenhausen firm's recent Formula 1 experience was reflected in the 904's state-of-the-art suspension, which featured double wishbones all round. Although developed at the same time as Porsche's new Type 901 six-cylinder road car, which would enter production in 1964 as the 911, the 904 used the 356 Carrera 2's tried and tested Type 587 2.0-liter four-cam, four-cylinder engine. The new six would not be ready in time in any case, but with an eye on future developments, the 904's engine bay was made big enough to accommodate it, as well as the 2-liter version of





the F1 flat eight. In road trim, the 587/2 produced 155bhp, with 180 horsepower available when fitted with the full racing exhaust system. The five-speed transaxle incorporated internals developed for the 911's transmission, but used a different casing that reflected the 904's mid-engined layout.

The 904 made its competition debut in the USA in February 1964 when an example entered in the prototype class at Daytona failed to finish. At Sebring in March, the 904 scored its first international success, the Cunningham/Underwood car winning its class and finishing 9th overall behind a multitude of Ferraris. While the small-capacity Porsches had always struggled to match the pace of the larger-engined opposition on fast tracks, at the punishing Sicilian Targa Florio, which was run along the lines of a tarmac rally, the nimble 2-liter cars were at much less of a

disadvantage. Indeed, the German manufacturer had won the Sicilian classic on three occasions since the race first formed part of the World Sportscar Championship in 1958, and the 904 underlined its pedigree by scoring a debut win in the hands of Colin Davis and Antonio Pucci. In May, Ben Pon and Gunther Koch took 3rd place at the Nürburgring 1,000kms in a production 904, while at Le Mans all five 904s entered finished, the highest in 7th place overall. The 904's attraction as a competitive customer car was further underlined at the Reims 12 Hours where eight finished in the top 20, the highest in 5th place.

Its exceptional versatility was demonstrated at the start of the 1965 season when the Böhlinger/Wütherich 904 finished 2nd overall in the Monte Carlo Rally. There would be no classic endurance racing victories for the Porsche 904 in '65

however, although the car secured numerous podium finishes and continued to dominate its class. Lightweight, spyder-bodied versions were developed for the European Hill-Climb Championship, but even here the compromises enforced by the regulations prevailing at the time of the 904's design told against it. It had been intended to build a second series of 100 904s powered by the 911's six-cylinder engine for 1965, but a change in the homologation requirements made Porsche realize that such a car would not be competitive and the plan was abandoned. The 904's successor would be an all-new 2-litre sports car – the Carrera 6. Of the 120 model 904s produced, 104 were completed with the four-cylinder engine while ten were fitted with the 911's six and a further half-dozen used the F1-type flat eight. The 904's star may have burned only briefly, but it was both bright and glorious.





Ted Tidwell and 904-098 on the way to a 2nd place finish - 1964 Bainbridge SCCA Race. © Jerry Pantis.



FoA 904 098									
Fahrzeug-Nr.	Abnahme-Besch.	Motor-Nr.	Getriebe-Nr.	2-Stromsch.-Nr.	Leistung-Nr.				
904098		99 090	101-904	8 026	W 193				
Angab. am		Motor-Kat.-Nr.	Getriebe-Kat.-Nr.	Farbe	Fahrer				
5.6.66				hellelfenb. 6604	blau				
		Spitzen-Fabrikat	Dunlop 165-15		Wagenanfertigung				
Bem. nothing / Sonderausstattung									
Händler: Brumos, Jacksonville 100.000 km um. a. Uhr / Plakette um.									
1 J.L. Brundage, Jacksonville/Fla.									
2 Mr. Ted Tidwell, 9 Savannah St., Jacksonville, Florida / B. Nummer 408									
3 Mel Hardesty, DK									
Wartungs- Datum	Geplante/letzte Anzeige	Kilometer-Anzeige	km-Stand	Wartungsart Stunde	Händler	Geplante Betriebs- Stunde	angefahren um	Historical-Events L. U. No.	sonst.
-	69720	-	5264	Brumos	66.95	7.64	-	-	-
-	69758	-	679	14.11.64	21.02	31.12.64	-	-	-

THE MOTORCAR OFFERED

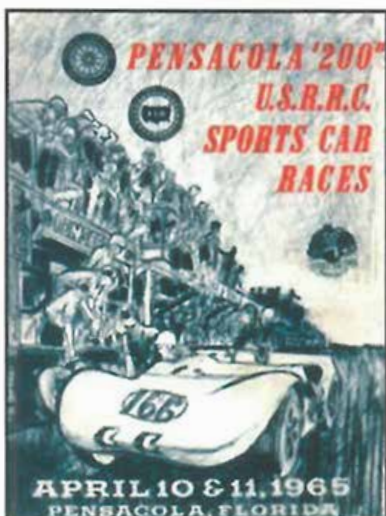
This remarkably original 904 GTS benefits from several long-term owners, as well as very minimal use over the last 48 years. According to a copy on file of the factory Kardex built sheet, 904-098 was equipped new with engine no. 99090, a Type 587/3 Carrera motor. Shod with Dunlop tires, the 904 GTS was dispatched on June 5, 1964, finished in hellelfenbein (light ivory) paint and upholstered with a blue cloth interior. According to marque authority Jerry Pantis, it is the only 904 to leave the factory painted ivory.

Distributed to the famed Brumos Porsche of Jacksonville, Florida, this 904-098 was initially acquired by local resident J.L. Brundage before quickly passing to Ted Tidwell, also of Jacksonville. Mr. Tidwell embarked on a brief but successful racing

campaign, placing second in the E-modified class at the SCCA event at Bainbridge, Georgia, in September 1964. Around the same time, the car came in first at the Chimney Rock Hillclimb, where it reportedly set a new record. At the season's conclusion, Tidwell had finished 6th in points in the E Modified class.

In April 1965, 904-098 finished 9th overall and second in the 2-liter GT Class at the Pensacola USRRC event, while at Savannah Effingham later that year the car finished first in the A Production class. These strong results combined to propel Tidwell to a 4th-place finish in season points.

Tidwell reportedly switched to another 904 around this time, and in November 1965 he





offered 904-098 for sale. The rare 904 GTS soon passed to two different dealership principals who exhibited it as a display piece on their respective showroom floors.

The first of these was Rip Ridley of Ithaca, New York, who sold the original engine to a buyer in Ohio. The second dealer, Skip Callahan of GT Motorcars in Norwalk, Connecticut, installed a Type 547/4 Carrera motor originally used in a 550 Spyder, and it is believed that he also applied the current paint finish in dark blue with a single white racing stripe and numbering circles.

In November 1968, the relatively unused 904 GTS was acquired by Bruce Herrington of Virginia (later of El Toro, California), who noted that the odometer displayed only 1,900

miles when he conducted a pre-purchase test drive. Because the car had been exclusively raced and exhibited it was never registered for road use, and Herrington finally convinced the Virginia DMV to issue a registration in April 1969. Two months later he married a woman with four children, and having little time to seriously drive (and fearing for the Porsche's outcome!), he domiciled the racing machine for nearly twenty years. Of course the 904 begged for use on occasion, so Herrington would enjoy it for brief drives through rural Virginia, and once took it to a PCA event at the Marlboro Raceway where he happily remembers the car cornering like a go-kart.

In 1989 the rare GTS was offered for sale for the first time in over two decades, and it was







then acquired by broker Werner Schoch (a Swiss national living in Southern California) in conjunction with 904 expert Heinz Heinrichs. At the time, the consignor, a Porsche collector from Denmark, had determined to locate an original unrestored 904, and to this end he had reached out to marque collector Jim Barrington of San Francisco. Two weeks later, he received notice from Barrington that 904-098 was available, and a vacation to Hawaii was re-routed to Southern California, where a purchase was arranged.

Since being imported to Denmark, the Porsche has been dutifully maintained. Most importantly, in 1992 the owner acquired and re-installed the original 4-cam motor, engine no. 99090, which had come into the possession of period racing driver Warren

Eads (ex-Type 718 RSK Spider, chassis no. 718-033) and was rebuilt by his mechanic, the respected Carrera expert and onetime driver Al Cadrobi.

Since then, this 904 GTS was only occasionally enjoyed for gentle cruises in the Danish countryside. Though the reset odometer currently displays 2,249 miles, it is estimated that the car has accumulated approximately 7,750 actual miles. 904-098 remains in highly original and un-molested condition throughout, and has been spared from crashes or neglect. The cars original interior remains in situ, and the original fiberglass body and chassis construction intact. Very few sports racing cars of any kind, can boast such qualities. Now inviting consideration by serious Porsche

connoisseurs whom are missing the legendary 904 in their collection, this pristine low-mileage sports racing icon would crown most collections, and is sure to be welcomed at PCA corrals, major concours d'elegance, and vintage racing events.

