

August 24, 2018
Carmel, California

QUAIL
LODGE
AUCTION



Bonhams



LOT 60
2018 BUGATTI CHIRON





LOT 104
1955 MERCEDES-BENZ 300SL GULLWING COUPE

Friday August 24, 2018 at 10am
Quail Lodge & Golf Club
Carmel, California

QUAIL LODGE AUCTION

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

220 San Bruno Avenue
San Francisco, California 94103

bonhams.com/quail

PREVIEW

Wednesday August 22, 9am to 6pm
Thursday August 23, 9am to 6pm
Friday August 24, 8.30am to 10am

PREVIEW AND AUCTION LOCATION

Quail Lodge & Golf Club's West Field
GPS address 7000 Valley Greens Dr
Carmel, California 93923

ADMISSION TO PREVIEW AND AUCTION

Bonhams' admission fees are listed in the Buyer Information section of this catalog on page 4. Please note that entry to Bonhams' preview and auction does not require a ticket to The Quail Motorsports Gathering.

INQUIRIES

Jakob Greisen
+1 (415) 480 9028
jakob.greisen@bonhams.com

Michael Caimano
+1 (929) 666 2243
michael.caimano@bonhams.com

Lance Butler
+1 (323) 940 8092
lance.butler@bonhams.com

Mark Osborne
+1 (415) 518 0094
mark.osborne@bonhams.com

Rupert Banner
+1 (917) 340 9652
rupert.banner@bonhams.com

Eric Minoff
+1 (917) 206 1630
eric.minoff@bonhams.com

Evan Ide
+1 (917) 340 4657
evan.ide@bonhams.com

John Neville
+1 (917) 206 1625
john.neville@bonhams.com

GENERAL INFORMATION

Gordan Mandich
+1 (323) 436 5412
+1 (323) 850 5843 (fax)
gordan.mandich@bonhams.com

Gregory Coe
+1 (212) 461 6514
gregory.coe@bonhams.com

Vehicle Documents

Stanley Tam
+1 (415) 503 3322
stanley.tam@bonhams.com

BIDS

+1 (323) 850 7500
motors.us@bonhams.com

From August 20 to 26, to reach us at the Bonhams Pavilion at Quail Lodge:
+1 (415) 391 4000
+1 (415) 391 4040 (fax)

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

Online bidding will be available for this auction. For further information please visit:
www.bonhams.com/quail

REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at www.bonhams.com and should be returned by email or post to the specialist department or to the bids department at bids.us@bonhams.com

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/24811 and click on the Register to bid link at the top left of the page.

AUCTION NUMBER: 24811
Lots 1 - 135

Please see pages 4-6 and 332-334 for bidder information including Conditions of Sale, after-sale collection and shipment.

FRONT COVER

Lot 70 - 1962 Ferrari 250 GT SWB Berlinetta

BUYER INFORMATION

CONDITIONS OF SALE & DISCLAIMER OF WARRANTIES

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

IMPORTANT NOTICE

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

For all registrable vehicles, Bonhams is a California motor vehicle dealer, dealer number 49015. 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 Fed Ex 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 & AUCTION

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

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

BIDDER REGISTRATION FEE

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

Catalogs can be purchased in advance and we ask that you please bring your catalog to the sale. Additional copies of the catalog 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.

Entry to Bonhams' preview and auction does not require a ticket to The Quail Motorsports Gathering.

BUYER'S PREMIUM, TAXES & LICENSE FEES

The final bid (hammer) price of each lot will be subject to a buyer's premium. For MOTOR VEHICLE property the premium is 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

Any motor vehicle lot sold to a resident of the state of New York is subject to New York state sales tax, unless otherwise exempt. In addition, Bonhams is registered as an automobile dealer in the states of Arizona, 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 both a valid resale certificate 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.

In addition, purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Illinois, Massachusetts, Nevada, New Jersey, New York, Pennsylvania, Texas, Virginia, Washington DC and Washington State.

Automobile dealers purchasing registrable vehicles are exempted from sales tax as long as they can provide both a dealer license and a resale certificate from the applicable state where they reside. Buyers are asked to provide a copy of their state's resale certificate along with a copy of their dealer's license to the Cashier Department prior to or at the time of purchase.

Buyers are required to pay any applicable state or local sales or use tax, import duty and/or license and documentation fees on their purchases, as the case may be. The amount of any such sales or use tax, duty and/or fees to be collected by Bonhams from the buyer will be determined by Bonhams in its sole discretion and are additional to the final bid price and buyer's premium. Exemptions from taxes, duties or fees will be subject to the timely receipt of documentation acceptable to Bonhams as determined in its sole discretion.

MOTOR VEHICLE CUSTOMS DUTY

Motor vehicle customs duty, calculated at 2.5% of the hammer price, 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 by speaking 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 Sunday August 26.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

BUYER INFORMATION

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 (212) 644 9009, or to Bonhams at Quail Lodge at +1 (415) 391 4040 beginning Monday August 20 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 up to twenty-four hours in advance of the sale, from anywhere in the world. To place a bid online, please visit our website at www.bonhams.com.

In addition, Bonhams is pleased to offer our live online bidding facility. Additional terms and conditions of sale relating to online bidding will apply. Please see www.bonhams.com/quail or contact the Client Services Department to obtain information and learn how you can register and bid online.

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT

Payment for purchased lots must be made no later than 12pm local time on Sunday August 26. Bonhams recommends anyone wishing to clear items (including motor vehicles) immediately to pay by cash, certified check (bank draft) or debit card. Please note that payment made by personal or business check may result in property not being released until purchase funds clear our bank.

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 Friday August 24. We will be open on Saturday August 25 from 8.30am until 5pm, and again on Sunday August 26 from 8.30am until 12pm for payment and collection of lots. Please note that we will close promptly at 12pm on Sunday August 26; therefore any payment and collection appointments will begin no later than 11am. Please notify us of your collection plans upon payment.

COLLECTION OF LOTS

All Motor Vehicle lots must be paid for and collected from the sale venue by 12pm on Sunday August 26. 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 Sunday August 26. 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.

REMOVAL AND STORAGE CHARGES, TRANSPORT ARRANGEMENTS

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 Sunday August 26.

If Bonhams does not receive motor vehicle collection details from the buyer by 12pm on Sunday August 26, Passport Auto Transport will automatically collect and store the purchased lot(s). Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to standard rates and the ultimate destination of the vehicle. For applicable charges, please consult with Passport Auto Transport. Bonhams urges buyers to inquire in advance.

Members of the following transport companies will be on site 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 or
ed@passporttransport.com

International Motorcar Transport

CARS (Classic Automotive Relocation Services)
Contact: Alistair Forbes +1 (310) 695 6403 or
info@carsusa.com

International Motorcar Transport

Schumacher Cargo Logistics
Schumacher Secure
Contact: Warren Barnes +1 (310) 626 7117 or
warren@sclusa.com

WELCOME

Bonhams International Motoring Team is delighted to welcome you to our premier US Auction. We have been established within the lavish and inviting setting of Quail Lodge, nestled in warm Carmel Valley, for more than 20 years. For our pinnacle Motorcar auction on the US calendar, we present a wide array of exquisite collector motorcars from all eras.

For 2018, we have a wonderful selection of tourable cars, such as the certified Ferrari 250 GT SWB, the ex-Mille Miglia Alfa Romeo 6C 2500 Competizione, the Mille Miglia eligible BMW 328, the Siata 208S, and Brass Era touring cars from Mercedes and Pierce-Arrow.

Cars rich in history include a 1919 Stutz offered from its single-family ownership from new. Fresh discoveries such as a Gullwing Mercedes that has been in its present custody since 1967, and a DB4 Series III!

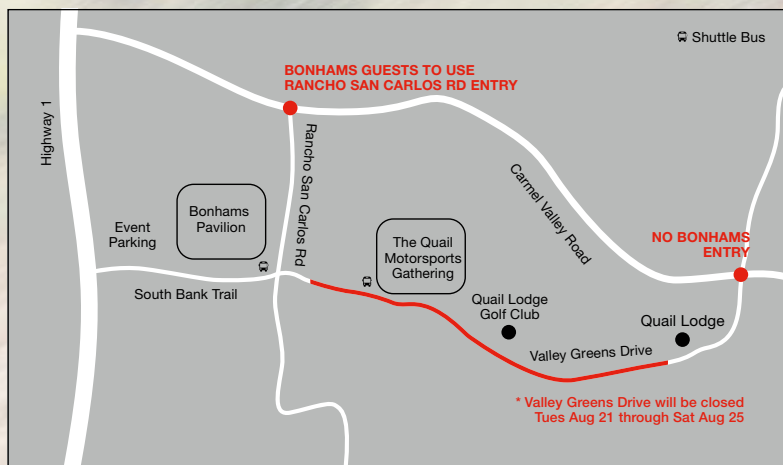
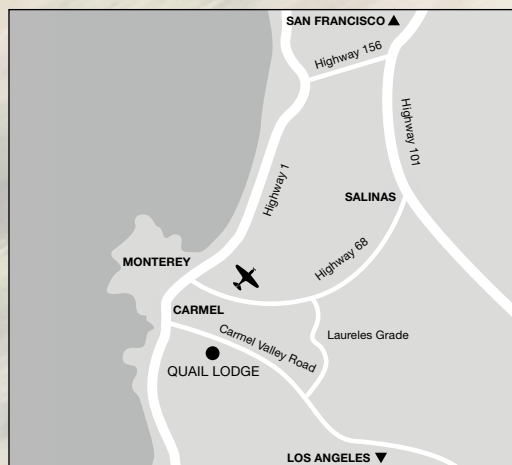
Ahead of the centenary of Bentley, we offer a trio of the finest Vintage 'WO' models ever to appear at auction, a 4½ Liter, 6½ Liter and 8 Liter, each with exceptional provenances.

We also offer modern firepower from Ferrari's F12 Tdf, Bugatti's Chiron and Porsche's 918 as well as numerous other modern classics.

Members of our International Specialist group will be on hand to guide you through these motorcars. Please let us know if we may be of any assistance. We pride ourselves on service above all.

We look forward to seeing you at Quail Lodge and wish you bidding success!

BONHAMS AT QUAIL LODGE & GOLF CLUB, WEST FIELD



**7000 VALLEY GREENS DRIVE
(AT THE VALLEY GREENS DRIVE AND
RANCHO SAN CARLOS ROAD INTERSECTION)
CARMEL, CALIFORNIA 93923 USA**

From August 20 to 26, to reach us directly at the Bonhams Pavilion at Quail Lodge:
+1 (415) 391 4000 | +1 (415) 391 4040 (fax)

PARKING

Bonhams' event parking is provided directly next to the West Field. Upon arriving at 7000 Valley Greens Drive, proceed into the fenced area of Bonhams' Pavilion where you will see an attendant with a flag pointing you in the direction of the parking lot. Disabled parking is also provided.

If you are attending the Quail Motorsports Gathering and the Bonhams auction, please park at Bonhams and shuttle to the Quail event.

SHUTTLES TO AND FROM THE QUAIL MOTORSPORTS GATHERING

On Friday August 24, continuous shuttles are provided to transport guests to and from the Bonhams' Pavilion and The Quail Motorsports Gathering. Please refer to the map above for the shuttle stop locations.

PLEASE JOIN US

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

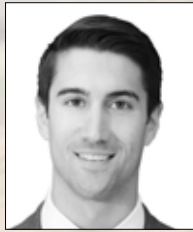
**Friday August 24
9am to 10.30am**

BONHAMS MOTORING INTERNATIONAL SPECIALIST TEAM

WEST COAST USA



Jakob Greisen



Michael Caimano



Lance Butler



Mark Osborne



Derek Boycks

EAST COAST USA



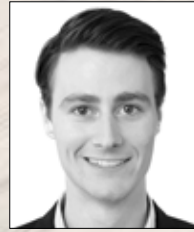
Rupert Banner



Eric Minoff



Evan Ide



John Neville



Greg Porter



Tim Parker

ADMINISTRATION & SUPPORT



Gordan Mandich
Senior Administrator
West Coast



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Senior Administrator
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Press Officer
USA



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John Polson



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Richard Stafford

EUROPE



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner

1.

1966 FORD MUSTANG GT 289 HARDTOP

Chassis no. 6F07A139237

289ci OHV V8 Engine
 4-Barrel Carburetor
 225bhp at 5,800rpm
 4-Speed Manual Transmission
 Independent Front Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- ★ Performance oriented and luxuriously appointed A-Code Mustang GT
- ★ Beautifully restored example
- ★ AACA Concours National First Place Winner
- ★ Striking factory Emberglo Metallic over Parchment livery
- ★ A classic Mustang in desirable trim



THE FORD MUSTANG

Ford created a new class of car almost overnight with the introduction of the Mustang Sports Coupe part way through the 1964 season, catching the rest of the US auto industry off guard. The brainchild of Lee Iacocca - subsequent savior of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

THE MOTORCAR OFFERED

This beautifully restored Mustang GT stands out both in terms of its excellent condition and desirable factory specification. A close look at the trim tag and chassis number of this striking Mustang Hardtop reveals that the car was completed at the Dearborn, MI-based Ford plant on October 14th, in the first production year for the 1966 Mustang model-year.

The car was finished just as it appears today, painted in the era-evoking Emberglo metallic exterior paint, with the interior clothed in Emberglo and Parchment "Luxury" edition trim, including the sporting bucket seats. The 2-Door Hardtop was optioned with the performance oriented 289ci V8 Engine, topped by a 4-barrel carburetor and 4-speed manual transmission.

As a GT, the new Mustang received the grill mounted fog lights, GT gas cap, styled steel wheels, twin-tip exhaust system, disc brakes at the front, a wood-rimmed steering wheel and the Rally-Pack gauges adorning the dash area. Today, this sporting Mustang GT retains its desirable factory specification, and displays a wonderful and factory-correct restoration. The car has been judged in AACA competition and must have placed very well there. The engine compartment shows a period-looking Autolite battery, correct tags and decals, and the potent 4-barrel fed, 289ci V8 finished in the correct Ford blue color. Offered here is a stunning example of the classic Pony car.

\$20,000-25,000
WITHOUT RESERVE

- ★ *Timewarp 'discovery' Midget*
- ★ *Returns to US for sale*
- ★ *Interesting piece of Americana*
- ★ *The Orville Lane*

C.1938 "DETROIT DELUXE SPECIAL" MIDGET RACECAR

188 ci. Side-Valve 4-Cylinder Continental Engine
 2 Winfield Carburetors
 88bhp at 2,400rpm
 In/Out gearbox
 Live Axle Suspension With Transverse Leaf Springs
 Rear-Wheel Hydraulic Drum Brake



As new



MIDGET RACERS

Midget racing cars emerged in the 1920s initially as novelty or warm up act for the big car races. These tiny racers were noted for their speed and maneuverability and highly competitive racing, that attracted huge crowds to the Chicago Amphitheatre, Soldier Field and the Chicago Armory. After WWII the resumption of racing led to a "golden era" of the midgets that lasted a brief few years but produced a generation of Indianapolis competitors including Emil Andres, Tony Bettenhausen, Duke Nalon and the like. The most famous Midget race win was at Lime Rock in 1959, when Rodger Ward drove an 11-year-old Midget to set a new lap record and win a Formula Libre race against world-class drivers in new Formula One and sports/racing cars!

THE MOTORCAR OFFERED

One such character in this world was Orville Lane, the owner of Deluxe Motor Service, Detroit. He is understood to have built this car in approximately 1938, using a relatively stock format, with Continental 4 Cylinder power. However, more interestingly, research suggests that as built it was run in four-wheel drive form, which appears to be endorsed by a period photo of the car as illustrated here. Lane is believed to have campaigned the car right through the war years and up to 1952, when it was retired.

In the early 2000s it resurfaced when it was acquired by British Ford Model T experts the Tuckett Brothers as part of a group of cars bought from the U.S. It passed through a series of owners in the U.K., its current custodian electing to return it to its homeland where it rightfully belongs.

Viewed today, the machine has a consistent and very appealing patina, suggesting that it hasn't been active for some considerable time, yet it was looked after and perhaps didn't endure the ravages of later day modification to stay on the grids. Accompanying the racer are numerous spares, including gears, spare wheels, engine components, wooden carrying boxes of spark plugs, new pistons and various other mechanical pieces, including we believe the front-end drive mechanics, all of which may help to return the car to use.

\$20,000 - 30,000
WITHOUT RESERVE
 Offered on a bill of sale

3.**1989 MERCEDES-BENZ 560SL**

VIN. WDBBA48D8KA102744

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

- ★ *Less than 28,000 miles from new and exquisitely presented throughout*
- ★ *Presented in the elegant factory livery of Smoke Silver Metallic over Crème Beige*
- ★ *High-quality, end-of-the-line Mercedes-Benz icon*
- ★ *Offered with comprehensive history file and factory hard top*

**THE MERCEDES-BENZ 560SL**

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it—after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. In 1963, the next-generation 230/250/280SL brought Mercedes' sports car down to earth, replacing both the incredible 300SL and four-cylinder 190SL. For the next SL, Mercedes started with the chassis of the mid-size "W114/115" model and added the motors from the large "W116" S-Class. The result was a luxurious V8 Convertible that ended up being the longest passenger car series ever produced by Mercedes to date. Despite its age, the final iteration, the 560SL, remained a prized automotive status symbol and an iconic part of the brand's lineup.

THE MOTORCAR OFFERED

Completed at the Mercedes-Benz Sindelfingen factory in May of 1989, this exceptional 560SL was delivered new to the U.S. market. Generously optioned and equipped with both a soft and hardtop, this 560SL was finished as it appears today, in the classy Smoke Silver Metallic over a Crème Beige interior. The new Mercedes-Benz was sold new by Ray Catena Motor Car Corp. to the first owner in July of 1989.

According to the CARFAX report, the 560SL remained in the Northeast until 2010, at which point the car is recorded to have had just over 26,800 miles. Today, this fine Mercedes-Benz presents in extraordinary condition with quality finishes throughout, and less 28,000 miles on the odometer.

The exterior has been professionally re-finished in the elegant Smoke Silver Metallic, a color suitable for the luxurious Mercedes-Benz. Many service records can be found in the cars history file, along with the original window sticker, owner's manual, service booklet, spare keys, and the tool to remove the factory hard top, also accompany the car.

As such, this high-quality Mercedes-Benz, from the very last production year of the legendary model, is ideally suited for open top touring with nearly all the power and amenities of a modern car, yet uniquely elegant and stylish in a way only a classic Mercedes-Benz SL can capture.

\$45,000 - 65,000
WITHOUT RESERVE

1956 CHEVROLET NOMAD SPORT WAGON

Chassis no. VC56L091264

Engine no. VC56L091264

265ci OHV V8 Engine

Single Carburetor

162bhp at 4,400rpm

2-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Beautifully finished in its as-delivered Calypso Cream and Grecian Gold paint
- ★ Winner of numerous First in Class Awards
- ★ Trend-setting 1950s Style with much room in the back
- ★ The car that defined an era



THE CHEVROLET BEL AIR

Introduced in 1950, the second-generation Bel Air, so named the “Tri-Five” for its iterations in 1955, ‘56, and ‘57, would go on to define not just Chevrolet, but the 1950s era of American motoring. Divesting itself of any vestiges of pre-WWII design, the all-new 1955 Bel Air, called the “Hot One” in GM’s advertising, was a crisp, cleanly designed full-size model with an egg-crate grill inspired by the likes of Ferrari. Under the hood was the all-new 265ci V8 that was transforming Chevy’s model range and cementing legends like the V8 Corvette. In 1956, Chevrolet altered the trim and external details on the successful ‘55s, brightening up the package to appear even more eager.

THE MOTORCAR OFFERED

This striking Calypso Cream and Grecian Gold over Yellow and Black Nomad presents in truly wonderful condition. The recipient of many first in class wins at car shows and concours d’elegance events, it was graded 95 points using CCA guidelines. From the incredibly lustrous chrome, to the clean underbody and interior, this Bel Air is one of exceptionally high quality. Moreover, it is handsomely optioned with power steering, push button radio, and a smooth Powerglide transmission.

While the early history of this car has retreated to mystery, it previously resided within the John O’Quinn collection in Houston, Texas until 2010 when it was purchased by the current owner. Currently, roughly 52,000 original miles appear on the dash, which would allude to limited use of

the course of sixty years. Carrying all the grace, style, and pace that it encompassed when it left the factory in 1956, this practical, yet elegant Nomad, is ready to roll on to its next owner.

As in 1955, the Nomad Sport Wagon remained Chevrolet’s most expensive car, excluding the Corvette, selling for \$2,707. Only 7,886 were sold in 1956, making it the most rare, desirable, and collectable Bel Air. With this example showing in such fine condition, now is the opportunity to own a prime example of Fifties style.

\$55,000 - 75,000
WITHOUT RESERVE

5.Ω

1969 ASTON MARTIN DBS VANTAGE

Design by William Towns

Chassis no. DBS/5362/R

Engine no. 400/4168/SVC

3,995cc DOHC Vantage 6-Cylinder Engine

3 Dual-throat Weber Carburetors

325bhp at 5,750rpm

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Rare Vantage-spec DBS with 5-speed ZF manual transmission
- ★ Exquisite 2-year nut-and-bolt restoration performed
- ★ Matching numbers example
- ★ The last Aston Martin under Sir David Brown's leadership



THE ASTON MARTIN DBS

Introduced in 1967, the new DBS was the successor to the DB6 – it represented a new, very modern look for Aston Martin. Styled in-house by William 'Bill' Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

The DBS was wider and had a lower profile than its predecessor, giving a more aggressive look and offering more cabin space. The engine was placed further back in the chassis, behind the front axle, resulting in an almost 50/50 weight ratio. Using a de Dion rear axle, the DBS exhibited excellent handling characteristics.

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. The engine was the 4.0-liter 'six' of the concurrently produced DB6; an all-aluminum dual overhead cam unit, producing 282 horsepower at 5,500 rpm. A high-performance Vantage version of the legendary motor was also available. Trimmed with triple Weber carburetors, the Vantage-spec engine made 325 horsepower at 5,750 rpm, and would propel the luxurious Aston Martin to over 140 mph.