\$2,000,000 - 2,500,000



89

1966 FIAT 1500 CABRIOLET

Coachwork by Pininfarina

Chassis no. 437124

1,481cc OHV Inline 4-Cylinder Engine
Single Weber Carburetor
83bhp at 5,500rpm
5-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- *Elegant Pininfarina design*
- *Striking medium grey over red livery*
- *Practical and usable Fiat Cabriolet*
- *Affordable slice of “La Dolce Vita”*



THE FIAT 1500

Based on the new 80hp engine (83hp from 1966), the FIAT 1500 Cabriolet was a conventional sports car with its engine laid out longitudinally, driving the rear wheels with disc brakes on the front axle. The standard Fiat 1500 was a mid-market saloon car, but the Coupe and Cabriolet variants were treated to elegant Pininfarina-designed coachwork.

The fully-trimmed cabin featured roll up windows, courtesy lights, finely detailed instrumentation, adjustable bucket seats, a locking steering column, clock, cigarette lighter and gave the little FIAT a distinct upmarket feel.

THE MOTORCAR OFFERED

Built near the end of the model run, this beautiful example of the Pininfarina-designed 1500 Cabriolet has spent much time in California, and has survived remarkably well when so many others succumbed to rust in harsher climates.

This 1966 model features the upgraded 83hp engine mated to a smooth-shifting five-speed manual transmission, which is good for 100mph performance. It is presented in beautiful condition inside and out, in a gorgeous color scheme of medium gray over red leather with a striking red convertible top, a scheme ideally suited for the crisp Pininfarina styling. The exterior is very well detailed with headlamp stone guards, good chrome and stainless trim, proper polished wheel covers on correct steel wheels and correct Pirelli rubber.

In the luxurious cabin, the interior is in fine condition, wonderfully restored and well-balanced against excellent original instruments, switchgear, and a wood-rimmed Nardi wheel. Under the hood lies the 1500cc overhead valve engine. Breathing through a Weber carburetor and with a sports exhaust, it takes on a mild sporting edge and delivers very respectable performance. The engine bay is tidy and very well-presented, with some original surfaces still intact and displaying a charming, no-fuss feel.

It is meticulously detailed and surely one of the most handsome examples of its kind available today.

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



90

1973 BMW 3.0 CS
Coachwork by Karmann

Chassis no. 2240697

2,986cc SOHC Inline 6-Cylinder Engine
2 Carburetors
172bhp at 5,800rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Desirable 4-speed manual carbureted 3.0*
- *\$30,000 spent on recent refurbishment*
- *Showed at the 2015 Quail Motorsport Gathering*
- *Good candidate for rallies such as the Copperstate 1000*



THE 3.0 CS

BMW returned to six-cylinder power for its top-of-the-range models in 1968 with the launch of the 2500 and 2800 saloons together with the stylish 2800 CS coupé. Designated 'E9', the latter was powered by the 2800 saloon's M30 engine, though its running gear had more in common with the existing, four-cylinder 2000C/CS.

The 2800 CS's replacement by the similarly styled 3.0-liter CS in 1971 brought with it numerous improvements, including four-wheel disc brakes in place of the old disc/drum combination. With plenty of power on tap, the 3.0 CS was good for in excess of 130mph.

THE MOTORCAR OFFERED

As a US edition E9 3.0 CS, this BMW is one of the rare examples delivered with a 4-speed manual transmission and the desirable carbureted 6-cylinder engine. This made the 3.0 a perfect choice for cruising around California, where this example is believed to have remained since new. With records that trace back to 1982, it is obvious that the previous owners knew that this would be a future collectible.

Having had only four owners, this German Autobahn cruiser has always been well-cared for, yet the previous custodian decided to treat the BMW to a refurbishment in 2013-2014, where the interior and exterior were redone. Invoices totaling \$45,000 can be found in the car's history file, which document the work that was performed.

Once completed, the car was shown at the Quail Motorsport Gathering in 2015, and has been driven only sparingly since. Ready for spirited touring, the BMW offered here is one of the most iconic designs from the celebrated Bayerische Motoren Werke.

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



91

1937 ROLLS-ROYCE PHANTOM III SPECIAL NEWMARKET PERMANENT FAUX CABRIOLET

Coachwork by Brewster, Updated by Inskip

Chassis no. 3 BT 129

Engine no. E18X

7,338cc OHV Aluminum V12 Engine

165bhp at 3,000rpm

4-speed Manual Gearbox

Independent Front Suspension with Live Rear Axle

4-wheel Servo-assisted Drum Brakes

- Originally supplied to Tommy Manville Jr.
- Former ownership for more than 40 years
- Well preserved interior
- Low mileage



THE ROLLS-ROYCE PHANTOM III

Perhaps the most outstanding luxury car of the 1930s - certainly to have been built in the United Kingdom - was the Rolls-Royce Phantom III. Introduced in 1936, the 7,340cc V12-engined Phantom III succeeded the Phantom II, the six-cylinder engine of which was considered to be at the end of its development life. The choice of a V12 configuration was a logical one for Rolls-Royce, the company already having had considerable experience of manufacturing V12 aero engines such as that used in the record-breaking Supermarine S6B seaplane. No doubt another consideration was the need to match the multi-cylinder opposition, notably the V16 Cadillac and V12 Hispano-Suiza.

A state-of-the-art design employing advanced materials and techniques such as 'skeleton' cylinder blocks with wet liners and aluminum

alloy cylinder heads, the PIII V12 produced 165bhp in its debut form. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90. Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 727 had been manufactured when WW2 halted production, of which around 300 exist worldwide today.

THE MOTORCAR OFFERED

Here we present an extremely rare snapshot of the very best that both coachbuilder and motor manufacturer could offer in its day. By the late 1930s, the era of the experiment of Rolls-Royce America was drawing to a close, but there were still a handful of orders made directly through the Springfield company and this car is one such example.

It is perhaps not surprising that it was built for an extremely wealthy client, the famed 'Asbestos heir' Tommy Manville Jr. Manville was the type of socialite that novelists such as Evelyn Waugh and F. Scott Fitzgerald were so minded to encapsulate in their famous Roaring Twenties characters, decadent in the extreme... There were no fewer than 11 Mrs. Manvilles over the course of his 73 year lifespan!





But, if there was one thing that he appears to have been loyal to, it was Rolls-Royce, from whom 5 successive cars were acquired. The best known of those was the iconic Windblown Coupe that he acquired of the New York Auto Show Stand in 1930, that was followed with two left hand drive Phantom IIs, A Croydon and a Henley Roadster.

Underpinned by the mechanical zenith that the Phantom III undoubtedly is the car was clothed with a design by the company that Cole Porter was so moved to right 'You're the Top, You're a Brewster body'... Its extremely attractive coachwork heralds from slightly earlier in the decade, being supplied originally on one of the late American built left hand drive Phantom IIs, 216 AMS which was delivered to wealthy industrialist Frederick F. Brewster of New

Haven Connecticut. Like Manville, Brewster was a serial Rolls buyer, and it appears that when he took delivery of his new Phantom III in April 1937, he had the Sporting Sedan moved over to the V12 chassis.

Manville would have owned the Phantom III between the divorce with Marcelle Edwards and before his 3 month marriage to Bonita Edwards in November 1941. Rolls-Royce/Inskip remained clever negotiators of cars between their clientele. When charged with finding a new home for the Phantom III in March 1941, they wisely moved the elegant coachwork on to it and lightly modernized it with their trademark sweeping fender treatment. In 1970 it moved into the long term custody of Clarence Curtiss from whom it would only emerge in recent times.

Viewed today, this is a fascinating statement, it has the wonderful styling cues of the Brewster bodies of the time with the sweep down from the windshield line arcing towards the front wheels as it descends the body, arguably echoing famed French carrossier Jacques Saoutchik and of course reminiscent of the Windblown coupe. Aesthetically, this is a remarkably original car, its interior remains to its original style and the tasteful two tone paint scheme of 'coffee and cream' accents the lines of the car well. Having lived on the East Coast for much of the last 50 years, this imposing V12 Rolls-Royce would no doubt be welcomed at events up and down the Pacific coast.

\$180,000 - 250,000



1989 MERCEDES-BENZ 560 SEC 6.0 AMG

VIN. WDB1260451A429238

5,956cc DOHC 32-Valve V-8 Engine
 Fuel Injection
 385bhp at 6,600rpm
 Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- *The ultimate tuned Mercedes-Benz*
- *Desirable Widebody AMG version*
- *Rare and powerful 1980s icon*
- *Remained with original owner for 25 years*

**THE 560 SEC AMG**

In 1967, Hans Werner Aufrecht and Erhard Melcher founded AMG (Aufrecht, Melcher, and Grossaspach, Herr Aufrecht's hometown) as an engine modification and performance accessory firm for Mercedes-Benz vehicles. Famously, they created the 'Rote Sau' in 1969, a modified racing version of Mercedes' "banker's hot rod," the 300 SEL 6.3. Bored out to 6.8 liters, the thunderous super-sedan raced to an admirable second place finish at the 1971 24 Hours of Spa and significantly increased AMG's public profile. This formula of adding immense power to large Mercedes quickly became a hallmark for AMG and continues to this day.

AMG applied this same method to Mercedes' S-class coupe, the 560 SEC. The modifications were numerous and all-encompassing, from striking 'widebody' fenders to accommodate the

larger wheels to a reworked interior, unique paint options and, most importantly, a thoroughly revised engine. With displacement increased to 6.0 liters from the stock 5.6, this reworked engine produced twice the amount of torque as the stock unit at half the engine speed, thanks to AMG's bespoke, double-overhead-cam head with four valves per cylinder compared to the single cam, two-valve configuration in the stock variant. These mighty coupes commanded an eye-watering \$200,000 in 1990 when the stock version was just over \$80,000.

Given the great power, muscular bodywork, and exclusivity, demand was high for these coupes. However, it is believed that only fewer than 50 were completed before production ceased.

THE MOTORCAR OFFERED

This striking Mercedes-Benz 560 SEC 6.0 AMG 'Widebody' is a very fine example of AMG's coveted Coupe. Finished in Smoke Silver paint over a luxurious black leather, four-seat interior, this tuned German barnstormer has an undeniable presence and a late '80s charm. Originally delivered to Japan, this potent Coupe stayed with its original owner for 25 years before arriving in the United States.

With less than 68,000 miles on the odometer, this 560 SEC 6.0 AMG has lived a cosseted life and is presented in largely original condition throughout. The monochromatic Smoke Silver paintwork retains a beautiful shine, including the painted accent pieces, badges, front grille and headlight wiper arms. The bulging AMG bodywork remains straight





and in great condition, with good panel gaps and wonderful paint. Inside, the expansive black leather interior shows only minimal wear on the bolstered AMG seats and the striking white gauges, including a 300kph speedometer and a sporty 4-spoke steering wheel, are a reminder of the 6-liter powerhouse under the hood.

Few cars from the 1980s evoke drama and power like the SEC AMG 'Widebody' Coupe, with its muscular stance combined with its stately size and large displacement engine. Well-presented throughout, this Smoke Silver Coupe is a great example of AMG's coveted luxe model and offers unmistakable styling with thrilling, accessible performance.

\$125,000 - 140,000



93 Ω

1985 RENAULT 5 TURBO II

Design by Marcello Gandini

VIN. VF182200F0000222

1,397cc OHV Turbocharged 4-Cylinder Engine
Bosch K-Jet Fuel Injection
158bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Iconic Group B homologation special*
- *Refurbished and presented in beautiful condition*
- *Believed three owners from new*
- *Great investment potential*



THE RENAULT 5 TURBO

Not to be confused with the conventional front-wheel drive Renault 5 GT Turbo, the Renault 5 Turbo was a mid-engine homologation special, built in limited numbers for Group 4 and Group B rallying. Renault's considerable F1-derived turbo-charging expertise was applied to the humble 1.4-liter overhead-valve engine, resulting in a power increase to 160bhp (in road trim), an output sufficient for a top speed of 125mph and a 0-60 time of less than 7 seconds.

A thinly disguised two-seater supercar, the Turbo was first seen in prototype form at the 1978 Paris Salon and made its competition debut in 1980 at the Tour de Corse with Jean Ragnotti's 250bhp works car leading the event before succumbing to electrical trouble.

THE MOTORCAR OFFERED

Believed to have been delivered new to Japan in 1985 this Renault has lived its 31 years comfortably in the garages of a few car-friendly Japanese collectors. It is believed that the Renault has had only three owners and while having been driven and enjoyed, the car has always been well cared for.

Upon purchase the current owner felt the vehicle needed some freshening up. The interior benefited from a new period correct steering wheel and the seats saw re-upholstering. The exterior and the mechanics of this 80s rally icon were given some attention. Re-sprayed in its period correct white metallic over gray and with a new set of brakes, the Renault looks just as it should when it left the factory on Michelin TRX tires in the mid-1980s.

It's reported that this Renault is a strong runner in excellent mechanical condition, ready to take its new owner on adventurous enterprises. With a strong bloodline to one of the greatest Group B rally cars of all time, this Turbo II is a great investment into pure driving pleasure.

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

Please note this car is titled under its Identification number, 5222.



94

1987 PORSCHE 944 S

VIN. WP0AA0944HN452281

2,479cc DOHC 16 Valve Inline 4-Cylinder Engine
Electronic Fuel Injection
190bhp at 6,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Exquisite example of the iconic 944 S
- Less than 15,000 miles - highly original condition
- Desirable 16-Valve S model with manual transmission
- Offered with CARFAX and original owner's manual



THE PORSCHE 944

Announced in 1981, the 944 was the third of Porsche's new family of front-engined sports cars. Beneath the bodywork (which was 50mm wider than the 924 predecessor) was a 2.5-liter, overhead-camshaft 'four' – in effect half of the 928's V8 bored out – fitted with twin balancer shafts to counter the vibration often encountered in such units. The rear transaxle (a five-speed affair this time) was retained, while the 924-type running gear was suitably up-rated to cope with the 944's superior performance. Subsequent developments included a Turbo, 16-valve 944S/S2 and a cabriolet.

Porsche has not made anything like it since and today this appreciating modern classic enjoys an enthusiastic following worldwide.

THE MOTORCAR OFFERED

Offered here is what must be one of the best-kept 944 S Coupes available anywhere. Completed at the Neckarsulm-based Porsche factory in the initial production year, the 944 S was equipped for and delivered to the American market, accompanied by a long list of options and extras. According to the CARFAX report, the 944 S has remained in New Jersey since new, and has had just one previous owner.

As is commonly known, Porsches of this era were finished at Porsche AG as 'worldwide chassis', meaning that many have a different prefix in the stamped VIN than the one the car is identified under. This car was given worldwide chassis number WP0ZZZ94ZH452281, as stamped on its chassis-tub, but was then assigned the US-market specific VIN of WP0AA0944HN452281 once it was eventually slated for US delivery.

Today, this sporting Porsche remains in highly original and extremely well-preserved condition, covering less than 15,000 miles since new. Recently serviced, this 944 S continues to impress in the factory original livery of Zermatt Silver Metallic over a black interior. All compartments are clean with the factory applied decals in place and the car's original owner's manual is still present. These very usable Porsches offer sprite performance in a well-balanced sports car and should be recognized as some of the all-time greats from the Stuttgart manufacturer. This extremely well-presented, low mileage 5-speed example deserves serious consideration.

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



1984 FERRARI 308 GTS QUATTROVALVOLE

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFUA13A4E0051941

Engine no. 00383

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

- Used in the TV series *Magnum P.I.*
- Certified to have been driven by Tom Selleck
- Only two documented owners from new
- One of the most famous Ferraris



Tom Selleck with this 308 GTS
 VIN. ZFFUA13A4E0051941



THE MOTORCAR OFFERED

Every so often a television show comes along that defines an era. In the 1980s, that show was *Magnum P.I.* *Magnum P.I.* was a crime drama that ran on CBS from 1980 to 1988, starring Tom Selleck as Thomas Magnum, a private investigator living on Oahu, Hawaii.

Throughout the series, Tom Selleck's co-star was a Ferrari 308 GTS. In the first season of the show, Selleck drove a carbureted 1978 308 GTS. The next year, Selleck's car was upgraded to a 1980 308 GTSi which was used for the second, third, and beginning of the fourth season. Midway through the fourth season, the show made the switch to the 1984 308 GTS QV, which was used for the remainder of the show's production. It is believed that there were about five cars of each series used. The cars were destined to

be used for one of two distinct purposes: action shots and light action/close-ups, the latter of which were kept in pristine condition. All of the cars used on the show were provided by Ferrari North America. Once a car was no longer in service, Ferrari North America would take the car back, give it a fresh paint job and servicing, and sell it to its "first" owner.

The 1984 Ferrari 308 GTS QV (VIN. ZFFUA13A4E0051941) being offered here is documented by Ferrari North America as being one of the famous cars driven by Tom Selleck on *Magnum P.I.* during the 1984 – 1985 shooting season. Due to the car's condition and low mileage, it is believed that this car was used for the light action/close-up scenes. After retiring from show business,

it is believed that Ferrari North America took possession of the Ferrari and both repainted and serviced it, before the car was sold to its first owner, Ms. Georgia Anne Walsh. The warranty book shows that the car was sold as a demo. During Georgia Anne's time with the car, she changed her name to Georgia Ann Newsome. Receipts on file show that Georgia Anne had the car serviced at Walnut Creek Ferrari of Walnut Creek California.