The interior was as usual luxuriously appointed with the finest Connolly hides available in best Aston Martin fashion.

James Bond approved as well, using a DBS as his motorcar of choice in the 1969 film *On Her Majesty's Secret Service*, and again in the next Bond film *Diamonds are Forever* where a DBS sits in Q's famous workshop getting prepared for action. A superb expression of the automotive design its era, the Aston Martin DBS has become an icon of the marque, and also marks the last model produced under Sir David Brown's leadership at Aston Martin.



THE MOTORCAR OFFERED

From the first series of DBS production, this rare Vantage spec example is representative of the clean and simple design of these early cars. Built in 1969, this DBS was specified as a right-hand-drive example optioned with the 5-speed ZF manual transmission, power steering and a Radiomobile radio, while it was fitted with the desirable high-performance Vantage engine and chassis upgrades. It was finished in the Platinum (I.C.I. MO73-3659) exterior color over a black Connolly leather interior.

Delivered new to Plough Motors, the Aston Martin DBS Vantage is believed to have relocated to Canada in its early years. In recent years, the DBS Vantage has received a comprehensive, nut-and-bolt restoration by Montreal, Canada-based professionals.

All work has been done to factory correct specifications, and the original matching-numbers Vantage engine as well as the ZF 5-speed gearbox was retained and is found in the car to this day. The beautiful William "Bill" Towns-designed exterior has been finished in a gorgeous light blue-grey metallic color, much like the original factory-applied Platinum color, while the interior has been neatly re-trimmed in black leather, looking just like it did when new.

Upon close inspection, it is immediately evident that this car has been gone through with extreme eye for detail. With its factory-delivered, high performance engine and 5-speed ZF transmission, this fine Aston Martin would be a spectacular car to drive on high speed rallies such as the Copperstate 1000 or to show at discerning Concours d'Elegance events.

Documented by its Aston Martin Heritage Trust-issued Vehicle Heritage Certificate, this spectacular DBS is one of very few Vantage specification, 5-speed gearbox Series I cars delivered and is an opportunity not to be missed.

\$150,000 - 200,000

6. 1966 VOLKSWAGEN TYPE-2 SAMBA 21 WINDOW BUS

Chassis no. 256015181

1,584cc ohv, Air-Cooled Single Port Flat-4-Cylinder Engine
 Single Solex PICT I Carburetor
 39bhp at 3,000rpm
 4-Speed Manual Transmission
 Front Disc, Rear Drum Hydraulic Brakes
 Torsion Bar Independent Front and Rear Suspension

- ★ *Rotisserie restored, Genuine 21-window 'Samba'*
- ★ *Attractive Turquoise and Pearl White exterior*
- ★ *Just 3 owners from new*
- ★ *Volkswagen Automotive Show vehicle*



THE TYPE 2

One of the 20th century's great automobile manufacturers, the Volkswagen 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.

As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear.

Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed.

By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined. The most

obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1,600cc to 2.0 litres before production ceased in 1978 with the introduction of the third generation.



THE MOTORCAR OFFERED

The Type-2 presented here is a true 'Samba' 21-window model that left the factory as an 8 skylight, 4 pop out window, 8 passenger van. Originally built in Germany and delivered to a dealership in Chicago, the bus immediately left for the West Coast upon purchase. Later, a second California resident would take control of the vehicle and after some time the current owner and cosigner bought the Volkswagen. This gentleman had decided to conduct a full rotisserie restoration on the vehicle that would begin in 2012 and concluded in the fall of 2017. Nearly all of the components of the car were either refurbished or replaced with factory new parts, including the deluxe Volkswagen clock. Additionally, a single port 1.6-liter crate motor was swapped in to replace the original unit.

The bus was finished in Turquoise with Pearl White contrasts and inside the interior is dressed in Phosphor and Como Green. Adding further credibility to the quality of this restoration, Volkswagen themselves were so impressed with the vehicle that they took the car to display at SEMA and other automotive expos.

A truly fantastic representation of 1960's icon, this Volkswagen 21 Window bus is a must have for any serious automotive collector.

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

7.

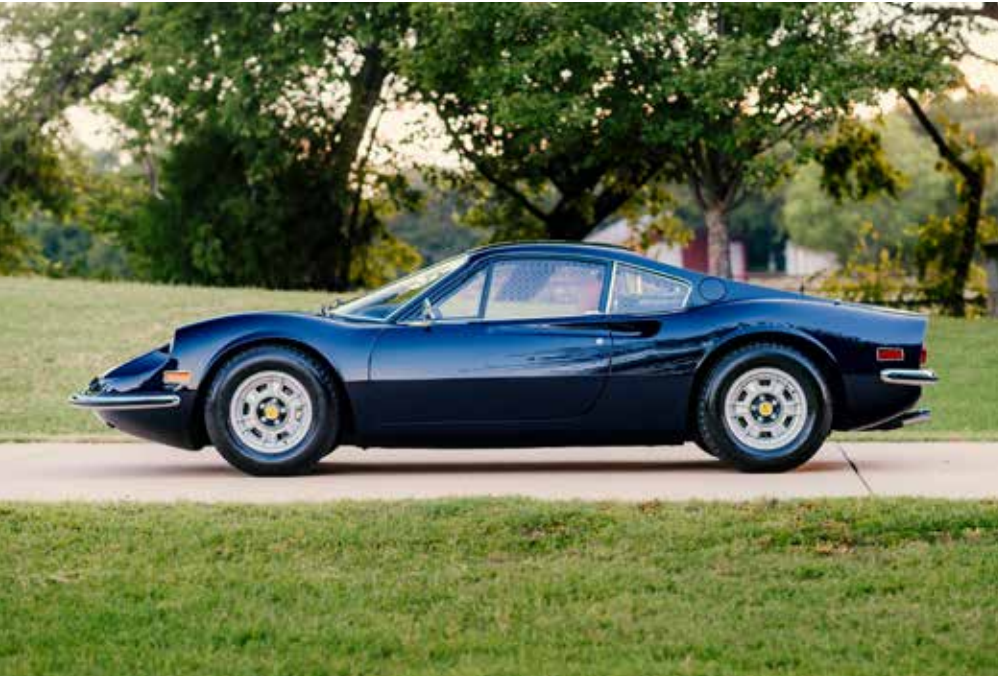
1972 FERRARI DINO 246 GT

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 03496

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

- ★ Exquisite restoration by MPI and other marque specialists
- ★ Tasteful livery of 'Blu Scuro Dino' over Tobacco
- ★ Highly-optioned from factory, US-delivery Dino 246 GT
- ★ Accompanied by Marcel Massini Report and restoration records



THE FERRARI DINO

A major commercial success for Ferrari in the 1970s, the Dino line arose from the need to homologate a V6 engine for Maranello's new Formula 2 race car. The first of the line, the Dino 206 GT, debuted at the Turin Motor Show in 1967, featuring an all-aluminum, 2-liter, four-cam V6 mounted transversely behind the passenger compartment, and driving the rear wheels through a five-speed transaxle. The coupe's stunningly beautiful lines were by Pininfarina's Leonardo Fioravanti, with production of the coachwork assigned to Scaglietti, Ferrari's carrozzeria of choice.

After just 152 examples had been built, the 206 was succeeded by the 246 GT. Launched at the Turin show in November 1969, this new model was visually similar to its predecessor; however, it contained a number of significant changes.

The most important were its more powerful 2,419cc, iron-block V6 engine and its use of steel, rather than aluminum, for the body. Also, the wheelbase was increased, by a mere 2.4 inches, and the fuel tank was enlarged.

The 246 was built in three series, referred to internally as "L," "M," and "E." Series "L" cars, produced in late 1969 through 1970, have road wheels with a single knock-off spinner, front quarter bumpers that extend into the grille opening, and head rests mounted on the rear bulkhead. A short run of Series "M" cars were produced in early 1971; these had five-bolt road wheels, an internal rear boot lid release catch, and seat-mounted headrests. Series "E" cars were produced from early 1971 to the end of production in 1974.

They incorporated all the changes to the Series "M" examples, together with further modifications to the engine and gearbox and detail revisions. A Targa-top version, the 246 GTS, appeared in 1972, and proved to be popular with North American buyers.

While not quite as fast in a straight line as its larger V12-engined stable-mates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Though Enzo was intent on marketing the Dino as a separate, lesser marque, these beloved cars are currently considered "proper" Ferraris in every respect.



THE MOTORCAR OFFERED

Completed at the Ferrari factory on March 1, 1972, this Dino Coupe, chassis no. 03496, was built to US market specifications. The new Dino configured as left-hand drive, and generously optioned with power windows, air conditioning, and Cromodora wheels. It was finished in Bianco Polo (white) over a Rosso Scuro (red) interior. This Dino was sold new to Ferrari importer Luigi Chinetti Motors, through whom it found its first owner, a Mr. H. Olson. About a decade later, Dino 03496 was in the hands of a Mr. Rayburn B. Dobson of Woodbury, Connecticut, and was then sold to a Mr. Ari Embiricos of Cherokee Station, New York, by the end of the 1980s. In 2005, while in the hands of the previous owner—a Connecticut based collector—this exceptional 246 GT was treated to a comprehensive, careful, and factory-correct restoration by renowned marque specialists.

The beautiful Scaglietti body was refinished by the late Wayne Obry's Motion Products of Neenah, Wisconsin, in a color much like the period-correct Dino color 'Blu Scuro Dino' while the car's mechanical systems were attended to by ENI Motorsports of Brookfield, Connecticut. The interior was refurbished by Coachtrim of Danbury, Connecticut in the finest leather available, with the "Daytona style" seats were retrimmed in a gorgeous Tobacco brown, with black inserts.

Wayne Carini's F40 Motorsports refurbished, and set up the car's suspension, while replacing any bushings or joints needed, and rebuilding the shock absorbers. Lastly, the Dino received the proper post-restoration sorting and tuning, to ensure all systems would function as they should, and that the Dino would perform and handle as well as

these spectacular cars do when set up right. Since 2012, Dino 03496 has resided in a prominent Texas-based collection of sportscars of impeccable quality. The car remains in beautiful condition and is accompanied by Marcel Massini's history report and restoration records. With its elegant color combination and impeccably well-restored condition, this Dino, from the final and fully evolved E-series production, can be enjoyed on the open road, and shown with pride.

\$275,000 - 350,000

8.

1983 PORSCHE 911 SC 3.0 CABRIOLET

VIN. WPOZZZ91ZDS151721

Engine no. 63D5222

2,994cc SOHC Flat 6-Cylinder Engine

Bosch CIS Fuel Injection

204bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Well-cared for example with just two owners from new
- ★ Desirable European Specification model
- ★ Final year of the SC and first year of the 911 Cabriolet
- ★ Retains fully restored Fuchs Wheels



THE PORSCHE 911

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

THE MOTORCAR OFFERED

This lovely white over black European specification 911 was originally imported new by a Maryland-based dealer in 1983. Subsequently, it was sold to a local enthusiast who would maintain ownership for 33 years. Aware of the many merits of such a vehicle, a neighbor of the original owner inquired about purchasing the vehicle; and soon second owner. The vehicle had been well-maintained and only covered 23,000 miles up until that point. Nevertheless, the owners decided to conduct a modest restoration and bring the vehicle into wonderful condition. Cosmetically, a new top, dash pad, and door inserts were installed, and a fresh coat of paint was applied. Rounding off the package were a set of "must-have" restored Fuchs wheel shod in four corners worth of new tires.

Additionally, the engine was cleaned, and the transmission received a new set of gears. Work has been documented through a set of receipts. Today, just over 24,400 miles appear on the dashboard, meaning that, on average, the Cabriolet covered just 700 miles a year. Furthermore, books, tools, and maintenance/restoration receipts are accompanying the car.

Ever popular for their enjoyable driving experience, ease of maintenance, and near bulletproof reliability (when well-prepared and maintained), these 911 SCs still offer a phenomenal driving experience at an approachable value.

\$60,000-80,000
WITHOUT RESERVE

1965 SUNBEAM TIGER

Chassis no. 9472772HR0FE

260ci OHV V8 Engine

4-Barrel Holley Carburetor

Approx. 275 bhp

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

Without Reserve

- ★ Extensively modified for long distance rallies
- ★ Fédération Internationale des Véhicules Anciens registered
- ★ Iconic British Roadster with V8 Power
- ★ Supplied with hard top



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 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. 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

This Anglo-American roadster was modified extensively in 2010 with the goal of preparing the vehicle for long distance rallies. Beginning with the motor, a 289 engine with steel rods, forged pistons, larger valves, and hotter cam ensure that there was more than enough power on tap to keep up with even contemporary sportscars. This powerplant is fed into a rebuilt Tiger 4-speed transmission and axle with a Salisbury 3:54 limited slip differential.

Two important issues to keep in mind when covering large swaths of land are the operating temperature and fuel capacity. Both have been addressed thanks to an extra row radiator and Kenlowe fan managing the cooling, while an over 20-gallon fuel tank guarantees limited stopping time. The suspension has also been reworked with

stiffer springs and bushings in addition to upgraded roll bars. The remaining modifications are truly extensive, and a full list will be available on site detailing them.

The Tiger was purchased by the consigner in October of 2011, and has more recently, received a fresh paint within the last couple of years. Ready for continued years of competition, this impressive machine will bring its new owners many miles of rapid motoring.

\$75,000 - 85,000
WITHOUT RESERVE

10.**1964 JAGUAR E-TYPE SERIES I 3.8 ROADSTER**

Chassis no. 881329
 Engine no. RA6262-9

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

- ★ *Exquisite nut-and-bolt restoration to factory specifications*
- ★ *Matching numbers example presented in the factory livery of Opalescent Silver Grey over Red*
- ★ *Stunning Series I E-Type Roadster ready to be shown at Concours events or driven on rallies*
- ★ *Accompanied by Jaguar Heritage Trust Certificate, owner's manual and tool kit*

**THE JAGUAR E-TYPE**

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

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

The engine and transmission aside, the production E-Type was all new. It combined a multi-tube front chassis with a monocoque center section. Front suspension was similar to the XK 150's wishbones and torsion bars, but the rear was revolutionary. Comprising transverse lower links and fixed-length driveshafts, its wheels were suspended on coil spring-shock absorber units, two to a side. The differential was mounted to a hefty steel crossmember and hosted inboard disk brakes. Anti-roll bars were installed front and rear.

At 2,520 pounds, it was 500 pounds lighter than the XK 150 and more powerful to boot. The 3.8-liter twin cam engine was fed through three SU side draft carbs and developed 265bhp. A top speed of 150mph was easily achieved with the standard 3.31 to 1 gearing,

and some speculated that optional taller gears would be good for more. In its day, the E-Type was bested only by Ferraris and the Mercedes-Benz 300SL. Its debut came at the March 1961 Geneva Motor Show, to universal applause and plaudits from the pundits.

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



THE MOTORCAR OFFERED

Completed at Jaguar's Browns Lane works on March 24, 1964, this lovely Series I 3.8-Liter Roadster was originally finished with an Opalescent Silver-Grey exterior, black top, and a striking red leather interior—just as it appears today. As noted on the Jaguar Heritage Trust Certificate, First Lieutenant M. Burke of San Francisco, California (original owner) decided to forego the typical ordering process; instead, organized to pick up the vehicle at the factory for a personal export delivery. Presumably, this was done so Lt. Burke could enjoy driving around the scenic lanes of the car's homeland before shipping the Jaguar to its new home in the United States.

In recent years, this spectacular Jaguar has been the subject of a comprehensive restoration. Noted Jaguar specialist, Richard Jenkins, of Atlanta, Georgia completed this fine restoration. David Ferguson of Images Auto Body in Campbell, California handled the body and paint. Some of the finer details of the restoration include a refurbishment of the engine and an overhaul of the transmission with new bearings, seals, and gaskets.

The body was brought down to bare metal and received a fresh coat of the original factory color; a color which gleams in the sunlight. Additionally, the chassis was media blasted and the suspension components received equal attention. Far more work was carried out than can be fully detailed within this brief description, but it is reported that the work done to bring this Series 1 into excellent condition was thoroughly comprehensive.

Most importantly, the original engine and cylinder head have remained with the car since leaving the factory. The car will be accompanied by its hand book, tool kit, jack, and Jaguar Heritage Trust Certificate. Expertly restored E-Types, like the one presented here, are highly sought after by collectors all around the world. With the vehicle on offer being in such fine condition, there is no better opportunity to put yourself behind the wheel of one of the most iconic sports cars of the 20th Century.

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

11.**2008 FERRARI F430 SCUDERIA**

Design by Pininfarina

VIN. ZFFKW64A980162090

4,308cc DOHC 32-Valve V8 Engine
 Direct Fuel Injection
 503bhp at 8,500rpm
 6-Speed F1 Electrohydraulic Transaxle
 4-Wheel Independent Suspension
 4-Wheel Ceramic Disc Brakes

- ★ *Just under 3,000 miles and few owners from new*
- ★ *One of only 92 U.S. delivered Scuderia models*
- ★ *Fitted with over \$25,000 worth of options*
- ★ *Accompanied by original window sticker, service records and many factory accessories*

**THE FERRARI F430 SCUDERIA**

"... Ferrari seems to have produced a car that combines the intimate purity of the 911 GT3 with the hardcore drama of a Lamborghini Superleggera while out-sprinting the 911 GT2 into the bargain. Hard to imagine this isn't as good as it gets." – *Evo* magazine on the Ferrari 430 Scuderia.

Unveiled by Michael Schumacher at the 2007 Frankfurt Auto Show, the Ferrari 430 Scuderia, much in the same vein as the preceding 360 Challenge Stradale, was the track focused version of the mid-engine V8 model. Engineers in Modena would fine tune the car from bumper to bumper, increasing performance wherever the opportunity presented itself. Beginning with the global enemy of speed—unnecessary weight—much of the frivolous luxury features, like the floormates, were thrown in the bin, all in the

effort to gain an extra tenth of second on the racetrack. Furthermore, lightweight glass was installed on the rear window and titanium was utilized in the suspension components. This resulted in a 221-pound weight loss over the standard car. Beyond the diet, Ferrari worked over the engine to provide an additional 20 horsepower, bringing the grand total to an impressive 503bhp. Controlling this immense power was the latest generation of Ferrari's traction and stability control systems that allowed the pilot of the vehicle to dial in precisely the amount of slip they'd like attacking the corners of a race track. This vehicle represented the full technological suite Ferrari had at their disposal at the time, and the resulting package allowed the Scuderia to match even the mighty Enzo around their Fiorano test track.



THE MOTORCAR OFFERED

Dressed in the unmistakable and iconic Rosso Scuderia paint with an optional racing stripe, this U.S. specification car was originally delivered new to Foreign Cars Italia, a dealership in Greensboro, North Carolina. According to the window sticker, the vehicle was optioned with a trolley, soft bag, suitcase, door sills in carbon fiber, red brake calipers, a fire extinguisher, Alcantara upholstery, a Ferrari iPod, and special stitching. Totaled, the MSRP for the vehicle sat just under \$300,000.

The first owner was a North Carolinian who would own the high performance sports car for just a year before parting with the vehicle. The vehicle moved further west to its next proprietor, in Tennessee, who only kept the vehicle for a handful of months before selling it to the most recent owner. Over the next seven years, the Ferrari would be used

sparingly, only covering 800 miles in this time. Today, just under 3,000 miles appear on the odometer, and the car presents in wonderful condition thanks to the limited use over the life of the vehicle.

The F430 Scuderia represented the rawest driving experience offered by Ferrari at the time of release. It accomplished this by incorporating many of the technologies that help the famed Italian firm to countless Formula 1 victories in the 2000s. Merely 92 of these supercars were sold in the U.S. market, making them endlessly desirable to Tifosi and collectors alike. Short of buying a full stop race car, the Scuderia is sure to provide just as many thrills, all while wearing a license plate.

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

Q

12.

1915 SIMPLEX CRANE MODEL 5 TOURER

Chassis no. 2046

Engine no. 2049

564ci L-Head Inline 6-Cylinder Engine

Single Updraft Carburetor

110bhp at 2,900rpm

4-Speed Manual Transmission

Semi-elliptic Leaf Spring Suspension with Tubular Dampers

Double Acting Mechanical Brake on Rear Wheels

- ★ Spectacular presented Simplex Crane Motorcar
- ★ Massive six-cylinder power and 4-speed gearbox
- ★ Eligible for many driving and concours event
- ★ Few, long-term owners



THE SIMPLEX CRANE

These remarkable automobiles represent not only some of the finest statements of luxury of their day, but the car's impressive proportions would not be possible without the underpinning of a substantial mechanical aspect. The origins of these mechanics belong with the Simplex Automobile Company and with Henry Middlebrook Crane. Crane graduated from the Massachusetts Institute of Technology in 1896, with degrees in mechanical and electrical engineering. His Crane and Whitman Company of Bayonne, New Jersey (est.1906), evolved into the Crane Motor Car Company by 1910. Around this time, the Simplex Automobile Company acquired his business. Simplex, a name inextricably linked to one of the finest of all early cars, the Daimler-built Mercedes Simplex, had made its market as a consequence of the punitive tax that had

been placed on imported automobiles. In this era, six-cylinderism was all the rage. Led by Rolls-Royce with their famed Silver Ghost, and with others such as Napier and Delaunay-Belleville in the running, the fashion seemed to be moving toward a powerful, but quieter, less intimidating, and more refined motorcar.

The new owners of Simplex clearly felt the need for a six-cylinder engine, which Henry Crane could provide. His services were included in the transaction, and, rather quickly, the Simplex Crane Model 5 was introduced, with Crane's refined 564 cubic inch six-cylinder engine in a 144-inch wheelbase chassis. It is frequently said that there is "no substitute for power." Naturally, the magnificent Model 5 had it in abundance—and that allowed the coachbuilders to build imposing bodies that befitted the chassis.

THE MOTORCAR OFFERED

Wearing sporty bodywork with exquisite presentation, this 1915 Simplex Crane Model 5 is an outstanding example from this storied American marque. Its original owner, Mr. Adler, purchased the car in 1915 and is reported to have kept it over three decades. Adler parted with his beloved Simplex in 1946. The sporty, open twin-cockpit body is a later addition, as often would occur with luxury automobiles of this era and stature, given as a chassis could easily outlive multiple bodies due to age, changing styles, and tastes of individual owners.

The lovely boat-tail speedster-like style suits the car well and makes for strong performance. This is due to its light, pared-down construction in conjunction with the mighty Crane engine. The quality of the body and subsequent restoration is lovely with gorgeous deep maroon paint on the chassis



and cycle fenders contrasting the black main body and black artillery wheels. Paint quality is very good and panel fit is impressive for a car of this era. It is a large automobile, though well-proportioned and finely detailed inside and out. The front compartment features doors for driver and passenger, while a smaller rear compartment has a unique single-sided door; an exciting period appropriate touch. The beautiful radiator shell is nickel plated, as are the drum headlamps, Simplex wheel hub caps, and assorted hardware on the chassis. A set of brass dampers are affixed to the chassis, protected with tidy leather boots that match the fenders. The rear of the car tapers to a boat-tail style, while the cut-down windscreen, dual rear-mount spares and floating step-boards impart a decidedly sporting and purposeful appearance.

The interior is dominated by the fat wood-rimmed steering wheel with nickel spokes and engine controls all presenting in outstanding order, beautifully polished and detailed. The dash features a marvelous array of instruments and switchgear, with the driver getting a Warner Auto Meter speedometer and odometer, along with an ammeter and fuel gauge. With an obvious eye toward touring and rallying, the front passenger faces a Waltham clock and oil pressure gauge, along with controls for fuel pressure, mixture control, and the Bosch ignition system.

Of course, the highlight of any Simplex Crane is Henry Crane's mighty L-Head inline six-cylinder engine—one of the greatest of the era. Well-detailed down to correct ignition wires, fabric wiring loom, and brass hose clamps, the presentation is breathtaking. Certainly, giving Crane's masterpiece appropriate justice.

It is believed that fewer than 500 Simplex Crane Model 5s were built in the short time the company existed before being taken over in 1919. Such was their quality and performance that most original owners kept them for many years, this example being no exception.

\$175,000- 225,000

13.**1958 PORSCHE 356A 1600 SUPER CONVERTIBLE D**

Coachwork by Drauz

Chassis no. 85720

Engine no. 610402 (see text)

1,582cc SOHC Flat 4-Cylinder Engine

Dual Weber Carburetors

60bhp at 4,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Beautifully restored example of the desirable Convertible D
- ★ One of only 1,331 examples made
- ★ Presented in the original color combination
- ★ Accompanied by original engine case, Porsche COA and service records

**THE 356 CONVERTIBLE D**

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 greatest 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 coupe at its old base in Stuttgart, at first in a premises shared with coachbuilders Reutter and then, from 1955 onwards, in its original factory at Zuffenhausen.

The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father and, like the immortal 'Beetle', employed a platform-type chassis with a rear-mounted air-cooled engine and an all-independent torsion bar suspension. Regularly revised and updated, Porsche's landmark

sports car would remain in production well into the 911-era, the final examples being built in 1965.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster. It was introduced in 1954, following the successful reception in the USA of a batch of 15 special roadsters. With its sales declining, however, the Speedster was dropped in 1958 and replaced by the more civilized Convertible D. The Convertible D differed principally by virtue of its larger windscreen and winding side windows, the latter replacing the Speedster's side screens. Overall, the new car was 3½ inches taller. All in all, the 356A Convertible D was a somewhat more practical car than the Speedster, boasting a more protective windscreen, proper side windows and more

comfortable seats while retaining the original's beautiful body lines and downward sloping waistline beloved of Type 356 enthusiasts.

With its preferred coachbuilder Reutter struggling to keep up with the ever-increasing demand, Porsche sub-contracted cabriolet body construction to a number of different coachbuilders. The Convertible D production was undertaken by Drauz of Heilbronn (hence the 'D' suffix) until the restyled Porsche 356B arrived in September 1959, when convertible production transferred to d'Ieteren of Brussels. The 356A Convertible D model remains one of the rarest of Porsche 356 models, with only 1,331 made between August 1958 and September 1959. It is ironic that the 356 models which were the least expensive 'back in the day' – the Roadster, Speedster and Convertible D – are now some of the costliest.



THE MOTORCAR OFFERED

This Porsche 356, chassis number 85720, was first delivered on November 26th, 1958, imported into the United States through the Hoffman Motor Car Company in New York. Resplendent in Ruby Red (5702) paintwork over a Light Brown interior, this 356 was delivered with the desirable 1600 Super engine and the compulsory Sealed Beam headlights and US-Specification bumpers for United States importation.

At some point during this car's 60 years, the original type 616/2 1600 Super engine (number 71468) was removed and replaced with a Type 1600 356B engine, though the original block remains with the car and is included in the sale. Today, this rare Porsche Convertible D sports the same color combination as the day it was delivered and is very well restored throughout. The arresting

red paintwork invigorates the subtle curves of the open Drauz bodywork and the light brown convertible top and interior compliment the paintwork nicely. Similarly, the minimal brightwork on the car, including the US-Specification bumpers and trim are in good condition.

The details on the car draw attention, from the exhausts integrated into the bumpers, mesh-covered headlights, the Drauz coachbuilder's tag, the golden 1600 Super badging, and of course the white steering wheel and controls throughout the interior- all distinctive features that draw attention and add character to this lithe sports car. Recently, this 356 was serviced by marque specialists and received new tires, a new convertible top, and myriad refinements to bring it to its present state. As mentioned, the original 1600 Super engine

block is included in the sale, along with service records and a Porsche Certificate of Authenticity.

**\$160,000 - 210,000
WITHOUT RESERVE**

Please note, this vehicle is titled under the model year 1959.

14.

1931 PACKARD DELUXE EIGHT CONVERTIBLE COUPE

Coachwork by LeBaron

Chassis no. 189776

Engine no. 189708

384.8ci. L-Head Inline 8-Cylinder Engine

Single Packard Carburetor

120bhp

4-Speed Manual Transmission

Semi-elliptical Leaf Spring Suspension

4-wheel Mechanical Drum Brakes

- ★ *Innovative LeBaron coachwork served as design prototype for 1932-'34 production Packard Coupe Roadster*
- ★ *One of only three known to survive*
- ★ *Owned for 70 years by the Meyer family in California*
- ★ *Restored by Packard experts Hill & Vaughn in Los Angeles*
- ★ *Featured in The Classic Car, by Beverly Rae Kimes*



THE MOTORCAR OFFERED

In 1931, the Deluxe Eight Convertible Coupe by LeBaron represented the pinnacle of the Packard product line. Its inline eight-cylinder engine was the most powerful offered by the company that year, and its semi-custom bodywork by LeBaron gave it an air of style and exclusivity atop its 145-inch wheelbase, the longer of the two factory options for the Model 845. LeBaron's distinctive coachwork features an innovative convertible top that folds flush with the rear deck, a sophisticated feature in an era when convertible tops usually sat atop the rear bodywork, and one especially welcome to occupants of the rear rumble seat.

Of the more than one thousand Deluxe Eights built, fewer than 100 are said to have received custom coachwork; of those, perhaps 50 were bodied by LeBaron as Convertible

Coupes. Today, only three are known to survive, of which this car is one. Though rare, the LeBaron Convertible Coupes proved influential. For 1932, Packard would borrow LeBaron's design almost line-for-line to create the production coupe roadster offered through 1934.

Beyond its LeBaron coachwork, the Deluxe Eight is noteworthy for its 384.8 cubic inch engine. Featuring Packard's aluminum side-valve cylinder head (the L-head) and with fuel supplied to a carburetor manufactured for Packard by the Detroit Lubricator company, the engine puts out 120 horsepower at 3,200 rpm. Fuel is delivered by a mechanical fuel pump, which replaced the vacuum tank for the 1931 model year. A four-speed manual transmission delivers power to a live rear axle. The front axle is solid, with semi-elliptical leaf

spring suspension at both ends and four-wheel mechanical drum brakes. When new, this car commanded in excess of \$5,000.

As the Great Depression wore on through the 1930s, even a stately convertible like this Packard LeBaron was forced to abandon its life of leisure for one of manual labor. By the early 1940s, it was being used as a tow-truck at Walter Paine's Chevrolet garage in King City, California, where it was purchased by tomato farmer Leo Meyer. The Packard continued to serve as a tow vehicle until Mr. Meyer began to appreciate its design and decided to retire it from farm duty. He traded the tow crane that had been mounted on its rear to Mr. Paine in exchange for the original body panels, and returned the Packard to its original form as a LeBaron Convertible Coupe.



In 1965, Leo Meyer gave the car he called “the ol’ Packard” to his son Robert as a birthday present. Robert kept it in storage for more than a decade before he contacted Los Angeles-area Packard experts Hill & Vaughn, operated by Phil Hill and Ken Vaughn. Hill, of course, had been the 1961 Formula One World Champion, winning the title for Ferrari and becoming the first American to do so. Hill was also a longtime Packard enthusiast, and he was delighted to tell Robert Meyer that “the ol’ Packard” was a coachbuilt semi-custom convertible coupe, and a very rare car.

In November 1977, Meyer engaged Hill & Vaughn to perform a 100-point restoration. Upon its completion in May 1980, the car was registered in California as “1931PAC.” In 1986, it received a fresh coat of updated Burnt Orange and Russet Brown paint as

well as mechanical maintenance, and in 1991 it achieved Senior Premier honors from the Classic Car Club of America (badge number 0951SP). The car was displayed at concours d’elegance throughout the West Coast, winning some 20 consecutive awards including many First in Class and Best in Show honors by 1989, as noted in a letter of that year from Hill & Vaughn. In 1991, it was featured in *The Classic Car*, authored by noted historian Beverly Rae Kimes for the Classic Car Club of America.

The car remained in California with the Meyer family for seven decades before being sold into a well-known East Coast collection, where it remained for several years before crossing the block at Hershey, Pennsylvania in 2015. The car has been well-maintained during the tenure of its most recent owners,

and its condition remains superlative. Offered once again on the West Coast, this sterling semi-custom Packard represents a rare opportunity to own not just one of the most exclusive Eights of its era but also an exemplary restoration by Hill & Vaughn. Though no longer recent, the restoration has stood the test of time, as has the beauty of the LeBaron coachwork.

\$300,000-375,000

15.**1951 JAGUAR XK120 ROADSTER**

Chassis no. 671514

Engine no. F6761-8 (see text)

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

160bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Beautifully presented in period-correct Dove Grey over red livery
- ★ Eligible for many tours and events
- ★ Classic and iconic Jaguar XK styling
- ★ Offered with Jaguar Heritage Trust Certificate

**THE JAGUAR XK120**

“We claimed 120 mph (for the XK120), a speed unheard of for a production car in those days” - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world’s fastest production car taking Jaguar by surprise.

Its stunning appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis featuring independent front suspension by means of wishbones and torsion bars, a live rear axle and drum brakes all round. The car’s heart was, of course, the fabulous XK engine. Intended for Jaguar’s post-war range-topping

saloon, the 3.4-liter six embodied the best of modern design, boasting twin overhead camshafts running in an aluminum-alloy cylinder head, seven main bearings and a maximum output of 160bhp. When installed in the lightweight XK120, the result was a car with a phenomenal power-to-weight ratio and blistering performance.

The XK120 set new standards of comfort, handling and performance for sports cars and in keeping with the Jaguar tradition there was nothing to touch it at the price. Coupe and Drophead Coupe versions followed, which provided the opportunity to offer a luxurious interior with copious amounts of wood veneer. Regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.



THE MOTORCAR OFFERED

This beautiful XK120 Roadster - or Open Two-Seater as officially called in the day - first roared to life inside Jaguar's Coventry facility on September 10th, 1951. Originally finished in Pastel Blue over a Duo Blue interior and fawn convertible top, this left-hand drive Roadster was destined for the US market and was dispatched to Hoffman Motor Car Company in New York three weeks later and has likely remained within the United States since.

Today, this iconic sports car is beautifully presented with period-correct Dove Grey paintwork over a rich red leather interior. Under the bonnet, a correct - although not the original matching-numbers - 3.4-liter XK engine and 4-speed transmission give this XK120 performance on par with its striking looks. The demure grey paintwork suits the

sensuous curves of the body nicely and accentuates the complimentary red leather interior. The bodywork, complete with rear wheel spats, appears quite straight with good panel fitment and the paintwork has a lustrous shine. The wheels, painted to match the body and fitted with chrome center caps, add to the streamlined look achieved with the rear wheel spats, and neat era-correct Lucas driving lamps are fitted up front. The minimal brightwork on this XK120 is in very good condition as well, as is the leather interior, which is nicely trimmed and shows minimal signs of wear. This XK120 is well sorted throughout and ready to be enjoyed by its next owner, in spirited open-air drives, touring events, or car shows.

It offers a great opportunity to acquire an engaging driver's car that is also beautiful and eligible for various driving events.

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

Please note, this vehicle is titled under the model year 1953.

16.**1993 FERRARI 512 TR**

Design by Pininfarina

VIN. ZFFLG40A1P0096404

Engine no. 33696

4,943cc DOHC Flat 12-Cylinder Engine

Bosch Fuel Injection

428bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Refined and rare Testarossa model*
- ★ *Recent cosmetic restoration and belt service*
- ★ *Wonderous flat 12 performance*
- ★ *Accompanied by books, tools and records*

**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

According to the vehicle's Carfax, this fine 512 TR found its first home in the state of Florida and would remain there for thirteen years, accruing just under 15,000 miles. Throughout its ownership history, this car has been meticulously maintained at local Ferrari dealers, completing regularly scheduled maintenance and any necessary updates, as documented in the vehicle's CARFAX report. Most recently in 2018, this car received a full major service, including belts, by a marque specialist. The Ferrari has endured in stock condition, short of a Tubi exhaust that was fitted at some point in the vehicle's life. Furthermore, within the last seven months the car has received a sympathetic restoration of its Rossa Corsa paintwork and light brown interior. The vehicle presents in wonderful condition and will be accompanied by its books, tools, and tire inflation kit. Thanks to its increased performance and refinement, the 512 TR is one

of the best flat 12 cars Ferrari ever made, sure to gain further traction in the collector hobby as time goes on.

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

17.Ω

1949 ALFA ROMEO 6C 2500 SUPER SPORT CABRIOLET Coachwork by Pininfarina

Chassis no. 915749
Engine no. SS928062

2,443cc DOHC Inline 6-Cylinder Engine
3 Weber Carburetors
110bhp at 4,800rpm
4-Speed Manual Gearbox
4-Wheel Hydraulic Drum Brakes

- ★ *Exceptional concours level restoration to factory specifications*
- ★ *Desirable Super Sport model with elegant original Pinin Farina Cabriolet Coachwork*
- ★ *Eligible for renowned concours and driving events including the Mille Miglia*
- ★ *Genuine example retaining matching numbers engine and original coachwork*



THE ALFA ROMEO 6C

In the early 1920s, Vittorio Jano, Alfa Romeo's premier engineer, was charged with the task of designing an ultra-light, high performance car to reposition the automaker at the head of the automotive field. The result was the 6C – a road, race and sports car whose successfulness solidified its production, in one form or another, from 1925 through 1954.

The Alfa Romeo 6C 1500 was launched to great fanfare at the Salone dell'automobile di Milano in April, 1925. It featured a single overhead cam motor with a displacement of 1,487cc, six inline cylinders and 44 horsepower. The Alfa Romeo 6C 1500 was an instantaneous hit and went into production in 1927 with bodies coached by Young and Touring. The super sporty 6C was revamped over subsequent years to feature twin cams and a higher performance 1750cc motor.

From this, it went on to win every event it entered in 1929, including several European Grand Prix, as well as the Mille Miglia. Displacement was increased to 1900cc in 1933, and then to 2300cc the following year. In 1934, Jano also added a new chassis and hydraulic brakes with individual front suspension and rear swing axle, for superlative handling.

In 1938, Alfa released the 6C 2500, the last model produced before the onslaught of WWII. During WWII all racing activities were sidelined, and with the bombing of the Portello factory in Italy, production of all automobiles was discontinued. When the company reopened its doors, much of the Alfa offering resembled its prewar production, both technically and aesthetically. The Art Deco influence of the Twenties and Thirties

faded as most postwar cars phased out excessive brightwork, exposing fluid lines of contour. In 1946, Alfa Romeo launched its 6C 2500 Freccia d'Oro (Golden Arrow), an aerodynamic five-seater, bodied by the Alfa design studio, but heavily influenced by Touring of Milan. Jano's newly configured, race-developed 2500 motor, with double overhead cam, was available with either one or three Weber Carburetors. The 2,443cc engine was mounted onto a steel ladder frame chassis with various wheelbase lengths according to the different models – the most desirable being the SS or Super Sport which was mounted on the shortest wheelbase in the series.



The following year The Autocar magazine stated, "The current Alfa Romeo conceals as beautiful a chassis as ever with four-wheel independent suspension and a six-cylinder twin overhead camshaft unsupercharged engine."

As one of the most expensive cars of its era, the Alfa Romeo 6C 2500 was owned by celebrated luminaries (e.g. Rita Hayworth, Prince Rainier of Monaco, and King Farouk of Egypt) and went on to make a cameo appearance in Coppola's *The Godfather* (1972). The compilation of the all-independent suspension, robust brake system, fast-geared steering and avant-garde column-mounted gear change assured the 2500 model of its place at the head of the lauded Alfa stable.

The slight weight increase over its prewar predecessor was abundantly compensated by the enlarged engine capacity and superior aerodynamics, with a top speed of 97mph and an increased 110hp. With one wheel firmly entrenched in the nostalgia of Alfa's prewar race glory, the 1949 Alfa Romeo 6C 2500 was the forerunner of the all new, and thoroughly modern, 1900 launched in 1950, and the harbinger of the end of an era for the Alfa Romeo marque.

THE MOTORCAR OFFERED

This Alfa Romeo 6C 2500 is a top-of-the-line Super Sport (SS); therefore, is rare and highly desirable. The Super Sport was designed to be the sleekest and most agile of its sisters, based on the shortest and lightest wheelbase that Alfa offered. While the majority of the 2500 models were coached by Touring, this gorgeous example, with its iconic sweetheart front grille, bears the superlative Pinin Farina Cabriolet body. It was dispatched from the factory on December 13, 1949, and first purchased by Soc. An. Italiana Chlorodont of Milan, an Italian toothpaste conglomerate. Within the first decade of ownership, the car was shipped to the USA, where, in 1959, it was acquired by Steve Kramer of Flushing, New York. Kramer's registration certificate describes the car as black. The car is believed to have remained in the US for decades. By the 2000s, a Mr. Daniel J. Rapley of Bethel,





Connecticut owned the Alfa Romeo, from whom the consignor – a respected European collector – acquired the car. He immediately shipped it to Tomáš Hrehovčík's renowned restoration shop Retromotive of Košice, Slovakia, for a 100-point restoration.

Prior to its restoration, photos reveal a largely complete, genuine, and solid car; one perfect for restoration. Current close inspection bears testament to the standards observed during restoration of this rare 6C 2500 Super Sport Cabriolet. Retromotive, the expert classic car restoration studio renowned throughout Europe, disassembled the car and stripped the body back to the bare metal; all other metal parts were sandblasted and zinc-plated. An overhaul of the chassis included new brake lines, shoes and lubrication pipes and bushings. Furthermore, all the wheel bearings were replaced. The engine was refurbished

using new pistons and the cooling chambers of the engine block were thoroughly cleaned. The crankshaft and gearbox received new bearings and a new clutch was installed. In addition, the wiring, generator and starter were fully reworked. Chrome trims were aligned before the final paint was applied to ensure the best possible fit. Once finished in appreciate and period correct red paint, the 6C received three layers of lacquer, each independently polished prior to the application of the next coat. The interior is an object d'art, with its cream leather upholstery, superb red dash with dual dial instrument panel, chromed and orange enameled accessories, completed with a coordinating cream steering wheel. Retromotive, driven by the key values of time-honored craftsmanship, is particularly fastidious about preserving the integrity of the classic automobile. Therefore, original connecting material is used wherever

possible, and, if necessary, period correct components are sourced for final assembly.

The result is irrefutably breathtaking. This tremendously sharp Super Sport has the appearance and the performance of a champion. The Super Sport retains its original matching numbers engine, Pinin Farina bodywork, and is offered with a history file containing photos before and during the restoration, as well as its FIVA documentation passport. Additionally, it includes copies of the old registration documents. Perfectly positioned for concours or competitive rallies such as the Mille Miglia, this 1949 Alfa Romeo 6C 2500 Super Sport Cabriolet is sure to satisfy even the most stringent and discerning Alfa aficionado.

\$450,000 - 550,000

18.**1999 FERRARI F355 SPIDER SERIE FIORANO**

Coachwork by Pininfarina

VIN. ZFFXR48A0X0116531

Engine no. 51424

3,496cc DOHC 40-Valve V8 Engine
 Bosch Motronic Fuel Injection
 375bhp at 8,250rpm
 6-Speed 'F1' Electrohydraulic Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *One of just 100 Serie Fiorano Edition*
- ★ *Highly original and low-mile example with just two owners from new*
- ★ *Recent full major belt service performed and many maintenance records on file*
- ★ *Sleek Nero Daytona exterior over Cuoio Naturale interior*

**THE FERRARI F355**

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 models. The F355 was cast in the mold of that great driver's car, the Dino 246 GT. The heart of the F355 though, was its phenomenal 3.5-liter V8 engine. Equipped with four overhead camshafts and five valves per cylinder—a layout borrowed from Ferrari's Formula 1 engine—this remarkable unit produced a claimed 375bhp. A semi-automatic paddle shift, or six-speed manual gearbox, ensured a sufficiency of ratios to keep the motor on the boil—whatever the situation.