After years of enjoyment, Georgia Anne worked with Michael Moncrief, an ex-employee of Walnut Creek Ferrari to sell the car. When Moncrief listed an ad for the car in Ferrari Market Letter volume 14, number 7, on April 1st, 1989, the consignor saw the ad and quickly made arrangements to purchase the car, which at that point had only covered 12,800 miles.





Since purchasing the 308 in 1989, the consignor has fastidiously maintained the Ferrari with no regard for cost. Today, having covered less than 36,000 miles, the car presents wonderfully. The Rossa Corsa paint presents a deep and bright shine with just a few minor blemishes from continuous use over the last 33 years. The interior has been re-dyed in the correct shade of tan, which creates a very inviting atmosphere.

On a recent test drive the vehicle performed fantastically with everything operating just as you would expect from the performance icon. The stock exhaust has been replaced with a Tubi unit which produces a marvelous symphony – the stock exhaust components are included with the sale of the vehicle. Less than 2,000 miles ago, in the spring of 2015

the car received a full major service with receipts totaling over \$5,000.

One could argue that this particular Ferrari 308 GTS QV is one of the most famous and iconic Ferraris of all time. This Ferrari captured the hearts of millions throughout the 1980s in living rooms across America as Tom Selleck piloted this exact car around the streets of Hawaii in the pursuit of justice. Accompanying the vehicle is a wonderful history file which documents the car's history, contains a letter from Ferrari North America certifying that this car was actually driven by Tom Selleck in the 1984-1985 shooting

season of *Magnum P.I.*, the warranty book, and service receipts dating back to 1986. In addition to the history file, present with the

car are its original tools, spare belts, and even the magnetic trouble light in its original bag. Do not miss what very well could be a once in a life time chance to acquire one of the world's most loved Ferraris.

\$150,000 - 250,000



1961 MASERATI 3500 GT COUPE

Coachwork by Touring

Chassis no. 101.1580

Engine no. AM101*1580

3,485cc DOHC Inline 6-Cylinder Engine

Triple Weber Carburetors

220bhp at 5,500rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- Extensive mechanical restoration
- Matching numbers engine
- Highly desirable Maserati for concours or tours
- \$55,000 in recent mechanical service
- Documented by its Maserati Certificate of Origin and copies of the original delivery note



THE MASERATI 3500 GT

"The 3500 GT Maserati is a much underrated motor car, being overshadowed by the prancing horse from up the road in Modena. But it is not so long ago that the prancing horse was very much on the prongs of the Maserati trident in motor racing and there is that lovely big six-cylinder engine under the bonnet to remind one of the glories of the 250F." - Edward Eves, *Autocar* July 3, 1976.

Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship at the wheel of a 250F and a runner-up spot in the World Sports Car Championship with the fabulous 450S – both in 1957, the marque's most successful season – Maserati was, by that time, facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing,

and Maserati's survival strategy for the 1960s centered on establishing the company as a producer of road cars.

The Modena marque's new era began in 1957 with the launch of the 3500GT, its first road car built in significant numbers. A luxury 2+2 featuring beautiful Superleggera aluminum coachwork by Carrozzeria Touring, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sportscar unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement.

The 3500GT's designer was none other than

Giulio Alfieri, creator of the immortal Tipo 60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner. The twin-overhead-camshaft, six-cylinder engine was a close relative of that used in the 250F and developed around 220bhp initially; later examples produced 235bhp on Lucas mechanical fuel injection. Built initially with drum brakes and a four-speed transmission, the 3500GT was progressively updated, gaining five speeds, front disc brakes and finally, all-disc braking. By the time the 3500GT was discontinued in 1964, around 2,200 of all types had been made.





THE MOTORCAR OFFERED

This triple-carb 3500 was delivered new to Dr. Giuseppe Ferruzza, an Italian Senator from Palermo, Italy, on November 23, 1961.

According to copies of its original delivery note, the car was trimmed in Grigio Auteuil—silver-grey paint over pelle bleu—light blue leather and was accompanied by a full toll roll. Dr. Ferruzza would keep the car until about 1966/67 before selling it to another resident of Palermo.

In 1971 the car came into the ownership of Ms. Lydia Bellanta of Messina, Italy. Ms. Bellanta enjoyed the big coupe for four years before gifting it to Bernardo Torri, also of Messina, as a wedding gift—certainly better than a set of silverware or a pasta maker! It is unknown exactly when the car left Italy and came to American, but the car had been a resident of Chicagoland for some time when

the Maserati came into the collection of Robert Haley of Chicago, Illinois in the 1980s.

Described as being in substantially similar cosmetic condition to how it stands today when it was acquired, Mr. Haley would keep the car until 2014 at which point it was acquired by the current owner.

While the car had been repainted red and the interior redone in black at some point over three decades ago, s/n 1580 had remained otherwise very original. Upon acquisition, the Maserati was sent to Vintage Racing Motors in Redmond, Washington for a thorough mechanical rebuild. Records on file totaling about \$55,000 document extensive service to the drivetrain—including a complete rebuild of the engine, transmission, brakes, suspension,

electronics, and trim rubber along with some rust repairs.

Today the car shows as a good, honest example. Thanks to its recent service—on which 200 miles have been covered since completion, mechanically the car presents well while cosmetically one may choose to keep the preservation aspect of the car's condition or restore it. Documented by its Maserati Classiche Certificate of Origin, copies of the original delivery notes, and copious receipts from recent history, this lovely, number's matching 3500 GT is certainly not one to be missed.

\$160,000 - 180,000

Please note this car is titled as a model year 1963 with chassis no. 1011580



97

1968 JAGUAR E-TYPE SERIES II 2+2 COUPE

Chassis no. 1R40371

Engine no. 7R35086-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Matching numbers*
- *Beautifully restored and well-performing example*
- *Roomy 2+2 with Air Conditioning*
- *Offered with Heritage Trust Certificate*



THE JAGUAR E-TYPE

Introduced in its 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a 150mph top speed. The first significant upgrade occurred in October of 1964 with the launch of the 4.2-liter displacement engine. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo.

From September 1968, Series II E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper. Power steering and air conditioning became available as options.

THE MOTORCAR OFFERED

This striking E-Type is a great example of the more practical, 2+2 version. Built on the 12th of November 1968, the left-hand drive 2+2 Coupe was sent stateside for delivery by its first owner, a Mr. James McDonnell. Specified with a Sable exterior color over a Cinnamon interior, this E-type is equipped with a 4-speed manual transmission.

Recently, this Jaguar emerged from a careful restoration spanning several years, with work performed by the owner and mechanical work carried out by Coventry Motors in Huntington Station, New York. Used sparingly since its restoration, this lovely E-type is reported to drive very well, and presents beautifully throughout, with glossy paint, fine brightwork, and a smart black leather interior. During the restoration

to ensure the drivability of this E-Type, steps were taken including mechanical fine-tuning and the installation of an under-dash air conditioning unit for increased comfort. The 4-speed transmission shifts smoothly through the gears and the potent 4.2-liter engine delivers a great driving experience. Few vintage cars offer the versatility, performance and elegance of the E-type and this example is ready to be used by its next owner.

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



98

1961 PORSCHE 356 OUTLAW COUPE

Coachwork by Reutter

Chassis no. 116839

Engine no. 89991

1,582cc OHV Flat 4-Cylinder Engine

2 Weber Carburetors

Approximately 80bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Tastefully prepared Outlaw example of the classic 356*
- *The recipient of a recent comprehensive refurbishment*
- *Retaining original matching numbers engine and transaxle*
- *Accompanied by restoration file, books, tools and Certificate of Authenticity*



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.

In production until 1965, the 356 is where the Porsche legend began and good examples have long been prized by collectors.

THE MOTORCAR OFFERED

Completed at Porsche in June 1961 as a B-model, this 356 Coupe was finished in Heron Grey over a black leatherette interior. Although the early history remains unknown, the Porsche is believed to have been delivered new to the US.

A comprehensive restoration was completed on the little Coupe in 2015; it was upgraded with a period, Outlaw performance look. Completed in October of 2016, the work performed totaled more than \$87,500, and included a full strip and repaint of the exterior in the classic Porsche color of Slate Grey and the installment of a new red interior. The 356 was serviced and refurbished mechanically, carburetors and ignition systems were rebuilt, four new Koni shock absorbers were installed and a new

set of wheels and tires were mounted.

The classic Outlaw look is apparent throughout, from the racing seatbelts, a wood-rimmed steering wheel and dash-mounted Chronometers to the center-outlet performance exhaust and racing-style side mirror. With very few miles since the restoration, this sporting Porsche presents beautifully throughout. The car's history file includes restoration receipts and photos, as well as the Porsche-issued Certificate of Authenticity confirming the car is matching numbers. Accompanied by the owner's manual and a tool roll, this striking 356 Outlaw is ready for spirited drives.