To commemorate the final production year of the venerable F355, Ferrari had made the decision to build a limited run of specially enhanced Spider models dubbed "Serie Fiorano." Only 100 would be produced, and

as the name would imply, the modifications further increased the F355's on track performance. Most of the attention was spent on the suspension and handling components, with the vehicle receiving Competizione derived stiffer springs, roll bars, and a wider track width. Furthermore, a faster steering wrack and more capable drilled and ventilated brakes were adopted. The interior received a suede covered steering wheel and carbon fiber trim pieces. The Challenge car sourced rear grill provides a subtle clue to the vehicles enhanced capabilities.

THE MOTORCAR OFFERED

Leaving the Ferrari factory in June of 1999, wearing Nero Daytona paint over Cuoio Naturale interior, this rare Serie Fiorano F355 Spider was destined for owner delivery in Florida. What followed was fourteen years of continuous ownership and 12,000 happy miles of motoring. Just over 13,000 miles show on the odometer at the time of cataloging, and merely two previous owners recorded on the CARFAX. In 2018, the engine was subject to a belt service, and many maintenance records can be found in the history file, along with books and tools. A rare example of an increasingly cherished Ferrari, this F355 Serie Fiorano will make a fine addition to any collection.

\$125,000 - 175,000
WITHOUT RESERVE

19.Ω

1990 MERCEDES-BENZ G250D

VIN. WDB46140117066835

2,497cc OHC Inline 5-Cylinder Diesel Engine
Bosch Fuel Injection
83bhp
5-Speed Manual Transmission
Solid Front and Rear Axles
Front Disc with Rear Drum Brakes

Without Reserve

- ★ Professionally restored by marque experts
- ★ Complete with a suite of off-road upgrades
- ★ Subtly enhanced with high-end upgrades
- ★ A German classic known for its ruggedness



THE MERCEDES-BENZ G-WAGON

One of the most formidable and rugged off-road vehicles of all time, the Mercedes G-class was originally designed for military use. Mercedes joined forces with Steyr-Daimler-Puch to produce the vehicle in Gaz, Austria. Quickly realizing the greater potential of the vehicle outside of the armed forces, a civilian version was made available in 1979. It was not until 2002 that the United States received its own G. Although, Mercedes trudged through great lengths to move the vehicle upmarket away from its agrarian roots. As such, only V8 engine options were available and the interior was filled with plenty of wood, leather, and numerous luxury features.

THE MOTORCAR OFFERED

This awesome off-road dominator has just received a comprehensive, fully-documented, body-off restoration by marque specialists. Every aspect of this truck has been thoroughly inspected and either upgraded or restored. The countless hours of detailed and meticulous craftsmanship seamlessly blend the iconic, vintage design with modern technology, creating a one-of-a-kind vehicle.

During the restoration, the body was stripped to bare metal and media blasted prior to painting in Sandstorm Yellow. Inside, the well-bolstered bucket seats and rear benches are covered in exceptional hand crafted, two-tone vegan leather, providing comfortable experience for up to six passengers, who are all protected by the custom-built, extra-strength roll-bar

and an optional soft top. Under its beautiful skin lies the fully rebuilt, indestructible 2.5-liter diesel connected to a five-speed manual transmission. Whether cruising on the highway or navigating the roughest of terrain, the raptor suspension components, steel wheels, and new Cooper Discoverer SST Pro tires ensure that this 4x4 is prepared for anything that you throw at it.

The overarching theme of the build was to keep true to the look and feel of the original icon. That being said, sprinkled throughout are high-end improvements for a more enjoyable experience (e.g. LED lighting and a Bluetooth-enabled Pioneer sound system). Accompanying the vehicle is extensive photo documentation of the world-class restoration.

\$75,000 - 95,000
WITHOUT RESERVE

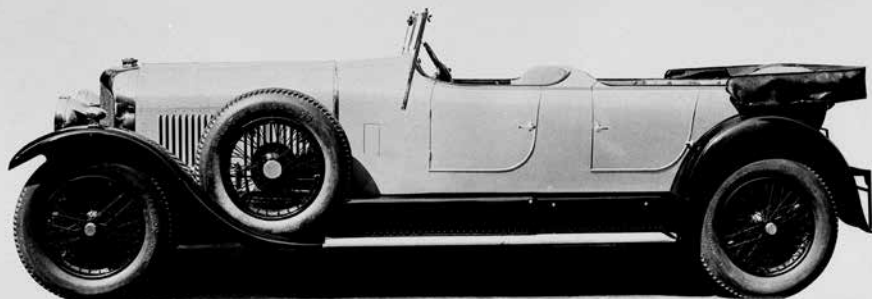
20.Ω

1928 BENTLEY 6½ LITER OPEN SPORTS TOURER
Coachwork by Barker & Co.

Chassis no. BR2354
Engine no. BR 2361

6,567cc SOHC Inline 6-Cylinder Engine
Single Smiths 50BVS Carburetor,
147bhp at 3,500rpm
4-Speed 'C' Manual Transmission
Semi-Elliptic Leaf Spring Suspension
4-Wheel Mechanical Servo assisted Drum Brakes

- ★ Sole Bentley survivor of this Barker body style – unique and elegant
- ★ Known history from new, with Clare Hay report on file
- ★ Comprehensive, freshly completed restoration
- ★ Matching numbers
- ★ Yet to be shown at Concours level in America



BR2354 as supplied, coachbuilder photograph



THE SIX-CYLINDER BENTLEY

Next year, the Bentley marque will pass a milestone in its story, with the centenary of the brand. It is a huge achievement, not least because throughout those 100 years it is a company that has always been associated with the utmost sporting and luxurious cars.

That reputation was founded on the basis of magnificent automobiles like the 6½ Liter offered here today, cars which exemplified style and performance. Walter Owen Bentley would commence operations with his four-cylinder cars, which, as early as 1922, were stealing the march on others in events such as the Tourist Trophy, and even Indianapolis where a sole car debuted in 1922. However, it was not long before the "Grand Prix d'Endurance" at Le Mans was in his sights as the ultimate proving ground.

Forays began in 1923 with a 4th place and, the following year, an outright win became the first of a series of wins. Despite a dry spell through 1925-1927, the bigger 4-cylinder 4½ Liter achieved victory in 1928. Throughout this period, and frustrated by retirements at La Sarthe, production quickly evolved. In 1926, Bentley introduced the model which would be the backbone of his final Le Mans campaigns—the fabulous "Big Six."

The tale goes that further development of the 4-cylinder was deemed not enough by "WO" after a chance encounter with the prototype Rolls-Royce "New Phantom" in France, sending them back to the drawing board. The result was two more cylinders and two more liters! Boasting a stoic high-quality chassis, this now behemoth power unit was matched with beefed up transmission and

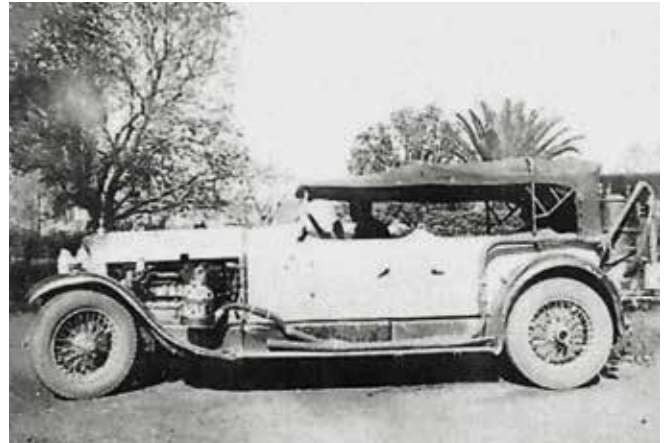
axles. Production of these cars continued from 1926 through to the introduction of their eventual successor the 8 Liter in 1930. Along that journey, the stealth of the 6-cylinder cars brought Le Mans wins in 1929 and 1930.

Whereas four-cylinder cars tended to receive light weight coachwork, the 6½ was unrestrained, so it is not surprising that of the 544 cars built, only 10% were delivered with open touring bodies. The buyer of the six-cylinder Bentley knew what they were doing, each country had its pinnacle cars: in Belgium the Minerva, in France the Hispano-Suiza, in Italy the Isotta-Fraschini and here in America Duesenberg and Packard tied for this crown. That being said, it can be argued that none blended luxury with sport as Bentley did, the owner of a Bentley was the driver and the "red mist" was usually in the air!





Keeping her on the road, South Africa, 1940s



THE MOTORCAR OFFERED

As the roaring Twenties drew to a close, and times became more austere, open touring cars were commissioned far less than they once had been, closed or formal cars being more the order of the day.

Very few would have been delivered in the majestic form that BR2354 was, with costly coachwork that mirrored its sporting mechanical aspects. This Bentley received its body by the esteemed company of Barker & Co. Coachbuilders—a rare choice, as Barker ultimately bodied only 19 of the 6.5-liter chassis. True to form, Barker clothed the brazen Bentley with a beautifully proportioned and high-quality sports tourer body, seating seven adults if required, with two rear fold-down occasional seats, a tour de force in coachbuilding curved throughout on multiple planes and supremely elegant.

A period photograph, reproduced on these pages, shows the finished article, which after being registered in May 1928 was used by HM Bentley & Partners as their Demonstrator.

It was to be a proposition that very few could step up to, the buyer a Major J.T. North taking delivery eleven months later. Major North, a resident of Surrey, was the nephew of the infamous Chile “Nitrate King” Colonel JT North, and was a decorated veteran of the Great War.

Two further British custodians handled the Bentley, before it migrated in 1937, comfortably before the outbreak of war, to South Africa for a 75-year sojourn. In the early 1940s, on the Cape, it was owned by two young friends in the South African Air Force. But, despite being out of harm’s way from the

UK, it was not immune to the consequences of the times; large capacity six-cylinder cars not being easy to keep on the road during fuel shortages. On one occasion, running the car on Aviation fuel caused the car to be impounded by the local authorities. Then, as an alternative, for a while the resourceful Air Forcers converted its fuel source to be wood! Photos on file still exist with its wood burner sitting where its luggage rack once was.

Ownership would pass a few times before it arrived with long term owner, South African Mrs. Alva Wilkins in 1964. Mrs. Alva Wilkins, a lady of diminutive stature of 5ft 4ins, quite the opposite of the Woolf Barnato “frame” that one might think was required to pilot these cars. Despite this, she actively used the Vintage Bentley for the next 20 years, including tours in both Australia and Africa.



Its next custodian would keep the car for almost 30 years before the current owner negotiated to repatriate the Bentley from its long-term South African home.

On arrival in the UK, the owner elected to commission a rebuild worthy of this stature of car. An exhaustive and fully-documented process, the car was rebuilt from the ground upwards, including total refurbishment of its Barker bodywork, removing and restoring the original aluminum skin from its original frame, carefully repairing it where necessary.

Its original paintwork scheme became apparent, as light blue, with black fenders, in line with the period photo of the car, and this has been replicated. The interior has been matched in rich royal blue Connolly surface-dyed hides and the brightwork throughout

correctly re-nickled. But this was not just about the aesthetics; the car received a comprehensive mechanical refurbishment with all mechanical items rebuilt to concours standards (e.g. the engine, gearbox, ignition system, brakes and suspension). Furthermore, the complex exhaust system was rebuilt correctly to the original WO Bentley blueprints, and the car comes with the incredibly rare tool kit housed correctly in the running boards, and an equally rare Handbook. The stunning history file comprises three leather-bound volumes of period photos, articles, rally plates, and a completion photographic description of the restoration.







Throughout its life it has retained its fully-matching numbers drivetrain, which is endorsed by copies of the factory build sheet on file, as well as a new report by the acknowledged expert for these cars, Dr. Clare Hay. Its survival as such an original car may generally be attributed to its long period away from the easy availability of replacement components in the Northern Hemisphere. The reality of its rarity can quickly be assessed by the fact that of only 28 bodies Barker provided for WO Bentleys, nineteen were fitted to 6½-liter cars, only two of which were 4-seat open tourers, and of that “brace,” this is the only survivor.

So, there you have it, a unique survivor, which 90 years after it was delivered is once again in “as new,” or rather “better than new” order. A debut in the UK was made at the Bentley Drivers Concours at Stonor Park in June, and in the lead up to the sale the car will be previewed at the Annual Rolls-Royce Owners Gathering in Squaw Creek.

Chassis BR2354 would surely complement any collection, serving as a world-class centerpiece and example of the marque. It arrives at the sale here in stunning condition, ready to be shown or toured in any number of events that will herald the 100th anniversary of this iconic brand.

\$2,000,000 - 3,000,000

21.**1992 LANCIA DELTA INTEGRALE HF EVO I**

Design by Giorgetto Guigiaro

Chassis no. ZLA831AB000581267

1,995cc Turbocharged 16-Valve 4-Cylinder Engine
 Electronic Fuel Injection
 210bhp at 6,800rpm
 5-Speed Manual Transmission - All Wheel Drive
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Rare and desirable Evolution-version of the legendary Delta Integrale HF*
- ★ *Low-kilometer example benefitting from recent engine refurbishment*
- ★ *Beautifully presented, retaining original interior*
- ★ *A true Rally icon from the end of the era*

**THE DELTA INTEGRALE HF**

After experimenting with a system combining both a conventional (Volumex) supercharger and a turbo on their “homologation special” Delta S4 rally car, Lancia opted for turbocharging alone for the Delta HF. Already a fine handling car, courtesy of its tuned suspension, the HF moved up a class with the introduction of a state-of-the-art four-wheel-drive transmission incorporating Ferguson viscous couplings and a Torsen differential.

Badged as the Delta HF 4WD on its introduction in 1986, the model retained the Volumex blower, before switching to a straightforward turbo upon its transformation into the Integrale in 1987. The latter would prove a supremely capable rally car, winning the World Championship in both 1987 and 1988. Integrale performance was boosted further by the introduction of a 16-valve

cylinder head in 1989, maximum power increasing to 200bhp and top speed to 220km/h.

Homologated to maintain the works rally team’s competitive edge, the first Evoluzione models were manufactured towards the end of 1991, incorporating wider front and rear track, appropriately altered bodywork, and an engine re-mapped to produce 210bhp—giving the Evo a stunning 5.7 second 0-100 km/h performance—among many other detail improvements. These Evo I Integrales were the last true Homologation cars, as the Evo II never hit the circuit.

THE MOTORCAR OFFERED

This particular Lancia Delta Integrale HF Evo I is a stunning example of the rare breed. Benefitting from all the Evo package interior and performance upgrades, the car has retained its original driveline and interior. Furthermore, the 57,570 kms recorded on the odometer at the time of cataloging is believed to be the genuine figure. A recent engine refurbishment has been performed with OEM parts, by a marque specialist, costing over \$27,000. A true driver’s machine, this iconic “Hot Hatch” has been “stickered up” in the appropriate Martini livery and is surely one of the best kept examples available.

\$75,000 - 90,000
WITHOUT RESERVE

Please note, this vehicle is titled under the model year 1993.

Chassis no. KF/21069-U

Engine no. KF/21039-UE

1,998cc OHV Inline 6-Cylinder Engine
105bhp at 5,300rpm
Twin Zenith-Stromberg Carburetors
4-Speed Manual Transmission
Front Disc - Rear Drum Brakes
4-Wheel Independent Suspension

- ★ *Excellent Restoration on Early Seventies Classic*
- ★ *Lovely Valencia Blue over Black Color Combination*
- ★ *Accompanied by Heritage Certificate and Spare Parts*
- ★ *Award Winner at VTR Events*



THE TRIUMPH GT6

In the early Sixties, Triumph charged Giovanni Michelotti with the task of creating a GT version of the Spitfire 4. By replacing the 4-cylinder 1,147cc motor with the beefier 6-cylinder 1,998cc engine, the car was launched as the Triumph GT6 in 1966, with a racy fastback silhouette, soon commandeered by the Spitfire racing program. By 1970, several changes had been made to culminate in the GT6 MkIII with some body-styling improvements, —although the hugely popular sloping bonnet à la E-Type remained—upgraded suspension, the addition of an antiroll bar, servo-brakes, and seats in cloth, rather than vinyl.

THE MOTORCAR OFFERED

This lovely 1973 Triumph GT6 was completed in Pimento Red with black trim on November 24, 1972 and dispatched the following January to a dealer in Baltimore. The previous owner located the car in St. Clair Shores, Michigan, and purchased it on November 23, 1992, twenty years, almost to the day, of its factory release. The car was complete and original; however, required both mechanical and aesthetic refurbishment to enable the new owners to show and drive the car in local autocross and hill-climb events.

By 1999, following seven years of careful maintenance and trouble-free touring, the 1973 GT6 was deemed worthy of a top drawer, “no expense spared” restoration. It was delivered to Surrey Motorsports of Niles, Michigan, a respected specialist in

British Marque restorations, where works began in October that same year. All systems (e.g. engine, transmission, brakes and suspension) received a complete overhaul and rebuild, using NOS factory parts where possible. Re-robed in regal Valencia Blue (BL paint #66) over black, the car returned to its owner in April 2002. From here it went on to win several accolades, including Vintage Triumph Registry’s Best of Show and Preservation awards. This superb GT6 has since been driven sparingly, garaged in the winter in a climate-controlled facility, and maintained meticulously. It is reluctantly offered today by a prominent Chicago-based collector, with a treasure trove of original parts, period correct brochures, and a BMIHT certificate.

\$30,000 - 40,000
WITHOUT RESERVE

23.

2005 FERRARI 575M SUPERAMERICA

Design by Pininfarina

VIN. ZFFGT61A450142019

Engine no. 96336

5,748cc 48-Valve DOHC V12 Engine

Electronic Fuel Injection

515bhp at 7,250rpm

6-Speed F1 Transaxle

4-Wheel Independent Suspension

4-Wheel Carbon Ceramic Disc Brakes

- ★ *Desirable limited-edition Superamerica*
- ★ *Stunning Blu Mirabeau over Beige and Blu Scurro livery*
- ★ *Offered with Ferrari Classiche Certification red book, books, tools, and window sticker*
- ★ *Desirably optioned with GTC package*



THE 575M SUPERAMERICA

With the introduction of the 550 Maranello in 1996, Ferrari returned to its tradition of building front-engined V12 sports cars; resurrecting a line that had remained dormant since the demise of the 365 GTB/4 “Daytona” in 1974. Car magazine was understandably enthusiastic, “The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago.”

The heart of any Ferrari is its engine, and the 550 Maranello’s 48-valve, 5.5-liter V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona’s. The power train was housed in a tubular steel chassis, to which was attached aluminum coachwork, while the

all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious “Daytona” predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin, and truncated tail. Styling details (e.g. the bonnet air scoop and hot air outlets behind the front wheelarches) recalled the great Competizione Ferraris of the past. In particular, the immortal 250 GTO, while the tail incorporated Ferrari’s characteristic twin circular lights.

In 2004, Ferrari released a limited run of 559 examples of a striking and innovative convertible, the Superamerica. Drawing its

name from the iconic Pininfarina designed Lampredi V12-powered GT cars of the 1950s and ‘60s, the 199mph 575M Superamerica retained the Coupé’s mechanicals together with its general design, while featuring a unique pivoting photo-chromic roof. The work of Pininfarina’s chief stylist Leonardo Fioravanti, creator of the legendary 365 GTB/4 “Daytona,” it was the first roof of its kind ever fitted to a production car and was built using a carbon fiber frame integrated with electro-chromatic glass. The transparency of the glass could be adjusted from within the cabin to transmit varying amounts of light; letting in approximately the same amount of light as a conventional glass sunroof at its lightest setting and only 1% of the sun’s rays at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just 10 seconds.



THE MOTORCAR OFFERED

One of just 559 built, this fine example has covered less than 13,000 miles from new. Furthermore, the top-of-the-line Superamerica is finished in a rarely seen Blue Mirabeau over beige and blue leather. A number of desirable options were included upon purchase of the Gran Tourer: the carbon interior package with racing seats, special leather features and stitching, a HiFi stereo with CD changer, and the GTC package. This includes modular rims, ceramic brakes, Tubi Exhaust, and a further performance tuned suspension. The enormous power from the 515hp 48-valve V12 is sent through Ferrari's innovative F1 paddle shift gearbox developed from their dominant Formula 1 racing cars.

Delivered new to a Ferrari cognoscenti in Southern California, the vehicle was sparingly used for two years, before trading hands to

its second, and most recent, owner in 2007. A serviced and maintained example, it is reported that this Superamerica has had its last timing belt service in October 2014 at 11,324 miles, last annual service in March 2016 at 11,931 miles, and its most recent oil change a few months ago at 12,715 miles. Most importantly, this Ferrari has been Classiche approved and its red book is anticipated to arrive. Many of the peripherals will accompany the car upon purchase (e.g. the service and warranty records, books, tools, and window sticker).

Beautifully kept and well-maintained, this Superamerica looks incredibly fresh and resides in the type of condition one would expect for such a pampered example. These rare cars have become increasingly desirable in recent years, as is witnessed with the

consistent interest in the rare open versions of Ferraris GT models. Here you can enjoy open top motoring in a true V12 front-engine Ferrari Grand Turismo.

\$350,000 - 450,000

24.

1936 LAGONDA LG45 TOURER

Chassis no. 12043

Engine no. 12043

4,453cc SOHC Inline 6-Cylinder Engine

Twin SU Carburetors

120bhp at 3,400rpm

4-Speed Manual Transmission

Front and Rear Leaf Spring Suspension

4-Wheel Girling Hydraulic Drum Brakes

- ★ Rare body style on renowned Le Mans inspired LG45 model
- ★ Matching numbers
- ★ Offered from long term private ownership
- ★ Great tour car



THE LAGONDA LG45

Lagonda's dramatic victory at Le Mans in 1935, under WO Bentley's energetic leadership, inspired the LG45 model, closely based on the Le Mans Team cars, and introduced the following year. The new LG45 was enthusiastically received amid favorable reviews. "The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable." - *The Autocar*, 10th April 1936.

Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Liter model, the M45 deployed Meadows' 4.5-liter, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favorable conditions. A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Under W.O. Bentley's technical direction, the big Lagonda became more refined, the M45's successor – the LG45 - gaining synchromesh gears, flexible engine mounts and centralized chassis lubrication among many other

improvements. It was these refinements that encouraged *The Autocar* to comment so favorably about the new model, and these sentiments were echoed by Motor Sport, who in May 1936, reported that they had recently taken a Sports Tourer identical to the one offered for sale today. Their test involved driving the car from the Works straight to Brooklands and out onto the track, with windshield folded 95mph had been recorded. Their summary being "Anyone who handles and examines the new Lagonda cannot fail to be impressed with the fine workmanship and the many points of practical value which have been embodied in the chassis design and the lay-out of the body. The car is one of the fastest, safest and most robust on the British market to-day and one which will delight the most inveterate road-burner, and yet contrives to cover the miles with a quietness and





smoothness which spell freedom from fatigue at the end of a long journey”

The Sports Tourer tested by *Motor Sport* and as presented here was the latest creation of Lagonda’s talented inhouse designer Frank Feeley, who, at the young age of 25, penned remarkably stylish and individual designs which set Lagonda apart from its peers. This design for the tourer is a brilliant combination body which echoes the racy open tourers of the 1920s, with their sporting carefree looks, but incorporates 1930s practicality offered by a convertible sedan. On a summer’s day, the windshield could be folded flat, and the windwings turned over as ‘aero’ screens, yet if the weather should turn, a full-length top could be raised and stowed inside the door panels are windows to fully enclose the passenger area from the elements. Feeley would also create the iconic LG45 Rapide, and after the

war is credited with the lines of Aston’s DB3S, designs which were rarely bested in their day by even the most celebrated French or Italian carrossiers.

Endowed with such an impeccable pedigree, the 4.5-Liter Lagonda quickly established itself as a favorite among the wealthy sporting motorists of its day. A mere 278 LG45s were produced between 1936 and 1937 and the model remains a much sought-after classic.

THE MOTORCAR OFFERED

Only 25 LG45 are believed to have been delivered as ‘Tourers’, these rare derivatives of the highly tractable and usable Lagonda have always been coveted and rarely come to market, making this a wonderful opportunity.

LG45 12043 carries with it copies of the original factory records, courtesy of Jon Leo, which denote that it was very carefully tailored for its commissioned first owner. As new, the car was finished in dark grey, from its chassis to its fenders and all bodywork, then upholstered in Mulberry (red) hide and had matt finished walnut wood trim throughout. Note is made that its steering column should be half an inch shorter than standard and that its windshield should be of the more sporting fold flat variety and a tonneau cover was supplied that would fit over the front seats, suggesting that it would have been driven frequently as a two-seater, or by an unaccompanied driver.



That person, certainly in its early days was Donald H. Ogilvy of Scotland, who made his order through Burton and Tweedy of Glasgow and received the car just a month after it was ordered. Its build sheet confirms that the engine series number of LG45/202/S1 is the same one fitted to the car today.

A small annotation to these sheets in pencil, records the car as being 'Now in New York', just beneath Ogilvy's name, suggesting that either the car, or he or both had migrated to America, which seems to be endorsed by the 1940 US census which lists a Donald H. Ogilvy, living in Scarsdale, but of Scottish birth. As far as we are aware the Lagonda would have arrived here just before the war and has remained in U.S. ownership since.

The current owner is a strong aficionado for the best of British motorcars and has always a particular love for this particular style of Lagonda. Over the course of more than five decades of collecting, he has owned no fewer than three of this type, and this car arrived in his stable roughly 20 years ago, being acquired from William Rudkin of Pepperidge Farm fame.

By that time, the car had been re-liveried in the rich red scheme we see today, with matched leather upholstery. Its restoration shows a little age, but the car remains very presentable and has won prizes at several Concours over the years (those trophies accompany the sale). The car has also recently benefitted from refurbishment of its gearbox. Of interest also is its factory correct onboard jacking system which Lagonda

ingeniously stowed in the left-hand side spare wheel cover. With their Le Mans pedigree, dependable Meadows 4½ liter power unit and smoothly operating transmission, the LG45 offers a great package of heritage and modern convenience and reliability.

\$350,000 - 450,000

25.

1958 PORSCHE 356A T2 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 84389

Engine no. 68308

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-Choke Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Exquisite award-winning restoration by marque experts*
- ★ *Retains matching numbers engine, gearbox and original body panels*
- ★ *Offered with owner's manual, jack, tool kit, and COA*
- ★ *Presented in the factory-delivered livery, and fitted with desirable, period correct and date coded Rudge wheels*



THE PORSCHE 356 SPEEDSTER

One of the all-time great sports cars, the 356 was the work of Ferry Porsche, based on his father's Volkswagen 'Beetle', like that it employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 liters; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.

The Porsche 356 was offered as a closed Coupe or open Cabriolet, although arguably the most iconic and collectible model of the 356, was the limited production 356 Speedster. This lithe racy Roadster-type

sportscar was tailored by Max Hoffman to the American market, with a low, raked windshield, easily removed for racing. Light bucket seats replaced the standard seats and side windows were discarded in favor of side curtains. The Speedster was an immediate hit from its 1954 introduction. Some 200 were built initially, but the next year sales burgeoned to more than 1,000. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene. Late in 1955, the 356 received its first upgrade as the 356A, with a 1600cc engine in various stages of tune. For the 1958 model-year production, the 356 received numerous upgrades, making

these end-of-the-run Speedsters the most desirable of the limited model run. Referred to as the T2 models, they benefitted from an improved transaxle and steering box design, among other refinements. Today the 356 Speedster remains a Porsche icon on par with the 550 Spyder and the 911. These cars offer exceptional handling, timeless styling, and most of all joy to those lucky enough to occupy its two seats.



THE MOTORCAR OFFERED

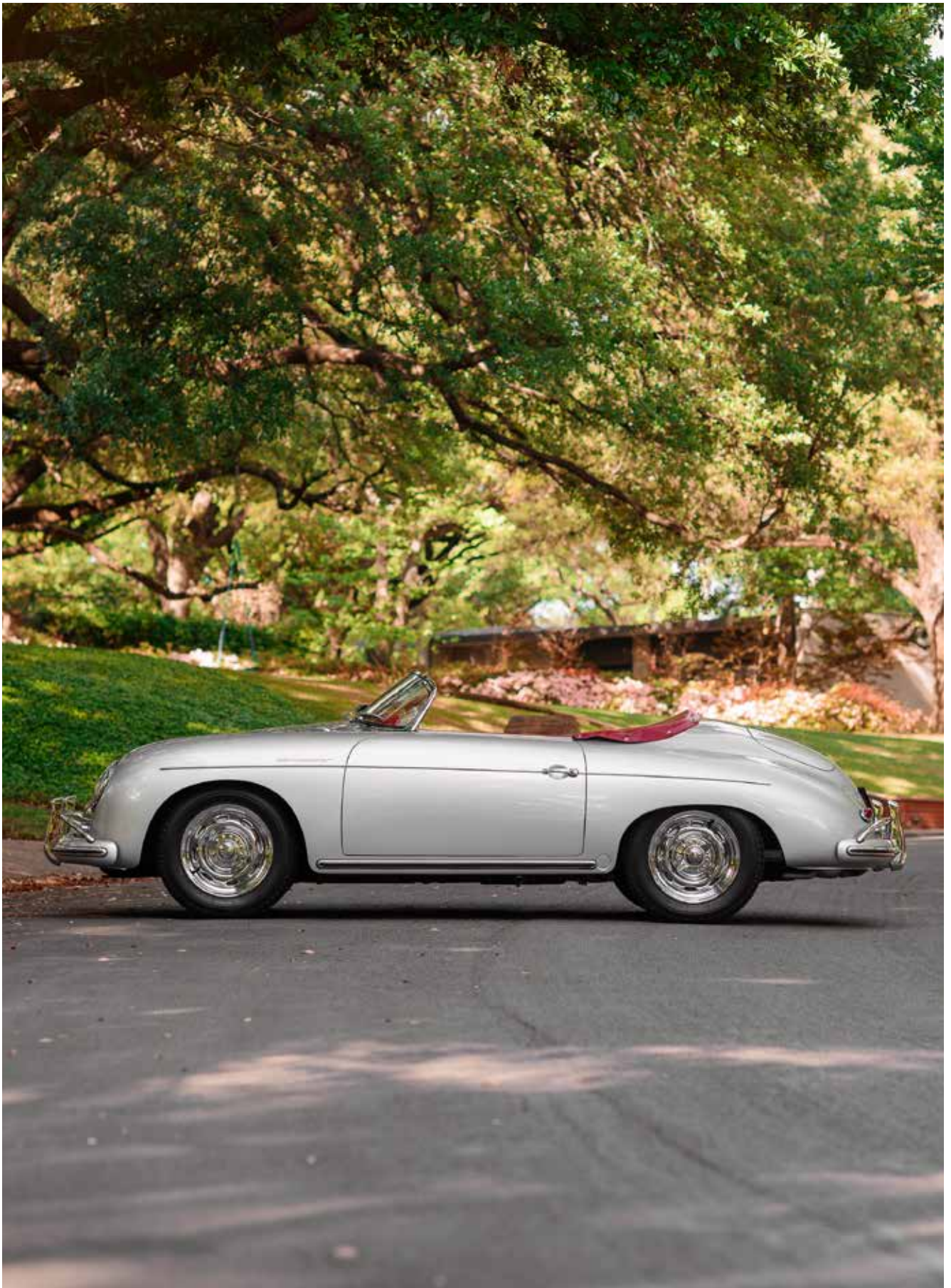
Departing the Zuffenhausen production line on a presumably cold winter day in January of 1958, Speedster 84389's Silver Metallic exterior certainly reflected the frigid conditions, while the dark red leatherette interior provided an attractive contrast. The original destination for this Porsche is unfortunately unknown at this time, but thanks to a 1968 Bill of Sale and a New Jersey Title, the ownership history can be easily traced from this point. This east coast proprietor had the car in his possession for over 40 years until he parted with the sports car in 2014 when it was handed over to its current owner. The vehicle had been taken apart in 1972 and remained in pieces until a comprehensive restoration project was conducted.

Over the course of 40 months, and hundreds of thousands of dollars spent, no stone

was left unturned and no detail ignored in an effort to bring this Porsche into a state of excellence. A great deal of the 100-point restoration was carried out by 356-expert Roy Smalley of Eurowerks in Campbell Texas, while a handful of other shops conducted supplemental work. The matching numbers transaxle and engine were both rebuilt with the former receiving attention from 356 Enterprises in North Branch Michigan, while the latter was sent to Competition Engineering of Lake Isabella California. The finer elements such as the brightwork and original instruments were also handled by specialists in the great state of California.

Finished in the color combination it left the factory in nearly 60 years ago, this restoration was completed during the final months of 2017. As mentioned previously, the original







gearbox and engine have remained with the vehicle for its entire life. In addition, stampings on the front hood, engine lid, and both doors confirm that the body panels are original to the vehicle. A set of five period correct and date coded Rudge wheels and hubs was sourced and fitted, giving this Speedster an even more racy look as when fitted with the stock hubcaps. Accompanying this spectacular Speedster is the Porsche-issued Certificate of Authenticity, jack, owner's manual, and restored tool kit.

The 356 Speedster was Porsche's ultimate expression of the raw sports car, and this example exist as a prime example of one of Stuttgart's most beloved models. Serving as evidence to the quality of this Speedster are numerous impressive awards from Concours events across the country, including winning

the Best Porsche Award at the 2017 Hilton Head Island Concours d'Elegance, Best in Class at the 2018 Concours d'Elegance of Texas and several awards at the PCA Maverick Region Spring 2018 event. This spectacular Speedster would be a superb participant in any number of significant rally events, such as the Copperstate 1000 Road Rally, and would surely offer the driver and passenger a thrilling drive. With its original matching-numbers driveline and body panels still intact, this Speedster checks all the boxes.

\$500,000 - 600,000

26.**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 classic E-Type Roadster*
- ★ *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, just as it appears today. During this time of E-Type production, the US-market cars started receiving the next generation of headlight treatment, also referred to as the Series 1¼ cars. Records and books are vague on which cars received what treatment, so it is difficult to determine if this specific got the new, or old treatment.

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.

In 2016, this fine E-Type was restored by 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.

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

27.

1939 BMW 328 ROADSTER

Chassis no. 85446

Engine no. 85446 (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

4-Wheel Hydraulic Drum Brakes

- ★ Desirable top-of-the-line, competition-derived 328 Roadster
- ★ In current ownership for more than three decades
- ★ Eligible for the most prestigious tours and rallies including the Mille Miglia
- ★ One of only 464 examples built



THE BMW 328

"The BMW 328 is legendary. It is acknowledged by car enthusiasts all over the world as having a special pedigree, presence and uniqueness. It is definitely among the most attractive, successful, and influential sports cars ever built." - Rainer Simons, *BMW 328: From Roadster to Legend*

BMW's emergence as a manufacturer of fine sporting motor cars can be traced back to the annual Eifelrennen event held at the Nürburgring on June 14th, 1936. At this Eifelrennen event, Ernst Henne beat a field that included 1½-liter monoposto racing cars driving the prototype of what would become one of the most iconic sports cars of all time—the legendary 328. The fact that this overwhelming victory had been achieved only eight years after BMW's establishment as an automobile manufacturer is all the more remarkable.

It had been the acquisition of the Dixi works at Eisenach in 1928 that provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in car 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. 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 front 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.

Lacking the resources of larger and longer

established rivals, BMW adopted an evolutionary "mix and match" approach to model development. Thus, the 328 employed the tubular chassis, transverse-leaf independent front suspension, and live rear axle of the 319; the cylinder block and hydraulic brakes of the 326; and a body incorporating stylistic elements of the 319/1 Sport and 329. With the 328, BMW's Chief Engineer Fritz Fiedler turned accepted chassis design on its head. Fritz developed a frame that combined lightness and stiffness in equal measure--virtues that permitted the use of relatively soft springing with all its attendant advantages. In short, the 328 was the first truly modern sports car.

The 328's six-cylinder engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated





hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. Instead, the Type 326, 1,971cc engine's single, block-mounted camshaft and pushrod valve actuation were retained; thus, avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Down-draught inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors.

Most notably Cooper, during the 1950s. The 328-engine produced 80bhp, an exemplary output for a normally aspirated 2.0-liter unit at that time, with more available in race trim.

The two door-less 328 prototypes, and the first batch of cars, were lightweight racers with aluminum coachwork intended to establish the model's competition credentials before production proper got under way. Available from the late summer of 1936, the production 328s featured doors and a convertible top, and were well-equipped and comfortable in the manner of the best Grands Routiers. On the racetrack, the 328 reigned supreme, with outings at Nürburgring, and winning its class at the Mille Miglia, Le Mans, Spa 24 Hours, and Britain's Tourist Trophy. In 1940, an example fitted with special aerodynamic bodywork won the Mille Miglia outright.

The most advanced sports car of its day, the 328 remained competitive for years after the war, a state of affairs that only served to further enhance its reputation, which was

out of all proportion to the limited number produced. Between 1936 and 1939, only 464 BMW 328s were made, of which fewer than 200 are believed to exist today.



THE MOTORCAR OFFERED

BMW 328 Roadster chassis number 85446 is understood to have been completed in 1939, in the final production year for the model. Although the early history of this sporting 328 Roadster remains indistinct, it is known to have made its way to the US after WWII and then owned by California-based collectors. By the 1980s, 85446 was in the hands of Sherman Oaks, California resident Mr. Gary A. Engel, and was here purchased by the consignor in 1988. The desirable BMW 328 Roadster has since formed part of the consignor's exceptional collection of some of the most desirable sportscars, from both the pre- and post-war era, made by some of the most exclusive manufacturers.

Today, fresh out of three decades in the current ownership, BMW 328 Roadster chassis number 85446 is bound to impress

and start conversations wherever it goes, as it has been kept under the radar for many years. A close look reveals an older and aged restoration, offering the perfect basis to refresh the car cosmetically and mechanically, and then enter into new events. Both the chassis and engine are stamped 85446, which would indicate that they are indeed the matching units, although the stamping on the engine block looks as it could have been altered. The car has seen little use in the past three decades, and a mechanical service and sorting is recommended, ensuring proper performance and safety for the next owner. Offered with the rare BMW are many spare parts, including a cylinder head, carburetors and gasket sets.

A sporty and thrilling car to drive, these desirable Roadsters are eligible for the finest

Concours d'Elegance and classic car tours and rallies around the world, including the exclusive Mille Miglia held every year in Italy. Here, one would get an early starting number with a car like the 328 BMW Roadster, and be high on the acceptance list for this popular event. Offered here is a rare opportunity to buy an example of the most significant and collectible pre-WWII model from Bayerische Motoren Werke, possessing competition-derived driving characteristics and stunningly good looks.

\$650,000 - 850,000

28.**1970 PORSCHE 911E 2.2 COUPE**

Chassis no. 9110220628

Engine no. 6204038

2,195cc SOHC Flat 6-Cylinder Engine

Bosch Mechanical Fuel Injection

155bhp at 6,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Complete nut-and-bolt restoration by marque specialists
- ★ Original Albert Blue over Tan
- ★ Numbers matching engine
- ★ Classic and iconic early Porsche 911
- ★ Offered with restoration documentation, COA, books and tools

**THE PORSCHE 911**

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These “giant killers” could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and solidified their dedicated following of Porsche enthusiasts.

Starting in 1964 with the original 911, Porsche has produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling and offered a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. Mechanical fuel injection debuted this year as well as in top-of-the-line 911S and the new 911E. The 911E received its name from Einspritzung, the German term for injection. Slotted between the base-model 911T and the 911S, the E, which replaced the 911L “Luxus,” featured improvements including a leather wrapped steering wheel, velour carpeting, vented brake discs, and golden script on the rear deck.



THE MOTORCAR OFFERED

This incredible, numbers matching 1970 Porsche 911E Karmann Coupe is the recent recipient of a total nut-and-bolt restoration which has left the car in concours condition. During the restoration, the iconic body was media blasted and brought to a bare metal shell before being finished in its original color of Albert Blue. While the car was fully disassembled, every nut and bolt was restored or polished to its original factory finish. The interior was completely refinished with new leather seats, headliner, carpets, authentic-style matching Coco mats, and original factory door pockets. The original, matching numbers engine and transmission have been fully rebuilt by a well-known marque specialist. Every shock, spring, and bushing has been replaced with the correct items. All five "deep 6" date stamped original Fuchs were refinished and anodized by Al Reed to as new condition.

The restoration process has been extensively documented in the cars well-organized history file, which also includes a copy of the Porsche supplied Certificate of Authenticity. An upgrade to leather and a stainless steel exhaust system appear to be the sole variations between the cars current and as delivered state.

The serious Porsche collector seeking an early 911 Coupe ready to be enjoyed on their favorite backroad or competing for trophies on the concours field need look no further than this outstanding example. With its handsome color combination and excellent details, this superbly restored, well-sorted Coupe is ready to make its next owner proud.

**\$125,000 - 150,000
WITHOUT RESERVE**



29.

1955 PORSCHE 356 PRE-A 1500 CONTINENTAL CABRIOLET Coachwork by Reutter

Chassis no. 60771
Engine no. P35786 (see text)

1,488cc OHV Flat 4-Cylinder Engine
Twin Carburetors
55bhp at 4,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- ★ One of only 228 Continental Cabriolets built
- ★ Rare and desirable one year only model
- ★ Exquisitely restored inside and out
- ★ Accompanied by its Porsche Certificate of Authenticity



THE PORSCHE 356 CONTINENTAL

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

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

at the Le Mans 24 Hours; therefore, beginning the marque's long and illustrious association with Le Sarthe.

New York-based importer Max Hoffman (responsible for introducing the Spartan and sporty Speedster to the US), began his series of entry level Porsches with the 1500 America, a 'de-trimmed' 356 powered by the Normal (as opposed to Super) engine. For 1955, the 1500 America was superseded by the better equipped, though still "Normal" powered, Cotinental. According to *Road & Track*,

The Normal produced more torque than the Super below 3,000rpm, and in any given gear, from any given speed, could out-accelerate the more powerful car. In deference to its graciousness, German customers called the 1500 Normal "die Dame - the Lady.

However, following objections from Ford, the "Continental" name was discontinued after little more than a year. Today, the refined Continentals are among the rarest and most sought after of early 356s.





THE MOTORCAR OFFERED



Leaving Porsche's Zuffenhausen factory on March 8, 1955, this car, as with all Continentals, was destined new to the US market. The car was originally consigned to the Max Hoffman Company in New York City on September 8, 1955. From there it was transferred to a Porsche dealer in Washington State and sold to a Washington resident. Documentation tapered for the next three decades, but on December 4, 1986, the car was sold to Todd Curtis of Redmond, Washington. A young collector at the time, Mr. Curtis would keep the Continental for six and a half years, before selling it, on June 13, 1993, to fellow Pacific Northwesterner Scott Johnston of Bend, OR. Johnston retained the car briefly, before selling it the following year to Nicola Montevercchi of Rimini, Italy.

An Italian motoring enthusiast, Montevercchi quickly began a decade long restoration as soon as the car arrived in Italy. After an involved and thorough refurbishment, the car was issued, in 2005, a Classic Vehicle certificate by Automotoclub Storico Italy. The 356 remained in Italy for the next four years, before returning to the United States in the summer of 2009.

Upon its return, it was purchased by the previous owner. Immediately following his acquisition of this Continental, nearly \$20,000 was spent topping and tailing the car (e.g. extensive detailing, paintwork, mechanical servicing and tuning). Originally finished in silver metallic over green leather, the interior color has been retained, while the exterior is now painted a rich, elegant black.



At some point, the car lost its original engine, but is presently fitted with a correct-type, 1,500cc Porsche engine. While in the care of the consignor – a prominent Southwestern based collector – the Continental Cabriolet has been fastidiously maintained and was exercised on the 2016 running of the California Mille rally.

Showing exceedingly well, this lovely Bent-Window 356 Continental is the perfect drop-top for touring, casual motoring, and shows. With Rennsport Reunion VI just around the corner, this is a rare opportunity to acquire a unique and special car seldom seen, even at the biggest of Porsche meets.

\$300,000 - 375,000

Given the swift actions by Ford to quash Porsche's attempts at using the Continental moniker, precious few Continentals were made in either Coupe or Cabriolet form. Only 228 of the later made it in before the fender script was changed from "Continental" to "European". Fully-loaded from the start, it was the first genuinely luxurious Porsche to be offered.

30.**1969 SHELBY GT500 CONVERTIBLE**

Chassis no. 9F03R481878

428ci OHV V8 Engine
 Single 4-Barrel Carburetor
 335bhp at 5,600rpm
 3-Speed Automatic Transmission
 Independent Front with Live Axle Rear Suspension
 Front Discs and Rear Drum Brakes

- ★ From the personal collection of Carroll Shelby
- ★ 1 of only 335 1969 GT500 Convertibles produced
- ★ Restored by marque experts
- ★ Offered with Shelby authenticity certificate and Marti report
- ★ Desirable options including air conditioning, traction-lok diff and competition suspension

**THE SHELBY GT500**

1969 was, effectively, the final year for the Shelby Mustang. By now assembly had shifted in Michigan from California where it was contracted out to A.O. Smith Corporation. Smith, an established Motor City contractor, had brought a level of serious manufacturing skill, supplier management, procedure and standards never seen at Shelby's facility where LAX met the vibrant (and sometimes extreme) subculture of Venice, California.

Now largely designed and specified by Ford staffers, the 1969 Shelby Mustang was drastically different visually from the standard Mustangs, with a completely different nose and grille, a wide rectangular opening with blacked out grille flanked by 7" headlights and with Shelby's characteristic driving lights now smaller rectangular pieces below the

attractive, but largely ineffective, bumper. The special Shelby hood had five ducts, three NACA-style surface ducts replaced the complicated but entertaining shaker hoods of years gone by to supply cold air directly to the engine air intake and two extractors at the back of the hood relieving underhood pressure and exhausting heated air in front of the windshield.

A surface duct behind the headlights and a scoop behind the door and in front of the rear wheel arch that was ducted to the rear brakes continued the performance theme. The rear panel was completely different from the Mustang, housing a set of 1965 Thunderbird sequential taillights with the rear license plate placed between them and including a small ducktail spoiler. The area under the bumper where standard Mustangs carried their license

plate contained two rectangular outlets for the Shelby's dual exhaust system. Standard wheels were unique 5-spoke Mag Stars with alloy centers and chrome steel rims.

Under the hood lay the 428 Cobra Jet which had powered the '68 Shelby GT500KR. Both Ford and Shelby recognized the superiority of the high performance CJ and made it the standard engine for 1969's Shelby Mustangs.

At the end of the 1969 model year 789 Shelby Mustangs were in-process at A.O. Smith. They were visually updated with black hood stripes and a chin spoiler and given new VINs. Otherwise the 1970s were exactly the same as the '69s making these two years essentially identical examples of the end of the Shelby Mustang series which had begun only a scant six years before.



THE MOTORCAR OFFERED

This king of the Mustangs was built at the Dearborn plant on April 14, 1969. The car was ordered new as a Shelby GT500 Convertible with the mighty 428 Cobra Jet and a C-6 Automatic transmission. The car was specified with Candyapple Red paint and white knit vinyl hi-back bucket seats. Some of the more notable options included a traction-lok differential, air conditioning, competition suspension, and a tachometer with trip odometer. According to the Shelby Registry, the cars MSRP was \$5,597.70.

The car would spend its early days on the East Coast before making its way to California where it was acquired by Carroll Shelby. Some years ago, the Shelby is reported to have been fully restored by Barry Smiths Legendary G.T. Continuation Cars, Inc., a licensed Shelby partner.

Accompanying the sale of the car is a Shelby vehicle authenticity certificate, certifying that the car has been owned by the legend himself, Carroll Shelby. This is an incredible opportunity for an astute collector to acquire a particularly significant Shelby Mustang from the last, and most highly developed series with the ultimate provenance.

**\$125,000 - 150,000
WITHOUT RESERVE**

31.

1964 SHELBY COBRA 289

Chassis no. CSX 2328

Engine no. PA 4539

289ci OHV V8 Engine

Single Four-Barrel Carburetor

306bhp at 6,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Well-kept, award-winning Cobra retaining its original drivetrain and body
- ★ Desirable late-production model with rack-and-pinion steering
- ★ Recent comprehensive restoration to factory specifications
- ★ Known ownership history since new



THE SHELBY COBRA

Though often told differently, The Shelby Cobra's story is one of great reverence. A.C. (Auto Carrier) Cars, Ltd., was a boutique British automaker established in 1908. Originally makers of small delivery vehicles, the company got into sports cars in the 1920s. After World War II, there was a sports car hiatus. The company built some invalid cars; however, in 1954, the Ace debuted. Built by John Tojeiro, the Ace exhibited a new tube-frame car with all-independent suspension. From 1956, A.C.'s own engines were supplemented with outsourced units from Bristol and Ford of England.

Meanwhile, Carroll Shelby, a chicken farmer turned racing driver, approached A.C. about putting American V8s into the Ace chassis. Shelby had initially been interested in Chevrolet's small block engine, but General

Motors turned him down, no doubt because of concerns over competition for the Corvette. A.C.'s Charles Hurlock expressed interest in the proposition, and shortly thereafter, in October 1961, Shelby learned of Ford's new small block V8, slated for introduction in the 1962 intermediate Fairlane model. Ford was more than eager to do business for the exact reasons that Chevrolet declined.

An example of the new engine was sent to England, where A.C. found it an easy fit. This was in part because of their experience with the British Ford six. This prototype chassis, number CSX2000, was then shipped to the United States, sans engine. The first 75 Cobras, a name that reportedly came to Shelby in a dream, were built with 260 cubic inch high-performance Ford engines. The later cars used the 289-cubic inch unit with

similar high-performance upgrades. The Ace's differential had been upgraded to a stronger Salisbury unit, as used in E-Type Jaguars, and the steering box, a worm-and-sector design, was moved outward to clear the engine. Disc brakes were used throughout.



THE MOTORCAR OFFERED

Production ramped up slowly during 1962, nonetheless, in October, the Cobra contested in its first competition at the Los Angeles Times Grand Prix. It retired with a broken hub, but not until showing the Corvettes that it would be a force to be reckoned with. Toward the end of the year, A.C.'s chief engineer, Alan Turner, redesigned the front end to take a more precise rack-and-pinion steering arrangement. Early in 1963, the new chassis became effective with car CSX2126.

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

This 1964 Shelby Cobra 289 is a striking example of Carroll Shelby's potent intercontinental sports car. At first glance one immediately notices the sporty red paint, correctly painted wire-wheel, and appropriate white sidewall tires - all of which are described in the original specifications and early pictures of CSX2328. According to this Cobra's extensive history file, Mr. Dodge Olmstead purchased CSX2328 on October 29th, 1964 from Cherner Motor Company in Washington, DC. As the copy of the original invoice states, the Roadster was well optioned, including white sidewall tires, a luggage rack, wind wings, seatbelts, a radio, and an external rearview mirror, totaling \$5791.75. Mr. Olmstead kept his red Cobra for about two years, before trading it in February of 1966 with a 427 Cobra, CSX3173, through Archway Motors in Baltimore, Maryland. The next

owner, Army Lieutenant Robert Whittacker, brought CSX2328 to Florida and painted the car a flamboyant metallic green. Then, before 1972, it was acquired by Michigan's Mr. Ray Angus, who chose a demurrer silver for this Cobra. In the spring of 1974, noted Cobra expert and restorer Mr. Bill Kemper acquired this Shelby and returned it to its original red paintwork.

In 1986, Mr. Seymour Levin acquired this special Shelby Cobra. For 24 years, he housed it in his collection in Pennsylvania, before finally parting with it in 2010. That year, this car was given a sympathetic mechanical refresh, before being sold to another enthusiast. When the previous owner purchased CSX2328, he made the decision to restore the exceptionally authentic Cobra to its original splendor. Importantly, the Cobra





remained in largely original condition, with no records or signs of damage or misuse. Today, the Cobras original drivetrain operates wonderfully, mated with rebuilt suspension and braking systems, lending to the drivability of this fine Cobra 289. Being a late production 289, this car is equipped with more desirable, robust rack and pinion steering, factory side vents, Ford electrics with Stewart Warner gauges; a combination considered the most desirable of all 289 Cobras. As one might imagine, given the extent of the restoration, this car is beautifully presented throughout. The original aluminum body is straight and the vibrant red paintwork envelops the curvy lines exquisitely with a great luster. The exterior is capped off by the car's original accessories, resplendent with an external rear view mirror, wind wings, wire wheels, front bumper, and white sidewall tires.

While in the current owner's care – a Texas based collector with a taste for show-winning 1950s and 1960s collector cars – CSX2328 has been professionally serviced and detailed and won the Palmetto Award at the 2017 Hilton Head Island Concours d'Elegance, while being applauded when shown at the 2018 Amelia Island Concours d'Elegance.

CSX2328 is an excellent, numbers-matching example of the iconic Cobra, complete with an extensive history file including: a picture of the car brand new with its original owner, the Shelby American order sheet specific to this car, the original customer copy of the bill of sale, the canceled check for payment in full, the original factory brochure, the factory invoices, and is noted in the Shelby American World Registry.

Few cars have the iconic status of the original Cobra and combined with the drivability and condition of this example, this 289 is a great opportunity to acquire a timeless classic.

\$1,100,000 - 1,300,000

32.*Ex-Steve McQueen***1950 HUDSON CUSTOM COMMODORE SIX CONVERTIBLE**

Chassis no. 50278280

308ci Flathead Inline 6-Cylinder Engine
 Twin H-Power Induction System
 Approximately 170bhp at 4,200rpm
 3-Speed Manual Transmission
 Independent Front Suspension – Live Rear Axle
 4-Wheel Drum Brakes

- ★ *Iconic Hudson previously owned by 'King of Cool' Steve McQueen*
- ★ *Largely original example with charming patina*
- ★ *Upgraded with larger Twin H-Power engine by McQueen*
- ★ *Historic Americana*
- ★ *Cool and historic car to take on driving events such as the Copperstate 1000*

**THE HUDSON COMMODORE**

Hudson was among the first of the Detroit automakers to introduce new models after World War II, and they were without question the most dramatically different of all the new designs. Hudson's innovation for 1948 was the "step-down" chassis with the foot wells recessed between the body stiffening members, an early expression of the "unit body" concept, which merged the body and frame in a single, welded unit. The rear frame members passed outside the rear wheels: the Hudson's rear wheel skirts were functional, not pointless embellishment. The first "step-down" Hudson's were only five feet high. They were the fastest, best handling cars around, combining Hudson's competent six- and eight-cylinder engines with the low center of gravity and relatively lightweight of the "step-down" design. The Detroit-based company celebrated its 40th anniversary in 1949 with a line of cars that continued the popular

"step-down" design introduced the year before. Even as other American automakers caught up with their first fully redesigned post-WWII cars, the 1949 Hudson enjoyed a 36-percent gain in sales from 1948. The underdog Hudson entered racing in 1951. Success was easily found in NASCAR with the bigger, straight eight Hornet. The Hudson's superiority on oval tracks was no fluke, either. In the 1952 Mexican Road Race Marshall Teague brought his Hudson Wasp home sixth overall. On some of the twisting, broken surfaced sections through the Mexican mountains he blew off all the entries from sports car powers Porsche, Lancia and Jaguar.

Nevertheless, unable to introduce new models as fast as its larger rivals, and lacking a V8 engine, Hudson was forced to merge with Nash in 1954, forming American Motors.



THE MOTORCAR OFFERED

Offered here is a very cool car, with even cooler provenance! One of approximately 700 Hudson Custom Commodore Six Convertibles manufactured in 1950, the example we have the pleasure to offer here, was owned for decades by legendary movie star, racing driver, motorcycle and car-guy Steve McQueen, or simply put, the “King of Cool.”

Hudson’s were a favorite of McQueen; he actually had four of them over the years, and is believed to have enjoyed this example as his daily driver from time to time. Available as four-door Sedan, two-door Coupe and two-door Convertible configurations, McQueen’s example offered here is of the latter, top of the line open-top variant. The car retains a photocopy of the DMV registration document in McQueen’s name, and has been kept largely original since his ownership. Originally

fitted with a 262ci single-carbureted six, the McQueen Hudson offered here was upgraded, presumably while in McQueen’s ownership, with the larger, 308ci high-compression six, and equipped with the desirable Twin H-Power dual carburation system.

The Hudson remained in Mr. McQueen’s ownership until he passed away in 1980, and was then sold to a friend of the legendary Hollywood figure. The Hudson was then placed in dry, long-term storage in a San Bernardino, California warehouse. The current owner acquired the car in 2015 and has kept it carefully stored with minimal usage since.

Today this cool Hudson Custom Commodore Convertible remains in largely original condition, and displays a wonderful patina

throughout. A repaint was performed sometime back, where the cars lower body section was finished in a dark shade of Gold/Brown. Offered from a well-known, passionate collector of exceptional automobiles, this historic Hudson would be a great car for driving events, cruise nights or local concours. Having been owned for decades by Steve McQueen, the King of Cool himself, this Hudson is great, usable Americana.

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

33.

1958 LANCIA AURELIA B20 GT SERIES VI COUPE

Coachwork by Pinin Farina

Chassis no. B20S 1791

Engine no. B20N 3569

2,451cc OHV All-Alloy V6 Engine

Dual-throat Weber Carburetor

112bhp at 4,700rpm

4-Speed Manual Transaxle

Sliding Pillar Front Suspension - Di Dion Rear Axle

4-Wheel Drum Brakes - Inboard Rear

- ★ Desirable LHD, 2.5-liter B20 GT with floor shift
- ★ Gorgeous Pinin Farina design and coachwork
- ★ In current ownership for more than 34 years
- ★ Eligible for many prominent tours and rallies



THE LANCIA AURELIA

Introduced in 1907, the Vincenzo Lancia's first car showed an independence of thought and defiance of convention that would remain associated with the marque well into the modern era. Lancia recommenced production after WWII with the Aprilia and its smaller cousin the Ardea. However, waiting in the wings was yet another groundbreaking design: the Aurelia. Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. Designed in wartime by Francesco de Virgilio, the 1,754cc 60-degree V6 was of all-aluminum construction and used overhead valves operated via short pushrods instead of Lancia's traditional overhead camshafts. An advanced unitary-construction design, the Aurelia retained Lancia's "sliding pillar" independent front suspension, first seen on the Lambda, but used a novel semi-trailing-

arm layout at the rear, another world first. The transmission, too, was unusual, comprising a two-piece prop-shaft and combined gearbox/rear transaxle on which were mounted the inboard brakes, though for once this was not an entirely new departure.

The B10 Saloon was joined the following year by the Pinin Farina-styled B20 GT Coupe, a fastback "2+2" on a shortened wheelbase which, with its combination of sports car performance and saloon car practicality, can be said to have introduced the Gran Turismo concept to the world. The Aurelia engine had been increased to 1,991cc in 1951 and it was this unit in up-rated form that went into the B20 GT. Lighter and higher geared than the Saloon, the B20 GT was good for a top speed of over 100mph. An engineering tour de force clothed in sublime coachwork by

Italy's foremost *carrozzeria*, the Aurelia B20 represents, for many, the zenith of Lancia's post-war production.

Stunning the motor racing world, a mildly race-developed B20 GT driven by chain-smoking, brandy-swigging Giovanni Bracco finished 2nd in the 1951 Mille Miglia, beaten only by Luigi Villorosi's 4.1-liter works Ferrari! It is worth noting that the nimble Aurelia was actually faster than the Ferrari over the mountain passes north of Florence. Sharing his Aurelia B20 GT with Umberto Maglioli, Bracco won the Targa Florio for Lancia in 1952 and in 1954 another B20 won the Monte Carlo Rally in the hands of the famous Monegasque driver Louis Chiron.



THE MOTORCAR OFFERED

According to Niels Jonassen's book on the model, *Lancia Aurelia in Detail*, the Lancia Aurelia B20 GT offered here, chassis number B20S 1832, was the 69th to last produced example of the legendary B20 GT. The car was configured as a left-hand drive example, just as it appears today. The B20 GT was one of 425 examples produced in the final and fully-evolved sixth series production run, built between 1957 and 1958. These end-of-the-run sixth series GT Coupe's featured many creature comforts: roll-up windows, better sound deadening, and a triangular quarter vent window. Mechanical features included the larger 2.5-liter all-alloy V6 engine and the sophisticated De Dion rear axle.

Although the Lancia's early history remains unknown, the car is known to have been owned by California-based collectors in the

1970s. By the 1980s, B20S 1791 was in the hands of Portola Valley, California resident Mr. Steve Stern, and was here purchased by the consignor in 1984. The Lancia had recently received a comprehensive restoration during this period. The purchase was arranged through Bruce Trener's Emeryville, California-based classic car dealership, Fantasy Junction. The desirable Lancia Aurelia has since formed part of the consignor's exceptional collection of some of the most desirable sportscars, from both the pre- and post-war era, made by some of the most exclusive manufacturers. B20S 1791 appears to have led a sheltered life since it left the Lancia Works in 1958. Close inspection shows a beautiful interior, and details appear correct for the car's original specification. Chrome and brightwork, as well as lights and lenses, are appear original and preserved,

showing only very light aging. The factory chassis and body tags are all original and unaltered as well. Offered with the rare Lancia are many spare parts, including cylinder heads and gasket sets. This fine Aurelia B20 GT Coupe is ripe for a light recommissioning and should then be ready for vintage rallies or tours. Featuring factory left hand drive steering, the larger 2.5-liter engine and floor-mounted gear shift, it is among the most desirably specified examples of the legendary model. It is eminently eligible for events such as the Colorado Grand or Copperstate 1000 and would equally be at home on California's Highway 1 through Big Sur, or traversing Italy's legendary *Futa-Raticosa* pass.

\$150,000 - 200,000

34.**2009 FERRARI F430 SCUDERIA SPIDER 16M**

Design by Pininfarina

VIN. ZFFKW66A490166787

4,308cc DOHC V8 Engine
 Direct Fuel Injection
 503bhp at 8,500rpm
 6-Speed F1 Electrohydraulic Transmission
 4-Wheel Independent Suspension
 4-Wheel Ceramic Disc Brakes

- ★ *Just one titled owner from new*
- ★ *One of only 499 examples made worldwide*
- ★ *Attractive livery in Nero with metallic grey racing stripe*
- ★ *Clean Carfax report*

**THE FERRARI SCUDERIA SPIDER 16M**

The Scuderia Spider 16M, named in commemoration of the 16th Formula One constructors championship Ferrari scored in 2008, accompanied the hardtop Coupe variant at the top of the Ferrari mid-engine V8 food chain. The open top 16M version assuredly followed the same methodology when it came to increasing the performance capabilities of the car.

Beginning with the global enemy of speed—unnecessary weight—many of the frivolous luxury features, like the floor mats, were thrown in the bin; all in the effort to gain an extra tenth of second on the racetrack. Furthermore, the Spider received front and rear bumpers that were made even lighter than those found on the Scuderia Coupe. Ferrari fitted the Spider with additional bracing to ensure that the track-oriented vehicle was as rigid as it could

be. All in all, the 16M was 170lbs lighter than the standard car. Moreover, the 16M featured a set of 5-spoke forged wheels that helped to greatly reduce the unsprung mass. Beyond the diet, the engineers in Maranello worked over the engine to provide an additional 20 horsepower, bringing the grand total to an impressive 503bhp. Controlling this immense power was the latest generation of Ferrari's traction and stability control systems that allowed the pilot of the vehicle to dial in precisely the amount of slip they'd like attacking the corners of a race track. The result of this extensive performance regime allowed the 16M to achieve a lap time within striking distance of even the Enzo.



THE MOTORCAR OFFERED

The Scuderia Spider 16M presented here left the Maranello production line finished in a menacing Nero over Nero scheme with a metallic grey racing stripe befitting of a car with track use in mind. This U.S. specification car was originally delivered new to Dublin, Ohio. The vehicle was optioned with Bluetooth phone connectivity, a carbon exterior package, red tachometer, carbon racing seats, and contrast Grigio Scuro stitching. This Ferrari has had just one owner from new and spent a large portion of its life in Ohio, where the sole proprietor of the vehicle was based.

As shown in the Carfax report, the car was routinely maintained and covered roughly 1,500 miles per year over the full term of ownership. Now with just around 10,000 miles on the odometer, the car presents in very good condition, as one would expect.

The Scuderia Spider 16M represented the rawest driving experience offered by Ferrari at the time of release. It accomplished this by incorporating many of the technologies that help the famed Italian firm to countless Formula 1 victories in the 2000s. Additionally, the lack of roof provided an unobstructed sensory experience. Just 499 of these supercars were sold worldwide, making them endlessly desirable to Tifosi and collectors alike. Short of buying a full stop race car, the Scuderia is sure to provide just as many thrills, all while wearing a license plate.

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

35.

2015 PORSCHE 918 “WEISSACH” SPYDER

VIN. WPOCA2A18FS800586

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

- ★ Weissach package with Special Wishes to Sample Interior
- ★ 1 of only 294 U.S. specification 918 Spyders built
- ★ Presented in as-new condition
- ★ The ultimate road going Porsche



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 sports car 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.

However, after the Carrera GT Porsche did not make much 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 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.

Further enhancing the 918's performance and driving experience, buyers could option their 918 with the Weissach package. For a price of more than \$80,000, numerous modifications were made to lighten the car and improve its performance. Many parts of the interior normally swathed in leather were replaced with lighter Alcantara, and carbon fiber replaced a large portion of aluminum components. Super lightweight magnesium wheels were fitted, and the windscreen frame, roof, rear wings, and rear-view mirrors were also made out of carbon fiber. This accounted for a reduction of 99lbs. of weight over the standard 918 Spyder and an instantly discernible increase in performance. Fewer

than 25% of 918 Spydery were fitted with the exclusive package.