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



1953 CHRYSLER CROWN IMPERIAL LIMOUSINE

Chassis no. 7773649

331ci OHV 'FirePower' Hemi V8
 Single Carter WCD Carburetor
 180hp at 4,000rpm
 3-Speed Automatic Transmission (see text)
 Front coil spring and rear leaf suspension
 4-Wheel Power-assisted Disc Brakes

- *Extremely rare example of one of the most expensive American cars of its day.*
- *Early example of the famous Chrysler Hemi V8*
- *Fitted with AirTemp air conditioning*
- *Long time Arizona car, immaculately refurbished from great original*



THE MOTORCAR OFFERED

Bonhams is proud to offer this beautifully presented example of the legendarily luxurious Crown Imperial. It would be hard to imagine that even as new its condition was of the sheer quality in which it is today, to experience it conveys the feeling that one quite literally is attending an early post war Auto Show or walking into a car showroom in the 1950s.

The car arrives in this condition by merit of its origins and ownership, having been delivered new in the dry climate of Phoenix, Arizona and then residing in that State until its acquisition by the current owner a couple of years ago.

In the course of its life, roughly 20 years ago the princely Crown Imperial was treated to a refurbishment worthy of its stately appearance, with a full repaint carried out to a very high

standard. At this same time it also had some attention to the interior, however it is understood that for the most part the airy light green interior is the original and is in quite remarkable order, with particularly nice period features such as the period option of a 'Moparmatic' 15-jewel clock by Benrus in the center of its steering wheel.

Inspecting the sedan in the way one might have on a showroom floor one is rewarded by an immaculate, accurately detailed and 'as new' finish, such that the more mundane aspects of the car invite closer and more extended viewing, for example its engine bay is not only perfect, but replete with period date and code stamps. Another particularly intriguing aspect is the trunk, where some proportion is taken up by its original Air-Temp Air-Conditioning unit. The exterior of the car is

comprehensively accented with its plethora of chrome trim, including wire wheels.

In its present ownership, the original period transmission has been replaced for a more user friendly and later 'short tail' 727 Chrysler 3-speed automatic, which has the additional benefit of making better use of its 'Fire Power' Hemi.

With such a beautiful presentation and all of its modern facilities including a/c, it is easy to imagine that this could be used for luxury travel today as it was originally intended, certainly it would provide enable arrival in incredible style for onlookers and a step back in time for its richly cosseted passengers.

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



100

1991 FERRARI TESTAROSSA

Design by Pininfarina

VIN. ZFFSM17A2M0088381

Engine no. 26214

4,942cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

380bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Sinister all black configuration*
- *Exceptionally well preserved and original example*
- *Recent major service*
- *Offered with books and records*



THE FERRARI TESTAROSSA

Ferrari's flagship model, the Testarossa supercar, revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-liter, flat-12 engine, which now boasted a maximum power output of 380bhp at 6,300rpm, courtesy of four-valve cylinder heads. The new supercar was now capable of reaching a top speed of 180mph.

The gill slats fed air to its side-mounted radiators, a setup that became one of the modern era's most instantly recognizable - and copied - styling devices. The new design managed to combine high downforce with a low coefficient of drag with the absence of extraneous spoilers and other such devices.

THE MOTORCAR OFFERED

This sinister Nero on Nero Testarossa left the factory in February of 1991, making it one of the last Testarossas off the line before the introduction of the 512TR model. The car was originally invoiced to Canada where its first owner took possession. The car has remained in Canada for the majority of its life until recently, when it was imported to the US. The laser straight body wears its original Nero paint and, aside from a few minor stone chips, shows fantastically with a deep rich luster which is free from any haze or discoloration. The interior is also in beautiful, original condition. The leather, dash, and carpets are all in great shape, showing only minimal wear. Covering fewer than 50,000 kilometers and having been treated to fresh fluids and belts during a major service completed in April 2016, the engine quickly

roars to life and runs incredibly strong. The front brake pads and calipers were also recently replaced and are said to have an excellent feel. It has been reported that while in drive, everything feels tight and proper.

This Testarossa comes with a Carfax report showing that the car has never been involved in any kind of accident or has experienced any type of damage. The original jack and jack bag, owner's handbooks, warranty book, and dealer book are all present with the car. This is an excellent opportunity to acquire a beautiful and well-maintained, final year Ferrari Testarossa finished in a rare and stunning all black configuration.

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



101

1955 AUSTIN-HEALEY 100 BN1 "LE MANS"

Chassis no. BN1L 227001

Engine no. 1B227001M

2,660cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

Approximately 110bhp at 4,500rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Believed to have been upgraded in period to 100M Le Mans Specifications
- Long-time Pacific Northwest car
- Lovely example of the classic Healey 100
- Offered with 100M Le Mans and Heritage Certificates, manuals, tools and original 3-speed transmission



THE AUSTIN-HEALEY 100

They say that timing is everything, which is something that British motor industry veteran Donald Healey knew a bit about. This was a man who, after winning the Carlo Rally in 1931 driving an Invicta, failed to finish in 1935 after colliding with a train while driving one of the three Triumph Dolomite Straight-Eights.

Following World War II, from his base in Warwick, UK, Healey began building very high-quality sporting cars using Riley running gear. There were roadsters, dropheads and coupes. These were cars that an upper middle-class owner could drive to work and rally or race on the weekends, but they weren't cheap. After that came the Nash-Healey sports car which, despite the modestly priced-running gear from the American independent manufacturer, still cost more than

\$4,000 – a result of the car's chassis, suspension and coachwork.

Healey was well aware that he needed a car that could be built in larger numbers and sold at a lower price in the rapidly emerging sports car market. MG and Jaguar were selling the bulk of their production to North America and Triumph was readying the TR2. So, using the 4-cylinder 2.6-liter Austin A-90 engine and transmission as well as other components from the parts bin of the newly formed BMC (a merger of the Austin and Nuffield/Morris companies), Healey produced a sleek and beautiful prototype styled by Gerry Coker. Healey showed this, his "Healey Hundred", at the 1952 Earls Court Motor Show in the UK, where it caught the eye of BMC supreme Leonard Lord.

Again, Healey's timing was perfect. Lord selected his car over a new MG prototype, thus delaying the replacement of the old-fashioned MG TD which was also in the BMC family. When it went on sale in 1953, the beautiful Austin-Healey 100 cost less than \$3,000 in the United States and would top 100mph. Designated as 'BN1s', those first cars used the 90bhp Austin engine and 3-speed transmission with overdrive. They were happily received in the United States, which took most of the 10,688 cars produced.





THE MOTORCAR OFFERED

Built in June of 1955, this smart Austin-Healey 100 BN1 left the factory sporting Old English White paintwork over a red interior, with factory-fitted equipment including wire wheels, a heater and a miles-per-hour speedometer. The car was configured as a left-hand-drive example, and was destined for the US market.

According to a notarized letter on file, Oregonian Mr. Jerry Jordan purchased the 100 BN1 in 1970 in Portland, Oregon. At that time, the car was already fitted with the desirable 100M Le Mans equipment, including the steel louvered bonnet, the larger SU carburetors with airbox, a larger front sway bar, and the internal engine parts. Prior to Mr. Jordan's purchase, the Austin-Healey had been parked in a garage on Rose Street in Oregon since 1964, and was owned by a Mr. Delbert Hanks.

It is indeed believed that this 100 BN1 was equipped with its 100M Le Mans kit from an authorized Donald Healey agency soon after its arrival to the US, and therefore is now considered to be one of only approximately 500 Austin-Healey 100 "Dealer M" cars.

Mr. Jordan sold the Healey to Mr. Gordon Villa (also a resident in the Pacific Northwest) in 1978. The Austin-Healey would remain with Mr. Villa for several decades. During the 1980s, Mr. Villa carried out some cosmetic work, including painting the top of the Roadster body black. The engine was refurbished during this time as well, while the original 3-speed transmission was replaced with a BN2 4-speed unit. It should be noted that the 3-speed unit is offered with the car today.

This charming Austin-Healey is offered with a Certificate of Membership from the 100M Le Mans Registry, as well as the British Motor Industry-issued Heritage Trust Certificate. The car is equipped with period correct driving lights, and comes with tools, an owner's manual and side curtains. A lovely example of the classic British Roadster, this car is ready to be enjoyed by the next owner.

**\$80,000 - 110,000
WITHOUT RESERVE**



102

1955 MERCEDES-BENZ 190SL

Chassis no. 121042.5501389

1,897cc SOHC Inline 4-Cylinder Engine
2 Solex Carburetors
105bhp at 5,700rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- Extensively restored
- Elegant color scheme
- Desirable, early manual-advance model
- Rare 300SL style buckets
- Lovely example of the classic 190SL



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 featured a carbureted 1.9 liter inline four-cylinder engine compared to the 300SL's direct-injected 3-liter slant six, they shared a basic engine design, suspension system, and a level of detail and craftsmanship that defined Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, 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.