As EVO described, "It's an ambitious fusion of race-bred powertrain and real-world competence wrapped up in a modern-day reinvention of the sublime Carrera GT."



THE MOTORCAR OFFERED

This particular 918 Spyder is number 586—one of the less than 300 units that were sold to the U.S. market (just under a third of all production). The car is finished in a menacing deep Black with a stunning custom ordered, full leather to sample interior in Cognac, highlighted with black piping. The combination is truly gorgeous. In addition to the special wishes custom interior, the car is highly optioned with the most notable additions being the ultra-desirable Weissach package (an \$84,000 option), and the front-end-saving electro-pneumatic front-end lift system. The owner wisely chose to add back some key options that were deleted by the Weissach package, some of which include the air conditioning, stereo, and full door panels.

The purchaser of Porsche's first hypercar was a supercar enthusiast who went above and beyond to ensure that the car remained in as-new condition. Upon taking delivery, the majority of the car was wrapped in a clear protective film, guaranteeing that the Black paint and original windshield remains flawless. At the time of cataloging, the car had only covered 7,988 miles. All recommended services have been performed on time at the selling Porsche dealer, Stevinson Imports of Littleton, Colorado. Number 586 is supplied with its original tools, accessories, and documentation.

With fewer than 300 examples having been sold in the United States, and less than 100 of those believed to have the Weissach package, the sale of this special wishes, single registered owner, 918 Weissach Spyder

presents an incredible opportunity for an intelligent collector to acquire the pinnacle of Porsches road going achievements.

\$1,350,000 - 1,750,000

36.

1985 LANCIA DELTA S4 STRADALE

VIN. ZLA038AR000000033

1,759cc DOHC 16v 4-Cylinder Engine
Dual Stepped Volumex Supercharger and KKK Turbocharger
Weber Marelli IAW Electronic Fuel Injection
Upgraded to Potenziato specification, producing 300bhp
5-Speed Manual Transaxle - All Wheel Drive
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Showing less than 14,000 miles on odometer
- ★ Rare Group B homologation car with 'twin-charged' engine
- ★ Restoration completed by marque specialist Baldi Brothers
- ★ Offered with factory tool kit, jack, owner's manual, press brochure, and fully documented restoration



THE LANCIA DELTA S4

Drawing on the success of the Lancia Rally 037, Lancia executives set in motion their plans for a successor to the retiring rear-wheel drive platform in their World Rally Championship efforts. Facing stiff competition from other automakers who had successfully implemented all-wheel drive systems and higher output engines, Lancia conceptualized and constructed its new platform, the Delta S4. With its focus set on a lightweight, all-wheel drive platform, the development team elected to conform to requirements of the naturally-aspirated 2,500cc (forced induction limited to 1,785cc) class. Compared to the 037, which competed in the larger displacement but heavier 3,000cc class, the Delta S4 was permitted to compete at a reduced minimum weight of 890kg. It proved more than formidable, as the Delta S4 was the most powerful Group B Rally car that Lancia

ever produced. It ended up winning its debut race at the 1985 RAC Rally.

The foundation of the Delta S4 chassis started with a CroMoly steel tubular space frame. Reinforced with aluminum alloy, the steel skeleton was then covered with epoxy and fiberglass body panels. The latticed, tubular frame also permitted easy access to the engine, transmission and the all-wheel driveline for maintenance and repair.

Mounted within the tubular lattice work of the rear section, engineers positioned the oversquare (88.5mm bore x 71.5mm stroke) 1,759cc Lancia mill. Instead of seating iron or hard alloy cylinder liners, this engine featured aluminum cylinder bores with a hardened ceramic surface to handle the rigors of the combustion process. Given the turbocharger

technology of the day, the Lancia Delta S4's inline four-cylinder engine could have reached a staggering 480+ horsepower (in full WRC race trim with calibration). However, this peak power output would come at the sacrifice of bottom-end response. To compensate for the notorious turbo lag, Lancia incorporated a responsive, positive-displacement supercharger. Its successful implementation of the first twin-charged forced induction solution served in both the homologation vehicles and the full racecars. The engine powering the homologation vehicles employed a Weber-Marelli IAW Integrated Electronic Ignition and Fuel Injection system conservatively calibrated to generate 247bhp at 6,750rpm and 215 lb-ft torque at 4,500rpm.

Engineers mated a 5-speed transmission to the full-time all-wheel driveline of the twin-



THE MOTORCAR OFFERED

charged engine to get all four wheels turning. This driveline included a new center differential that delivers a 30/70 torque split to the open front differential and the limited slip rear differential, respectively.

This Lancia Delta S4 is being sold with less than 14,000 miles from new and has more recently benefited from a thorough restoration by famed Turinese Abarth and Lancia restoration company, the Baldi Brothers. In their care, the body, which was previously painted Verde York, was returned to its factory metallic red finish while the chassis and mechanical components were restored to like-new condition.

Inside the Delta S4's cabin, the two-seat cockpit comes adorned with Alcantara upholstery, sound deadening, a suede steering wheel, power steering, a trip computer and air conditioning. Although sparsely equipped for street duty, the absence of just about anything not pertaining to driving or competition contributed to the weight reductions.

Although the S4 Stradale was delivered as a detuned example of the Group B racing car, chassis 033 has been given a performance upgrade to Potenziate specification which includes an upgraded clutch, exhaust system, a wider rear wheel and tire combination, and an engine software update increasing power output to 300 bhp. The car is complete with tools, jack, owner's manual, press brochures, and photographic documentation of the restoration.

With very few of the original 200 cars built still on the road, this immaculate, low mileage, matching numbers Lancia Delta S4 Stradale offers an incredible opportunity to own a significant piece of Lancia and World Rally history.

\$450,000 - 550,000

37.**1957 FORD CUSTOM 300 SERIES RANCHERO**

Chassis no. C7KF174433

292ci OHV V-8 Engine
 Single Carter Carburetor
 212bhp at 4,500rpm
 Automatic Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Drum Brakes

- ★ *Exquisite show-quality cosmetic and mechanical restoration*
- ★ *Rare and highly-optioned Custom 300 series Ranchero*
- ★ *A true “Double Duty Beauty” in outstanding condition*
- ★ *Luxury in the front, practicality in the rear*

**THE FORD RANCHERO**

“It’s more than a car! It’s more than a truck! Any way you look at it, the stunning new Ranchero is the slickest, sleekest pickup ever to pack a load. And what a load! The Ranchero carries more than half a ton—more than many standard pickups!” -Ford advertisement for the new 1957 Ranchero.

The Blue Oval and the Bowtie had been locked in a protracted battle in the market for pickup truck buyers since the end of the war. When the Ranchero debuted, it put Chevrolet on the back foot—the new vehicle had the good looks and luxury of a Fairlane, with the practicality of a pickup from the B-pillar back—a veritable work boot with full brogue wingtip design.

THE MOTORCAR OFFERED

Finished in a two-tone Flame Red over Colonial White paint scheme with optional ‘hockey stick’ side trim, this heavily optioned Ranchero left Ford’s Kansas City, Missouri factory on October 5, 1957. A top of the line Custom series example, the car was ordered with a full complement of luxury features, including power steering, brakes, windows, fender-mounted side mirrors, Kelsey-Hayes wire wheels, chromed exhaust tips, padded dash, and SelectAire air conditioning—an option that, at \$377, cost \$37 more than the F-Code Supercharged V8. Power comes from its correct C-code 292ci V8 mated to an optional Ford-O-Matic automatic transmission. Power is transmitted through a 3.56:1 rear axle.

Restored to a high standard, this Ranchero shows exquisitely well. Popping the hood reveals an attention to detail not often seen on a truck, with correct parts and proper presentation throughout. Formerly part of the renowned collection of Mr. Chuck Spielman of San Diego, California, the Ranchero has resided in another world-class collection for the past four years. This superb Ranchero is one of the best-restored examples extant and unquestionably the most stylish way to collect supplies from the local hardware store or plant nursery.

\$55,000 - 75,000
WITHOUT RESERVE

1996 FERRARI F355 SPIDER

Design by Pininfarina

VIN. ZFFXR48A9T0104873

3,496cc DOHC 40-Valve V8 Engine
 Bosch Motronic Fuel Injection
 375bhp at 8,250rpm
 6-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Purchased new by Comedian Martin Lawrence
- ★ Excellent preserved condition with less than 8,700 original miles
- ★ Well maintained and serviced example of the elegant F355
- ★ Desirable 6-speed manual transmission
- ★ Accompanied by original books, tools, and purchase agreement



THE FERRARI 355

First presented to the motoring press in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial 'world car'. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mold of that great driver's car, the Dino 246 GT. The heart of the F355 though, was its phenomenal 3.5-liter V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 375bhp. A semi-automatic paddle-shift or six-speed manual gearbox ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

THE MOTORCAR OFFERED

This stunning 355 was purchased new in Beverly Hills on May 20th, 1996 by the famed comedian, Martin Lawrence. Mr. Lawrence wonderfully spec'd the spider in Rosso Monza over a full black leather interior with the all mighty 6-speed manual shift transmission. Mr. Lawrence would enjoy his drop top Ferrari in southern California for the next 20 years before finally parting ways with the Italian beauty. Over his 20 years of stewardship, Mr. Lawrence religiously carried out services at the selling dealer, Ferrari Maserati of Beverly Hills. Every service receipt is extensively documented in the cars impressive maintenance log. Also accompanying the car are its original books, tools, tire inflation kit, interior covers, and Mr. Lawrence's motor vehicle purchase contract from May 20th, 1996.

The combination of only covering 8,700 miles from new, being maintained by the Ferrari with an open check book, and spending its life in Southern California, has left the car in fantastic condition. Widely considered one of the best looking and most exciting mid-engined Ferraris to come from the wizards in Maranello in the last 30 years, this F355 Spider is ready to snick through twisty mountain roads with a smile inducing driving experience and beautiful music erupting from the quad tailpipes.

\$100,000 - 125,000
WITHOUT RESERVE

39.

1956 FINA SPORT CONVERTIBLE

Coachwork by Vignale

Chassis no. 7543

Engine no. 8S7543

331ci. OHV Cadillac V8 Engine
Approximately 250bhp at 4,000rpm
4-Speed Cadillac Hydramatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ *Sole surviving restored example of its marque*
- ★ *Built for Concours, freshly restored and ready to be shown*
- ★ *Winner of the Philadelphia Autorama Concours d'Elegance 1956*
- ★ *Fascinating heritage of one of America's more colorful engineers*



PERRY FINA

"An exclusive car ... handcrafted with exquisite care... to please the man of discriminating taste"

This was Perry Fina's tag line when he announced his new Fina Sport in 1956, the culmination of years of knowledge of engineering, design and their clientele. Born in New York in the late nineteenth century, Perry arrived on the world at the right time for someone of his instincts. He got to see the nascent automobile industry and through his teens and twenties was quickly absorbed by it. Fina learnt with apprenticeships at FIAT and Isotta Fraschini, before returning home to practice those skills.

By the 1930s he had set up business, with his son Joe in Manhattan on 54th Street, and immediately gained a reputation for ingenuity

and 'breathing on' cars to make them go better through a variety of techniques. Using the contacts he had established in Europe he was able to obtain a license to import and sell Allard cars, and naturally those that he touched had a habit of going rather better than others, today one of these cars can be seen in the Simeone Foundation in Philadelphia. He was known for creating specialized mechanical accessories, patenting his own muffler system for example. One client was the noted driver and author Karl Ludvigsen, who's MG TC was fitted with a Fina muffler, with which at the turn of a key it would run straight-through. He and Joe, were also known for campaigning their 1948 Nardi-Denese, which had originally been Alfa powered and used on the Mille Miglia and Targa Florio, but they reconfigured with Cadillac power and campaigned in at North

Eastern venues such as Watkins Glen.

Along the way, he clearly harbored the desire to place his own name on the front of an automobile and this dream became a reality in 1956 with the appropriately titled Fina Sport. Perry drew on the resources and contacts he had to create the wild, individual and sporting automobile evidenced on these pages. When asked, he would state that his motivation as being that "Many of our foreign car customers with expensive Ferraris, Mercedes and other high quality cars would consult with us on the safety of a long trip; always fearing a breakdown in some forsaken place a long way from home where service and parts would be impossible to obtain. It was this that started my son and I on a venture of building an American sports car with foreign influence and handling characteristics. Having





had considerable experience in racing, we constructed a chassis with excellent handling qualities, along with all American components, including Cadillac or Chrysler engines.”

The first Fina Sport was built as a coupe, its power came from a Cadillac motor reworked by the Finas to give 300bhp. For its design, he could proudly proclaim, “We made arrangements with the Vignale Company of Torino Italy, for our coachwork and they do such an excellent job for us that our Fina Sport, with its elegant interior appointments and all leather work, is the most beautiful sports family car in America.”

It debuted at the 1954 World Motor Sports Show at Madison Square Garden in New York. The Finas confidence in its potential was immediately rewarded with a Grand Prix

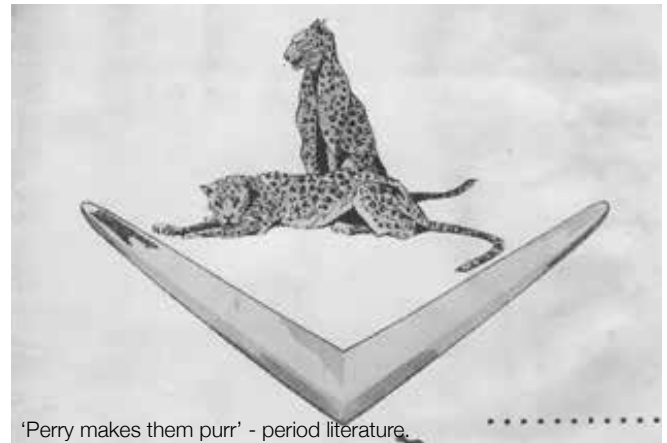
award in the Custom Sports Car class. The follow up to this was a convertible version, which two years later, when ready it was shown in Philadelphia at the Autorama, where it was lauded with the Concours d'Elegance prize.

It is not entirely clear why the cars never made it into a more full blown production sequence, there was certainly promotion and a marketing push, but as far as anyone is aware just three automobiles were produced, a coupe and two convertibles. The price tag of \$14,000 is often cited as the reason.

THE MOTORCAR OFFERED

This Fina Sport convertible is the only visible example of Fina's legacy today and the only one to have been totally restored to show condition and accurately represent what Perry was trying to achieve when he built his own car. Its survival is testament to the current owner, a passionate enthusiast for automobiles of all eras and genus, who stumbled across it in a small ad a number of years ago. Sharing the same fascination that Fina had for the car, he elected to buy it with the goal of putting the car back 'on the map'.

On acquiring '7543', the car takes its name from the Cadillac powerplant that it has always used, he began researching this fascinating tale. That quickly connected him to a man in Connecticut who had acquired much of the ephemera relating to the Fina story directly from Joe Fina, including the very trophy that it had won in New York, this 4ft



'Perry makes them purr' - period literature.

high monolisc accompanies the car today as does the Philadelphia which was won by this car. With an exacting eye for the car's period details various period images of these cars were reviewed, together with a number of Vignale bodies and interiors, ensuring that even the few aspects which had migrated over time were accurately replaced. All told, the restoration has taken more than 2 years, and 1,000s of man hours.

From stem to stern, this is a striking a fascinating automobile, rewarding in its every detail. At the nose, above its complicated chrome nose piece is an exquisite Fina Sport badge, highlighted with enamel; the hood is engineered so that the chrome spears either side of this are not compromised when it is raised, yet the lines continue when lowered;

to the side of the body are further spears predating those on another Italian car, the 1980s Testarossa; throughout the design is the Fina's chosen elongated 'V' logo, which is dual purpose as it echoes the Cadillac 1950s V of its powerplant. Intriguingly, a full convertible top is present, which when raised gives much the illusion of the car being a two-seater rather than the more commodious cabin it has. At the car's rear, the Continental tire set up folds down entirely to reveal a large trunk, again with carefully engineered fender that aligns when stowed. The interior is beautifully rendered, with sumptuous leather seating for four. The dash is the pinnacle of simplicity, being painted finish and with Italian instrumentation, perhaps one of its more interesting details is a central tube hole, which has alluded countless experts as to its specific purpose, the owner settling for the possibility that it might have been used to s

tow a bottle of wine – in the more accepting style of the period! Restoration of the Fina Sport was completed in 2018, just in time for the annual Elegance at Hershey Concours d'Elegance. In the lead up to its debut, further research with the aid of noted car aficionado and Concours judge Paul Sable enabled the owner and members of the Fina family to be reunited with the car, a memorable occasion for all concerned.

With the exception of the recent showing, the Fina Sport is yet to be shown at any of the major regional or international concours, but it is ripe and ready to do so. It will without question be a head turner and is sure to wow the judges and spectators alike with its looks and the tale of the remarkable man behind it, Perry Fina.

\$750,000 - 950,000

40.Ω

1948 TALBOT-LAGO T26 RECORD SPORT COUPE DE VILLE Coachwork by Carrosserie J. Saoutchik

Chassis no. 100238

Engine no. 26347

4,482cc Twin-Cam 6-Cylinder Engine

3 Zenith-Stromberg Carburetors

190bhp at 4,500rpm

4-Speed Wilson Pre-Selector Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *Unique one-off design by the famous coachbuilder Jacques Saoutchik*
- ★ *Star of the Saoutchik stand and winner of 'Le Grand Prix du Salon' Paris, 1950*
- ★ *Fresh documented concours quality restoration to original livery*
- ★ *Verified by Talbot-Lago and Saoutchik historian Peter M. Larsen*
- ★ *Never shown in any modern concours*



THE TALBOT-LAGO T26

In October 1946, the Talbot-Lago T26 Record made its debut at the Paris Salon. The chassis and drivetrain were new, but the real jewel was its magnificent 4.5 liter six-cylinder twin-cam hemi engine that Anthony Lago had developed during the War. Not only was this motor lovely to look at with its polished Art Deco valve covers, it also gave exceptional torque, and with an output of 170 hp, it made the Lago Record one of the most powerful passenger cars in the world.

For even more power, approximately 35 of the T26 Record chassis were factory fitted with the T26 Grand Sport engine that featured three carburetors and an aluminum cylinder head. This mighty powerplant developed 190 bhp and was more sporting in nature due to hotter cams, higher compression and lighter pistons. This special

model was called the Record Sport by the Talbot factory. Chassis 100238 is one of these very rare cars.

CARROSSERIE J. SAOUTCHIK

T26 chassis 100238 was delivered to the Carrosserie de Luxe J. Saoutchik on October 22, 1948, by that time one of the most famous and exclusive carrossiers in France and indeed the world. Founded in 1906, Saoutchik had quickly ascended from being a mere coachbuilder to becoming the purveyor of the most exquisite coachwork that money could buy. Customers were everything from the glittering socialites, artists, demimondes and couturiers, who populated the chic salons of Paris, to royalty and heads of state.

A body by Saoutchik was not merely seen as an expression of wealth and possessing the necessary social graces, the owner of a luxury chassis equipped with a Saoutchik body, such as the famous music hall star Mistinguette, signaled that mere good taste did not suffice. Arriving at Chez Maxim's



THE MOTORCAR OFFERED

or The Ritz in an automobile by Saoutchik meant instant acceptance at the highest levels of chic Parisian society. From the late 1920s, Saoutchik became such a regular winner of the Grand Prix at so many of the French concours d'élégance that some of his competitors must have felt it was hardly worthwhile to enter.

Domination of these elegant gatherings in Paris, Biarritz, Cannes, Nice and Monte Carlo continued throughout the 1930s, until France was invaded in 1940. After the war, the carrosserie soon developed an expressive, voluptuous and flamboyant style characterized by the superb flow of fenderlines, smooth surfacing, as well as extravagant chrome scallops and detailing that once again made Saoutchik bodies the toast of the concours d'élégance.

The body of T26 chassis 100238 is something very rare: a genuine two-door coupé de ville, where the area over the rear seat has a fixed metal roof, while the space above the driver's or chauffeur's seat can remain open. Closing the interior against the elements is a neat solution where a full-width metal roof, which is stowed inside the rear section, can be pulled out – in the manner of a traditional coupé chauffeur, or town car. Once in place, the car is transformed into a closed coupé with full protection.

The three-piece grille design on the car is a recognized and iconic Saoutchik style for Talbot: a vertical tall and slim grille curving mildly up to the Talbot badge. The grille is flush with the bodywork and flanked by two small horizontal grilles that link the front end to the fenders. An elegant and

well-balanced solution. Overall, the use of chrome was reduced in relation to other more baroque designs of the 1948 to 1949 period. Combined with the light gray body color, the effect was light, airy and graceful, yet unmistakably Saoutchik. Two teardrop Saoutchik "ventiports" mounted on the side of the hood towards the flat, single-pane windshield complete the refined ensemble.