"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. The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and thorough 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. The model was a big hit in the US, where a good percentage of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.





THE MOTORCAR OFFERED

This delightful 190SL is presented in DB180 Silver over Berry Red leather, topped with a black canvas soft-top. The vibrant interior adds just the right amount of pop to the car's elegant and understated outward presentation. Representing the models first year of production, this early example sports some very unique and desirable features which include a dash knob controlled manual-advance distributor, and the 300SL style bucket seats which were replaced in the 1956 model year.

In 2016 the car was the recipient of a complete restoration where it was taken down to the bare monocoque with the engine, transmission and suspension all being removed prior to paint. During the process, countless items were replaced or

refurbished including the suspension components, brakes, wheel cylinders, steering system, brightwork, instrumentation, leather interior, wheels, tires, and rubber such as the weatherstripping. Accompanying the sale is full photo documentation of the car's restoration process, showcasing the time and effort that went into the extensive build.

The end result is a gorgeous 190SL that will provide a lifetime of enjoyment for its next lucky owner. The car is said to run and drive fantastically, with everything functioning just as it did on its maiden voyage in 1955. The mechanics are reported to be tight and responsive as is the steering and braking. Whether you are looking to enjoy your favorite scenic roads

in open motoring fashion or to grace your local show fields, this wonderfully restored first year 190SL should do it all.

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



1960 JAGUAR XK150 3.8 DROPHEAD COUPE

Chassis no. S838864 DN

Engine no. VA 1779-8

3,781cc DOHC 6-Cylinder Engine

Bosch Fuel Injection (see text)

Approximately 240bhp at 5,500rpm

5-Speed manual transmission (see text)

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Dunlop Disc Brakes

- *Desirable end-of-the-run 3.8-Liter XK150*
- *Tastefully upgraded for the ultimate driving experience*
- *Retains matching-numbers engine*
- *Classic Jaguar styling and strong XK power*



THE JAGUAR XK150

“The Jaguar XK150 is undeniably one of the world’s fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.”

- *The Autocar*

What would turn out to be the final glorious incarnation of Jaguar’s fabulous ‘XK’ series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the

XK140’s divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4”-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model’s main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine’s maximum power output was identical to that of the XK140, so performance was little changed. ‘Special

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

In the autumn of 1959 the XK150 became available with the 3.8-liter engine first seen in the Mark IX saloon. ‘Standard’ (220bhp) or ‘S’ (265bhp) states of tune were offered and, in either form, the XK150’s increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.





THE MOTORCAR OFFERED

This fine XK150 Drophead Coupe is one of the very coveted 3.8-liter models. The car's previous owner had a desire to upgrade the Jaguar to be even sportier, and had the car thoroughly refurbished with several tasteful upgrades.

Michigan-based Jaguar specialist Bill Terry fitted a custom fuel injection system on the matching-numbers 3.8-liter engine, as well as performing other engine work. A cleverly engineered system with Bosch injectors hidden in the intake manifold, utilizing the butterfly throttles of the SU carburetors for air, the fuel management is handled by a Simple Digital Systems ECU. This is a construction that is hard to recognize from the outside but helps in both reliability and performance, especially if driving at altitude. The original

4-speed overdrive Moss gearbox has been replaced with a modern 5-speed transmission, and an upgraded clutch was installed. It should be noted that the original numbers-matching transmission is included in the sale of the car.

Air conditioning is gracefully integrated into the dash, and under-hood heat is managed by a custom designed system that extracts hot air through hidden pumps and dumps it out through vents in the front fenders. Other upgrades include a variable electric power steering system, an alloy radiator, and a modern alternator. The XK150 presented here has been fitted with the desirable E-Type Series I bucket seats neatly fitted with period correct Burgundy leather, combined with the walnut dash from an XK140 and a

wood-rimmed Moto-Lita steering wheel.

This Jaguar has a tasteful interior where one can spend many hours enjoying this all-time British favorite.

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



1970 MERCEDES-BENZ 280 SE 3.5 COUPE

Chassis no. 111026-12-001051

Engine no. 116980-12-000786

3,499cc SOHC V-8 Engine

Bosch Fuel Injection

200bhp at 5,800rpm

4-Speed Floor Shift Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Top of the line, hand-built Mercedes-Benz of supreme quality*
- *Fitted with floor-shift and air conditioning*
- *Complete with over 30 years of service history*
- *Offered with copies of factory build sheets*



THE MERCEDES-BENZ 280 SE 3.5

"If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one." *Car & Driver* on the Mercedes-Benz 280 SE 3.5.

The 3.5-liter version of the 280 SE typifies the resurgence of the larger-engined Mercedes-Benz models that began in the late 1960s. The ultra-luxurious 280 SE Coupe, Cabriolet and 300 SEL saloon models were chosen by Mercedes-Benz to launch its magnificent new 3.5-liter V8 engine in 1969. An over-square design featuring a cast-iron block and aluminum cylinder heads, each with a single overhead camshaft, this all-new, state-of-the-art power unit produced a torquey 200bhp,

courtesy of Bosch electronic fuel injection and transistorized ignition. Thus equipped, the 280 SE 3.5 was good for cruising speeds up near 125mph, with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

Although the equivalent SEL saloon used the "New Generation" body-shell, the Coupe and Cabriolet kept the coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmissions, air conditioning, power windows and stereo radio as standard. The 280 SE 3.5 was to be the final model to feature this much admired body style, and today these last-of-the-line top quality classics are highly sought after by discerning collectors.

THE MOTORCAR OFFERED

One of only 4,502 Coupe and Convertible examples produced, this most elegant Mercedes-Benz, a top-of-the line 280 SE 3.5 V8 Coupe, was originally delivered on August 4, 1970 by Mercedes-Benz of Hollywood. It is understood that its first owner was Pedro Ezarzaga, an official with the Mexican Embassy. Copies of its build sheets record its original colors as matching the current scheme of Silver Grey Metallic paint over a Cognac leather trim. Built to U.S. specs, it was fitted from new with bucket seats, a Becker radio, air conditioning, and a floor-shifted automatic transmission.

In 1973, Mr. Ezarzaga traded in the Coupe to Slemmons Mercedes-Benz of Newport Beach. Dealership proprietor Jim Slemmons kept the car until 1979, when he sold it to



the Hirsch family. Retained by the family for the next 11 years in the Santa Cruz, California area, the Mercedes was regularly maintained by Santa Cruz German Car Service before being sold in April of 1990 to Warren Owens of Pleasant Hill, California. Copious receipts on file speak to the extensive restoration work carried out from 1995-96 by European Motors, LTD in San Francisco. The Benz then moved to the East Coast and onto its most recent owner in 2010. Thousands of dollars in more recent receipts further document the attentive maintenance this Mercedes has received all of its life.

Showing beautifully today in what was then (and is still now) a very elegant color scheme, this Coupe is accompanied by

a thick file of service invoices and past registrations, an original maintenance manual and service book, as well as the original blue California plates. Boasting a very rare, floor-shifted automatic transmission, as well as ample documentation and a handsome list of options, this 280 SE 3.5 Coupe is in lovely condition. It is surely one of the finest around, and will provide many happy miles of comfortable motoring to its next owner.

\$130,000 - 160,000



105

1934 MG PA TOURER

Chassis no. PA/0711
Engine no. 962A 135P

847cc SOHC Inline 4-Cylinder Engine
2 SU Carburetors
36bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Leaf Spring Suspension
4-Wheel Drum Brakes

- Beautiful example of the rare PA Tourer
- Sophisticated overhead cam engine and 4-speed gearbox
- Previously in the Gene Ponder Collection
- Classic British Racing Green over tan livery



THE MG P-TYPE

"This latest model is a marked improvement in all respects over its forbears," reported *The Autocar* magazine after road-testing the new P-Type Midget in November 1934. A replacement for the successful J2 Midget, the PA followed the general lines of its predecessor but was equipped with a more robust version of MG's 847cc, four-cylinder, overhead-camshaft engine benefiting from a cross-flow cylinder head, a stronger, three-bearing crankshaft and better lubrication.

Chassis alterations (many resulting from competition experience) included a longer wheelbase, strengthened transmission and 12" (up from 8") diameter brakes. Top speed was in the region of 75mph. Built in two- and four-seater variants, the PA in the latter form was the last Midget to offer sports car motoring

for the family. Some 2,000 PAs were produced between 1934 and 1935 when the model was superseded by the relatively short-lived PB. The classical lines of the traditional MG sports car continued on to the successor 'T' Series and today these wonderful little cars, whose lines and driving characteristics are so redolent of pre-war days, remain highly sought after by enthusiasts.

THE MOTORCAR OFFERED

This lovely PA Tourer was purchased by the consignor, an Arizona-based collector with an eye for the finest pre-war British motorcars, from well-known collector Gene Ponder in 1998.

Presented in beautiful condition throughout, with gleaming bright work and a lovely patinated interior, the PA Tourer is reported to be in good, usable condition, ready for immediate enjoyment. Very much reminiscent of pre-war British motoring, this British Racing Green PA reminds one of a miniature W.O. Bentley, and offers sporting driving characteristics and classic styling.

**\$60,000 - 90,000
WITHOUT RESERVE**

Please note this car is titled with chasis no. 0711PA



106

1971 MERCEDES-BENZ 300 SEL 6.3

Chassis no. 109018.12.004785

6,332cc SOHC V-8 Engine
Mechanical Fuel Injection
300bhp at 4,100rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Highly original example*
- *Meticulously Maintained*
- *Less than 45k original miles*
- *Powerful Mercedes-Benz luxury sedan*
- *Offered with books and tools*



THE MERCEDES-BENZ 300 SEL 6.3

The 300 SEL was Mercedes-Benz's most opulent full-sized sedan. The powerful 6.3-liter overhead-camshaft V-8 was installed into the long-wheelbase version of the leviathan 600 limousine, and was introduced to the US by the legendary Rudolf Uhlenhaut who demonstrated the car's ability on the track at Laguna Seca. Mercedes, having made refinements to the car's air suspension and automatic transmission, confirmed by Uhlenhaut, the 600 had better braking, suspension, and maneuverability than any comparable car. *Car and Driver* described the new Mercedes-Benz as "...a superbly appointed luxury conveyance endowed with sports car performance, and the first of the super sedans".

THE MOTORCAR OFFERED

This highly original and well-kept 6.3 was first delivered to a Mr. Jack B. Hinkle in Wichita, KS. A Kansas oilman, Hinkle spent the majority of his spare time competing in various Class A SCCA races, before retiring from competition in 1983 at the age of 71. Jack Hinkle kept the 6.3 for several years, carefully maintaining it during his ownership before passing the car onto his wife, during which time it was looked after by a noted foreign car specialist in Wichita, KS. While in his care it drew the attention of the current consigner, a 6.3 enthusiast, who had used that very shop in maintaining his own cars. After many years of chasing the car, an agreement was finally reached.

In its present ownership, the car has continued to receive proper maintenance.

The 6.3 was subjected to a full bare metal respray a few years back by Nicholson Restorations in Wellington, KS in its original color, and presents beautifully. The extremely comfortable and roomy interior remains in remarkable condition. Recently test driven by a Bonhams Specialist, the 6.3 performed very well. The immense torque from the engine propels the car forward with almost effortless ease.

The 300 SEL 6.3 is a truly iconic car, one of the first production vehicles to combine sports car performance with the ride and comfort of a luxury sedan.

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



ACKNOWLEDGMENTS

WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2017 SCOTTSDALE CATALOG:

Aston Martin Works	Jürgen Barth	Porsche North America
BMW Classic	Kees Jansen	Randy Wells
Bondurant Race Track	Lucas Scarfone	RoyBoy Productions – Travis Scanlan
Dan Savinelli	Marcel Massini	Sean Smith Photography
David Bush Photography	Markus Kern	Simon Clay
Gabor Mayer	Mary Jane Leuch	Simon Moore
Greg Keysar Photography	Mercedes-Benz	Stephen Carlson
Jaguar Cars North America	Michael Kunz – Mercedes-Benz	Terry McGrath
Jasen Delgado	Classic Center	The Klemantaski Collection
Jeremy Cliff	Michael Sapsford	The Stables
Jerry Lee	Motoring writer Mike Daly	The Westin Kierland Resort & Spa
John Clark	Patrick Ernzen	Theo Civitello – Theo Graphics
John Fasal	Pawel Litwinski	Tom Black
John Waugh	Peter Linsky	Verity Spencer
Jonathan Harper	Philip Porter and Porter Press	Warren Barnes

PHOTOGRAPHY CREDITS

MOTORING PHOTOGRAPHER PAWEŁ LITWINSKI

After more than a decade of specialization in this field, Paweł'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

Paweł Litwinski: Lots 2, 4, 6, 8, 9, 10, 13, 14, 15, 16, 18, 23, 24, 32, 35, 36, 38, 42, 43, 44, 45, 46, 47, 49, 50, 53, 62, 63, 67, 68, 69, 71, 72, 75, 76, 77, 79, 85, 86, 88, 92, 94, 99, 103, 104

David Bush Photography:	Lots	28, 29, 90
Theo Civitello – Theo Graphics:	Lots	27, 51
Simon Clay:	Lots	11, 30, 33, 41, 48, 54, 56, 64, 80
Jeremy Cliff:	Lots	31, 73
Jasen Delgado:	Lots	15, 24, 30, 33, 60, 78, 84, 102
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Jonathan Harper:	Lots	60, 87
Greg Keysar Photography:	Lots	7, 58, 66, 74, 91, 97
Jerry Lee:	Lot	91
Gabor Mayer:	Lots	5, 19, 40, 83, 89
RoyBoy Productions – Travis Scanlan:	Lots	12, 82, 106
Dan Savinelli:	Lot	20
Lucas Scarfone:	Lots	17, 21, 39, 98
Sean Smith Photography:	Lot	26, 53, 65, 81
John Waugh:	Lot	25
Randy Wells:	Lot	101



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CONDITIONS OF SALE – MOTOR VEHICLES

The following Conditions of Sale, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom 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 19, 2017.
- 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 21, 2017**. 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

CONDITIONS OF SALE – MOTOR VEHICLES

Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

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

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

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

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

14. EXPORT LICENSE

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

15. NON-PAYMENT OF

PURCHASE PRICE

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

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

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and

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

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California (subject to specific applicable local laws governing the sale of motor vehicles in the state in which the Sale takes place). Jurisdiction and venue for all dispute resolution shall be in 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

CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

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

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

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

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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.

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FEE INCLUDES ONE AUCTION CATALOG AND ONE AUCTION BOOKLET, AND ADMITS ONE REGISTERED BIDDER PLUS GUEST INTO BOTH THE PREVIEW AND AUCTION.

Please mail or fax the completed Registration Form and requested information to:

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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

Bonhams

Sale title: The Scottsdale Auction	Sale date: January 19, 2017
Sale no. 23945	Sale venue: Westin Kierland Resort & Spa Scottsdale, Arizona
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 3pm October 4 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams
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 19, 2017.

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 19, 2017.

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.
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International Auction Calendar 2017

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Thursday 16 February	London
Friday 10 March	San Francisco
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Friday 19 May	Hong Kong
Thursday 25 May	London
Friday 26 May	San Francisco
Thursday 13 July	London
Thursday 28 September	London
Friday 17 November	Hong Kong
Thursday 23 November	London

WHISKY

Wednesday 1 March	Edinburgh
Wednesday 7 June	Edinburgh
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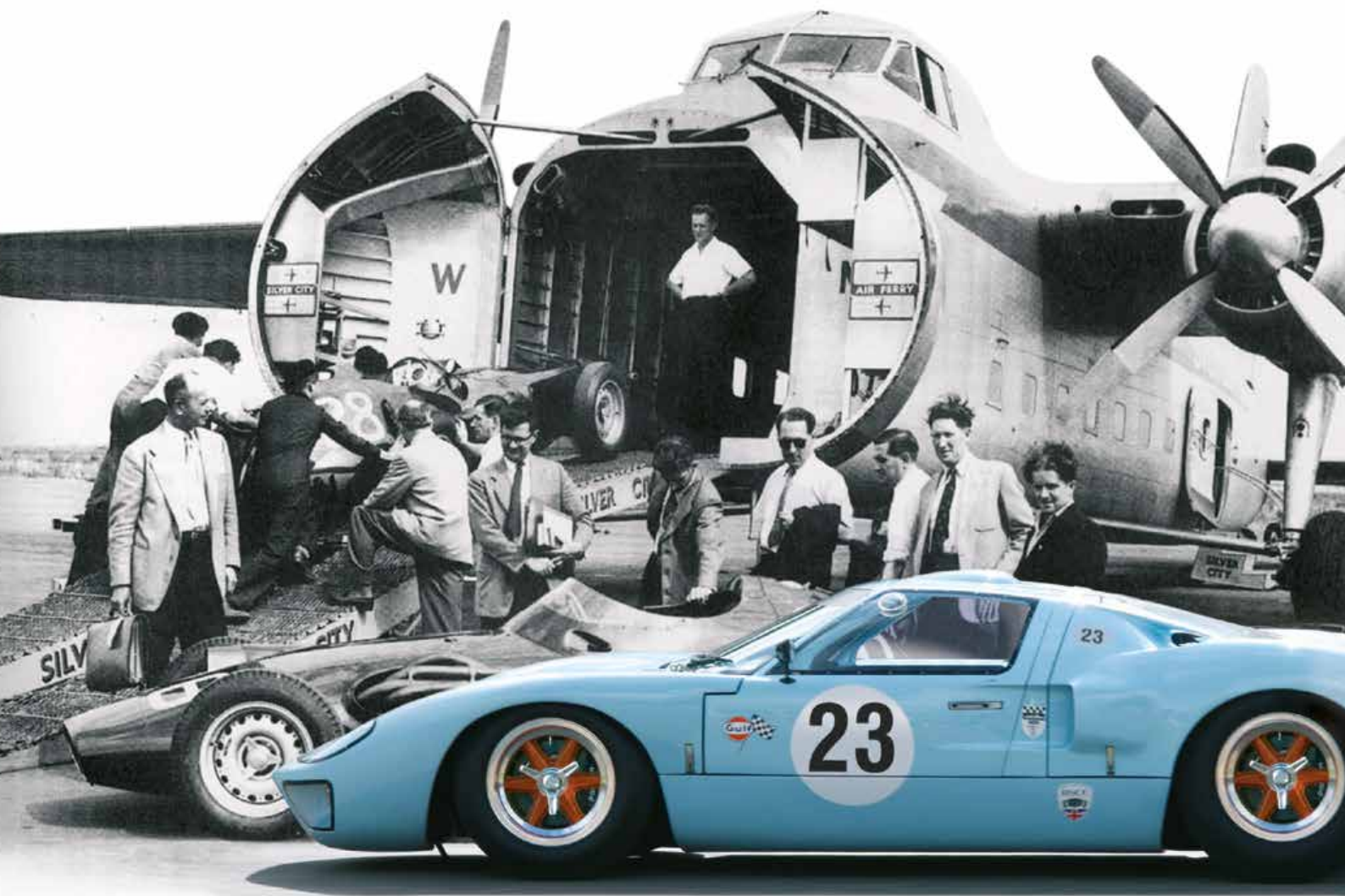
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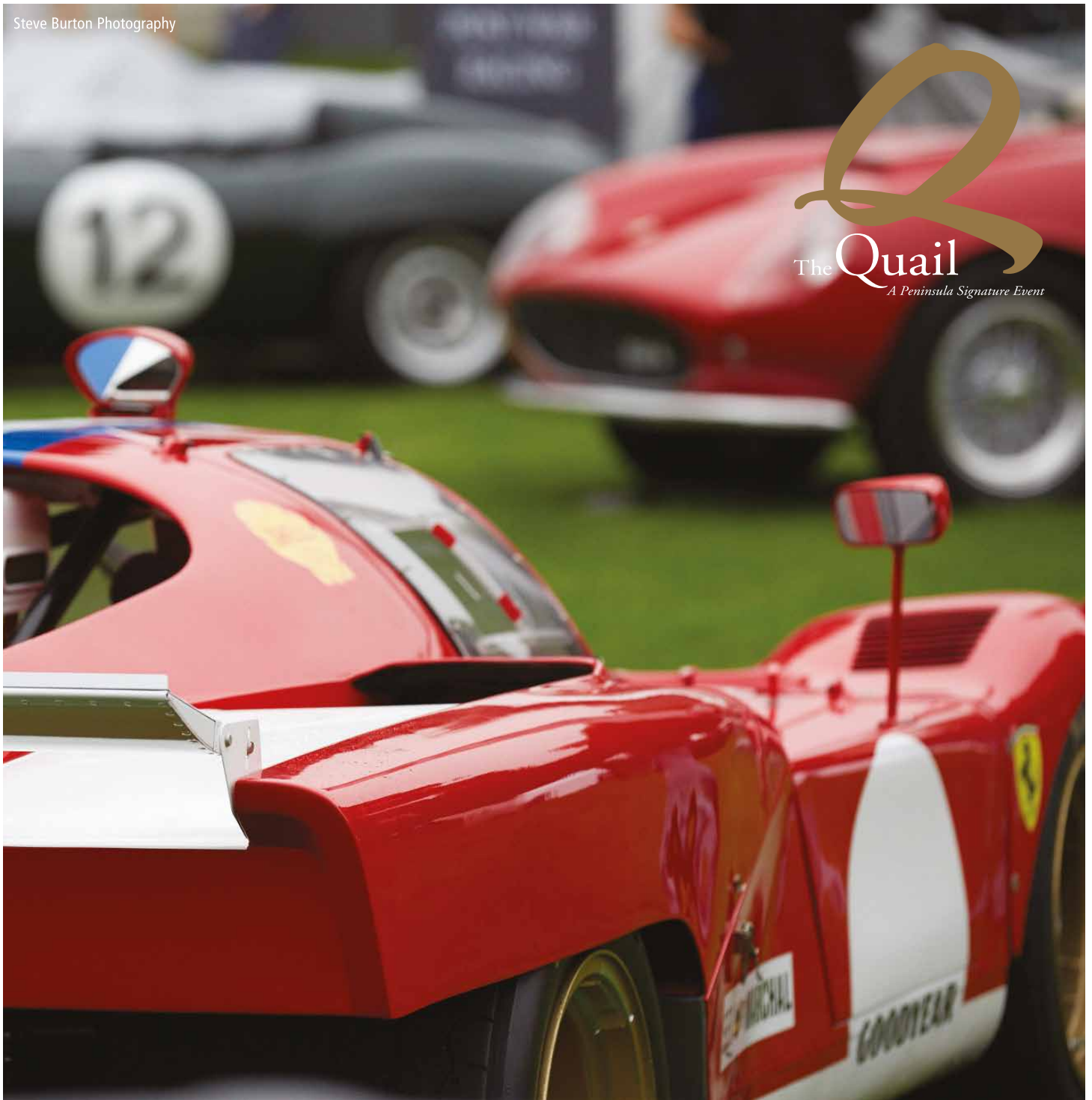
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THE PENINSULA
SIGNATURE EVENTS



LOT 48 – 1966 FERRARI 275 GTB

INDEX

Lot No.	Year	Model	Lot No.	Year	Model
46	1970	ABARTH 1300 SCORPIONE SS	103	1960	JAGUAR XK150 3.8 DROPHEAD COUPE
30	1931	ALFA ROMEO 6C 1750 GRAN SPORT SPYDER	24	1963	JAGUAR E-TYPE LIGHTWEIGHT COMPETITION
49	1958	ALFA ROMEO GIULIETTA SPIDER VELOCE	78	1964	JAGUAR E-TYPE SERIES 1 3.8 ROADSTER
17	1974	ALFA ROMEO 2000 GT VELOCE	37	1965	JAGUAR E-TYPE SERIES I 4.2 COUPE
43	1954	ASTON MARTIN DB2/4 SPORTS SALOON	10	1967	JAGUAR E-TYPE SERIES I 4.2 ROADSTER
6	1978	ASTON MARTIN V8 VOLANTE	97	1968	JAGUAR E-TYPE SERIES II 2+2 COUPE
67	1980	ASTON MARTIN V8 VOLANTE	76	1974	JAGUAR E-TYPE SERIES III V12 ROADSTER
8	1983	ASTON MARTIN LAGONDA SEDAN	58	1975	LAMBORGHINI ESPADA SERIES III
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20	1969	CHEVROLET CORVETTE L88 ROADSTER	92	1989	MERCEDES-BENZ 560 SEC 6.0 AMG
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99	1953	CHRYSLER CROWN IMPERIAL LIMOUSINE	105	1934	MG PA TOURER
5	1972	CITROËN SM COUPE	29	1947	MG TC MIDGET
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21	1977	FERRARI 308 GTB	93	1985	RENAULT 5 TURBO II
84	1978	FERRARI 512 BB	80	1913	ROLLS-ROYCE SILVER GHOST TOURER
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100	1991	FERRARI TESTAROSSA	71	1930	ROLLS-ROYCE PHANTOM I NEWMARKET
81	1993	FERRARI 512 TR	12	1932	ROLLS-ROYCE PHANTOM II CONTINENTAL
14	1995	FERRARI 456 GT	91	1937	ROLLS-ROYCE PHANTOM III NEWMARKET
26	2003	FERRARI 360 MODENA COUPE	16	1938	ROLLS-ROYCE WRAITH SPORTS SALOON
15	2003	FERRARI ENZO	19	2010	SPYKER C8 SPYDER
89	1966	FIAT 1500 CABRIOLET	55	1965	SUNBEAM TIGER Mk I
57	1976	FORD BRONCO RANGER	32	1979	TRIUMPH TR7 ROADSTER
9	1977	HONDA CIVIC CVCC	45	1956	VOLKSWAGEN TYPE 1 BEETLE CABRIOLET
3	1954	HUDSON HORNET CONVERTIBLE BROUGHAM	25	1956	VOLKSWAGEN TYPE 1 BEETLE
22	1963	ISO RIVOLTA	28	1967	VOLKSWAGEN TYPE 2 WESTFALIA CAMPER

B 1793

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