The front fender flows in a continuous line back to meet the rear fender which features a fender skirt. Its dark blue contrast color also flows back and subtly enhances the curvature of the top of the fender. The only large chrome scallop on the body curves around the edge of the fender skirt and moves upwards in a scimitar shape to the level of the door handle. It is a gorgeous and opulent styling statement that few could pull

Le Grand Prix du Salon 1950
Comité Art et Industrie
a été remporté par
LA
TALBOT-LAGO-RECORD

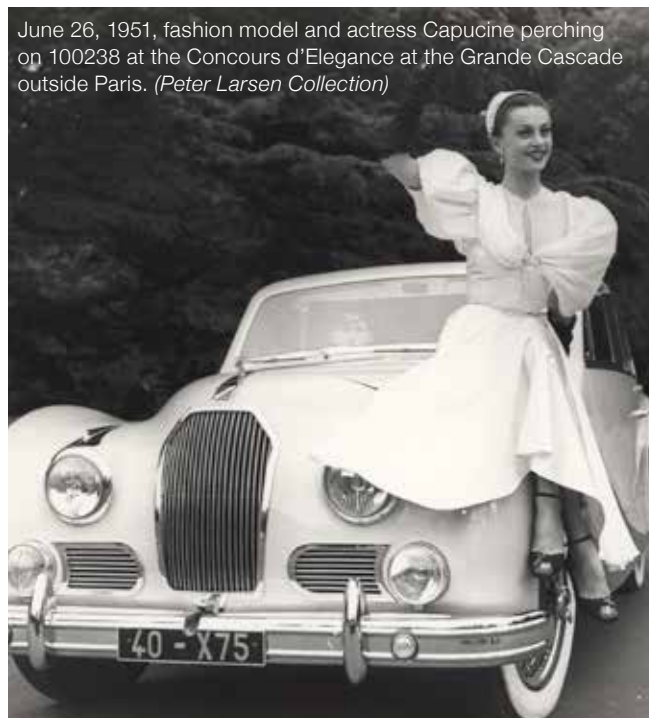


carrossée par
SAOUTCHIK
maître carrossier à Paris depuis 1906
et naturellement émaillée par
NITROLAC



100238, 1950 Paris Salon. (Peter Larsen Collection)

June 26, 1951, fashion model and actress Capucine perching on 100238 at the Concours d'Elegance at the Grande Cascade outside Paris. (Peter Larsen Collection)



off, but Saoutchik did to perfection. Proportion is indeed the heart of beauty. The dark blue color is repeated in a narrow line along the window sills, framing the curved B-window, just as it enhances the fenderline. As 100238 was designed specifically for the Paris Salon, chromed 18-inch wire wheels were mounted with wide whitewall tires, something rarely seen in period.

In total, this coupé de ville is a supremely elegant and restrained effort which deservedly won Le Grand Prix du Salon the highest accolade. An outstanding Saoutchik design that managed to eschew modern trends in pontoon bodywork while retaining an aura of up-to-the-minute smartness, for which the management of the Salon honored the car and its creator. Saoutchik took out a full-page advertisement in the December issue of the magazine *France Illustration* to celebrate.

It is not known whether Saoutchik ordered chassis 100238 from Talbot-Lago for stock or to a customer order that subsequently fell through. The latter was not an uncommon occurrence in the late 1940s. In any event, almost two full years would pass before the fully clothed chassis made its stunning debut at the Paris Salon that opened on October 5, 1950. Not only was the dazzling coupé de ville the star of the Saoutchik stand, it was also the object of special attention from Vincent Auriol, the President of France.

On opening day, Auriol and his entourage paid a high-profile visit to the Saoutchik stand. A smiling Jacques Saoutchik shakes hands with Auriol with the hood and grille of 100238 in the background. Then, Auriol is welcomed onto the stand with 100238 to the right. Behind are various ministers and VIPs, including the very famous carrossier Marius

Franay. At the end of the show, the design of 100238 and its cool presentation in light gray and royal blue then received Le Grand Prix du Salon, the equivalent of today's Best of Show prize that is so coveted at all modern concours.

100238 did not find a buyer at the Salon, likely due to the car's astronomical price. In the summer of 1951, it was shown at the Concours at the Grande Cascade in the Bois de Boulogne. Period photos show 100238 with the famous model and actress Capucine perched on the front fender – in a matching light gray and royal blue haute couture outfit, of course. Saoutchik sold 100238 on November 2, 1951 to Madame Yvonne Bozdogan-Brawand in Switzerland. In 1976, Tony Carrol, a Talbot-Lago enthusiast, who for many years kept the flame alive in America, published a small and painstakingly compiled



100238 in the Grand Palais prior to the opening of the 1950 Paris Salon. (Peter Larsen Collection)



Jacques Saoutchik left proudly showing Auriol 100238 on the Saoutchik stand. (Peter Larsen Collection)



registry of Talbot-Lagos that existed in USA. In this registry, chassis 100238 was listed as belonging to James Karupka of 36 Overbrook Road, Catonsville in Maryland – where it would remain for another twelve years. By 1988, Talbots were becoming collectible, and Stephen Cortinovis, an enthusiast from St. Louis, Missouri, managed to get hold of a copy of Carroll's registry. In 1989, he visited Karupka:

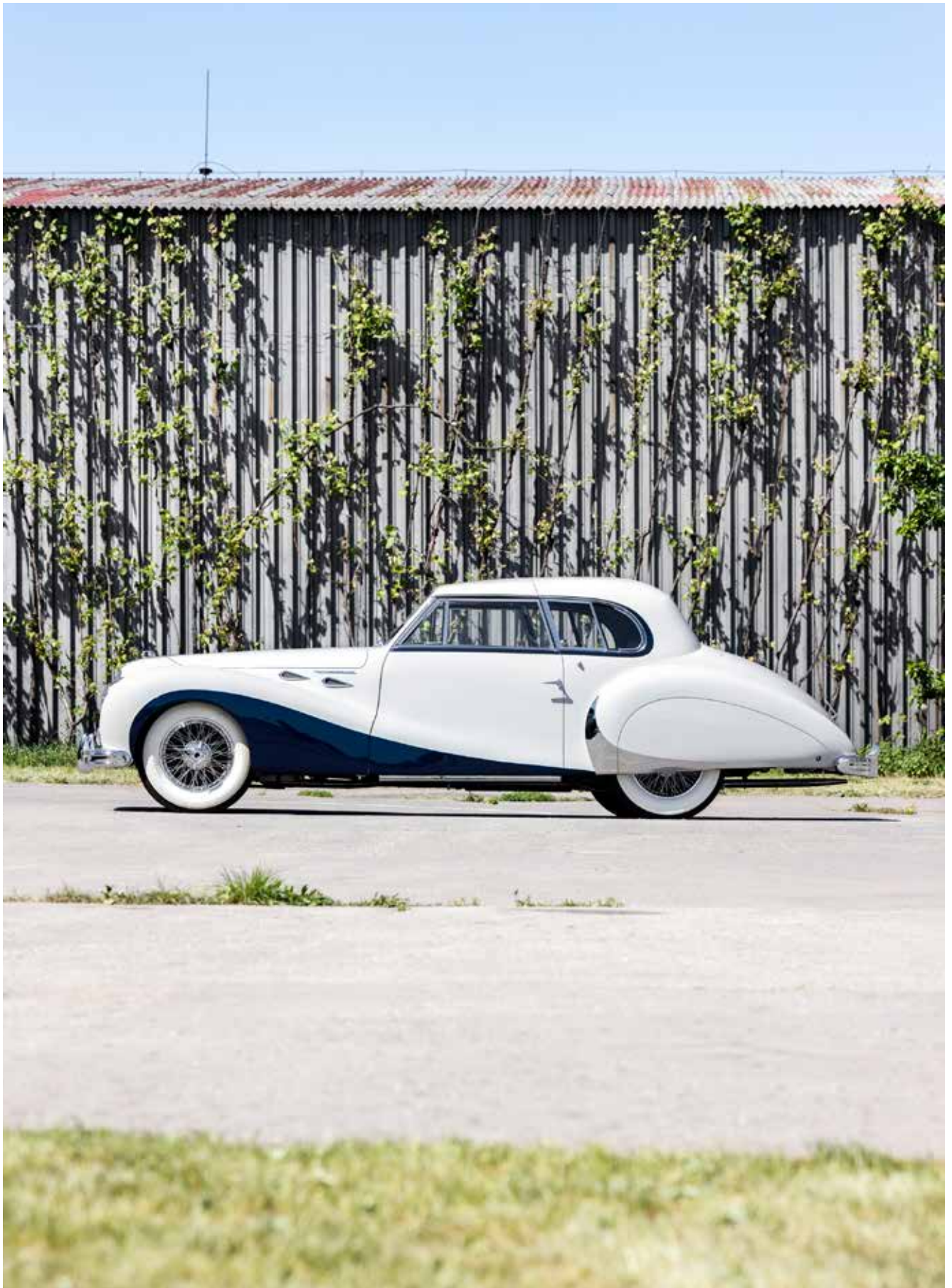
“He had purchased the car some 15 to 20 years before on the East Coast. He did not know how it came to the US but believed it had been in Switzerland in the 1950s because a Swiss oil change ticket was found in the car...when it stopped running, he put the car uncovered in his back yard. I found it there in poor shape but very complete with its engine, coupé de ville Saoutchik coachwork, and every bit and piece of the extremely complex

interior, sliding roof etc. Mr. Karupka... was happy to sell it to me...I then shipped it to St. Louis where I evaluated the condition over time. At the end of a few months, I determined it was beyond my means and ability to take on the restoration... I asked around and somehow was put in touch with Richard Straman who eventually bought the car from me in mid-1989 and shipped it to California.”

Sometime in the 1990s, Straman, who was a well-known restorer of Ferraris, sold 100238 to a new owner who never got around to restoring the car. In 2013, the car was put on the market discretely by Toby Ross of Ross Classics, still in unrestored condition. Shortly thereafter, it was purchased by the current owner.

In 2014, a comprehensive concours-level restoration was commissioned with focus on originality and authenticity. This involved the disassembly of all mechanical components. The engine and gearbox were rebuilt, and parts were remade to exacting standards when necessary. The body was stripped, some structural wood remade, while great care was taken to retain as much of the original wood and metal as possible.

The upholstery was replaced to a high standard using period correct color and materials. A new wiring harness was made by hand, and various rubbers were specially recreated. Over-restoration and over-chroming was resisted. Thousands of hours have been spent to bring this handsome and rare motorcar back to its former glory, and the restoration now presents in concours quality.





Any Talbot-Lago is a driver's car and a captivating, sporty experience behind the wheel. The proportions of the striking Saoutchik body are lovely from any angle and capture a level of classic refinement seldom found in a postwar car. 100238 truly is a genuine French grand routière, and as such, has superb presence on the open road as well as on the concours field. Any T26 is a good deal faster than most people think, and its deep engine note and smooth delivery appeal directly to the sporting driver. The very rare T26 Record Sport packs even more power than the standard model. 100238 is eligible for most great touring events as well as the most important concours in the world.

by perhaps the most famous of all the great French coachbuilders, it is a style that is seminal in the postwar development of the Saoutchik design language and was honored as such by winning the Grand Prize at the 1950 Paris Salon.

The car is now in its original livery and color scheme and looks just as it did when it mesmerized the crowds at the Salon. Coupled with the all-important fact that 100238 has never been shown in any contemporary concours, this is one of those very, very rare automobiles that simply ticks all the boxes.

\$1,200,000 - 1,600,000

The availability of 100238 is an incredibly rare opportunity for any collector of rare French cars. Not only is the car a one-off creation

41.**1962 AUSTIN-HEALEY 3000 BT7**

Chassis no. HBT7L14444

2,912cc OHV Inline 6-Cylinder Engine

Triple SU Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ Built to "Works" Rally Specification
- ★ Sportscar Vintage Racing Association legal
- ★ All Aluminum Body
- ★ Accompanied by factory hardtop

**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.

THE MOTORCAR OFFERED

The Healey presented was the subject to a full rotisserie restoration prior to 1989 by Paul Tsikuris of Tsikuris Classics in Lakeland, Florida. With the intention to increase every performance metric of this roadster, no stone was left unturned when it came to accomplishing this goal. The engine was put into stage 2 tune with forged pistons, reshaped works spec combustion chambers, stainless steel inlet manifold and headers, and competition valve springs. This uprated motor is fed into a straight cut gear transmission and through to a MkIII rear axle and a limited slip differential with 4.10 gears. The suspension was fitted with stiffer bushings, competition damper valves with a 1" sway bar up front and a 5/8" bar in the rear. In addition, the body of the vehicle has been formed entirely out of aluminum. The front brakes were sourced from a MkIII, while the rears were

borrowed from a XJ-6. The Healey contains many further modifications than what can be listed in detail within this brief description, but a list will accompany the vehicle on site. The history file accounts the ownership chain of the vehicle and a feature article on the vehicle from *BRITISH CAR* magazine. Additionally, the consigner reports that he is the second owner of the vehicle since the restoration, and after purchasing the car through Wire Wheels Classics in Vero Beach Florida, has used the vehicle sparingly. Also included with the Healey are its owner's manual, workshop manual, and rally roof vents.

A Healey capable of serious performance, this is a perfect car for anyone looking to take part in vintage racing or rallies.

**\$75,000 - 85,000
WITHOUT RESERVE**

1962 OLDSMOBILE STARFIRE CONVERTIBLE

Chassis no. 626L07471

Engine no. 626L07471

394ci OHV V8 Engine

Single 4-Barrel Carburetor

345bhp at 4,600rpm

Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Well Preserved Arizona Car
- ★ Original Factory Color Combination
- ★ Winner of many Best in Class Awards
- ★ Striking Americana with plenty of V8 Power



THE OLDSMOBILE STARFIRE

Introduced in 1961, the Oldsmobile Starfire was marketed as a high-performance luxury car; an alternative to Ford's Thunderbird. The Starfire offered a host of standard features, many shared with the Super Eighty-Eight, as well as attractive brushed aluminum side panels, a sporty cockpit featuring bucket seats, leather upholstery, a floor console with a tachometer, and power-operated front seats. Producing 345bhp, the car's 394ci V8 offered a tire-shredding 440lb-ft of torque and was mated to a three-speed Hydra-Matic Drive automatic gearbox.

THE MOTORCAR OFFERED

This impressive and striking Starfire Convertible is finished in a bold Garnet Misty poly paint with a Silver and Charcoal interior—the same color combination it left the factory in nearly 60 years ago. The Convertible is believed to have remained within the borders of the Arizona for its entire life, which would help explain the remarkably well-preserved condition it appears in today. According to the consigner, the original owners held onto the car for nearly thirty-seven years before handing it off to the next owner. After ten years, the third and current owners took over possession of the fine automobile. Maintenance and service work has been carried out on the vehicle to bring it to a high standard of presentation (e.g. an engine refurbishment, repaint, and a restoration of the chrome and stainless

steel). Thanks to its splendid condition, the Oldsmobile has performed well at car shows, winning several local best of class and show awards. The Starfire offered does not suffer in style of performance thanks to its large, 394ci-345bhp V8 and bold design details. A perfect car for summer night boulevard cruising, this is surely not one to pass up.

\$55,000 - 75,000
WITHOUT RESERVE

43.**1973 PORSCHE 911T 2.4 COUPE**

Chassis no. 9113102463

Engine no. 6134560

2,341cc SOHC Flat 6-Cylinder Engine

Bosch CIS Fuel Injection

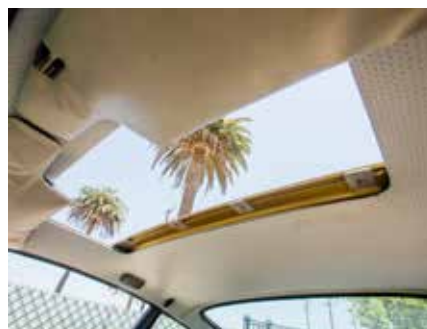
140bhp at 5,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Desirable 1973.5 911T with CIS Fuel Injection*
- ★ *Factory optioned with sun roof, power windows and much more*
- ★ *Matching numbers example, finished in the striking factory livery of Gold Metallic over black*
- ★ *Last year of the long hood, small bumper 911*

**THE PORSCHE 911**

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

In 1966, Porsche introduced the 911S, the first of a multitude of upgrades the 911

would realize throughout its history. Easily distinguishable by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 liters.

The 911T (Touring) had been introduced as a new base model in 1967, initially with the 2-liter engine in 110bhp form before gaining the 2.2-liter unit, along with the rest of the range, in 1969. The T's power output then was 125bhp, increasing to 130bhp with the introduction of the 2.4-liter engine for 1972. For the latter part of the 1973 Porsche 911 production run, the 2.4 flat six engine was equipped with Bosch's newly developed and

very reliable fuel injection system called CIS, further upping the performance to 140bhp. The CIS system would carry over in later 911 models for the next decade. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, resilient feel were just some of the virtues praised by Motor magazine in its test of a Porsche 911T in 1973. The model was discontinued that same year, and marks the end of the first generation, long-hood 911.



THE MOTORCAR OFFERED

The smart 1973 911T 2.4 offered here was produced near the end of the 1973 model-year run, and therefore received the upgraded CIS fuel injection system, and would be referred to a 1973.5 911T. The Porsche was completed at the Zuffenhausen-based works looking much as it does today, finished in a sparkling Gold Metallic color over a black leatherette interior and charcoal carpets.

Equipped for the Canadian market, the 2.4 CIS T was heavily optioned with a long list of factory optional extras, including electric sun roof, power windows, the "Cookie-cutter" light metal wheels shod on Dunlop tires, chrome fender treatment, Blaupunkt Lubeck cassette radio, comfort equipment and tinted glass all around.

Today, this classic 1973 911T 2.4 CIS Coupe presents beautifully throughout. The car retains its original, matching numbers engine, and the original chassis tags are still present. The headliner and much of the bright work remain original and untouched and speak for the mild California climate this Porsche has resided in for some time. This Gold Metallic long-hood 911 Coupe has some exciting features and is ready for its next enthusiastic owner. It is offered with its Porsche-issued Certificate of Authenticity and would be a spectacular car to take on rallies and tours, such as the Copperstate 1000.

**\$80,000 - 120,000
WITHOUT RESERVE**

44.Ω

1953 SIATA 208S SPIDER

Coachwork by Motto

Chassis no. BS518

Engine no. BS078 (see text)

1,996cc OHV All-alloy V-8 Engine

Twin Weber DCF/3 Carburetors

125bhp at 6,000rpm

4-Speed Manual Gearbox

4-Wheel Independent Coil Spring Suspension

4-Wheel Finned Alloy Drum Brakes

- ★ Superb restoration by Epifani Restorations
- ★ Class award at the 2015 Pebble Beach Concours d'Elegance and 2016 Villa d'Este Concorso d'Eleganza award recipient
- ★ The 18th of just 33 Motto-bodied Spiders built eligible for the finest events including the Mille Miglia
- ★ Exhaustively documented with four decades of invoices and correspondence



THE SIATA 208S

The *Società Italiana Auto Trasformazione Accessori*, or SIATA, was established in Turin by Giorgio Ambrosini in 1926. Initially a manufacturer of speed equipment for FIATs – dual carburetor manifolds, high compression cylinder heads, overhead valve conversions, superchargers, gearsets and even complete gearboxes – Siata enjoyed a symbiotic relationship with FIAT. The enhanced performance of Siata-equipped FIATs brought competition success and encouraged sales without FIAT's direct involvement.

Following World War II, Siata leveraged its success to resume construction of FIAT-based sports cars. With the FIAT-SIATA 750 Sport Competizione, Giorgio Ambrosini's son Renato won the 750cc Italian Championship in 1948 and 1949. A series of SIATA 300BC Spiders were built for the U.S. market

powered by Crosley's potent little 750cc single overhead camshaft engine. Larger cars followed, which brought Siata to the attention of American enthusiasts like Tony Pompeo, Briggs Cunningham, John Perona and Ernie McAfee.

Having been involved in FIAT's Otto Vu project from the outset, and when the company ceased production after 49 cars were built, Siata naturally had access to the overrun of planned V8 power units. This led them to produce their own models: the 2 liter, or 208S. It was undeniably the best-looking car to wear the Siata badge by then (arguably ever), wearing incredibly beautiful coachwork penned by the styling house of Motto. Motto would go on to style other iconic automobiles, such as the Porsche Abarth Carrera.

Tuned by Siata to make 125 horsepower or more, the Siata 208S, in both Coupe and Spider, achieved exceptional performance and a degree of aesthetic presence that is unprecedented in the early Fifties. Their design – leaning forward in a pose that recalls the photographs of early racing cars and taken by cameras with focal plane shutters – is aggressive, potent, sleek and elegant. In the finest tradition of great coachbuilding and sports car design, the appearance of the Siata 208S was matched by its performance. An early owner characterized the Siata 208S as “a dream to drive..What I liked most about it was styling, handling and its ability to go like a rocket on demand.”

Expectedly, the fabulous looks and sporting performance came at a price. Here in the States that meant a sticker of just under



\$5,000; a hefty number in the mid-1950s, but a natural fit for the California culture of design and performance and revered warm climate. The legendary Los Angeles Hot Rodder, turned dealer, Ernie McAfee ensured Siata's popularity on the West Coast; importing the lion's share of them helped by the backing of the wealthy Doheny family.

McAfee's period advertising proclaimed, "Equal these items in any Car and you have a SIATA V8 - 2 Liter V8 Engine, 4 Wheel Independent Suspension, 78 Spoke Borrani Racing Wheels, Genuine 120hp with 120mph, Fantastic Brakes, Michelin Tires, 1900 lbs. Weight. \$4995 Complete." McAfee garnered this information from first-hand experience, having bravely campaigned one of the first examples on the Carrera Panamericana in 1953.

Siata's long and successful history, its experience tuning and developing Fiat-based performance cars, the excellence of the Rudolf Hruska-led design team, the performance and refinement of the Fiat Otto Vu V8, and the simple, refined beauty of the coachwork (provided by Italy's finest and most creative carrozzerias) designate the Siata 208S as one of the most appreciated, sought after, and desirable high-performance spiders of the period. They are rarely seen today, and infrequently available to collectors.



THE MOTORCAR OFFERED

Under the guidance of several marque experts, this beautifully restored example of the rare Motto-bodied Spider benefits from a recent restoration to factory specifications. According to the amalgamated data of John De Boer's Italian Car Registry, and other anecdotal sources, chassis no. BS518 was sold new in 1957 from the backyard of the Beverly Hills-based oilman Bill Doheny, who famously financed the local Siata importer (and Carrera Panamericana driver) Ernie McAfee. This late delivery does indeed indicate that BS518 might have been used for promotion of McAfee's brand and racing efforts at the time.

When initially sold, the Spider was equipped with a Fiat tipo 103 Otto Vu engine (engine no. BS103). But the first owner, a local fireman, immediately removed the original motor in

favor of a Chevrolet V-8, which was not an uncommon choice at the time. In fact, no fewer than 15 of the 37 examples of the 208S underwent such an engine replacement.

During the 1960s, the Siata is believed to have passed to an owner based in the San Fernando Valley. By 1979 it was acquired by Rick McBride, the late jet-setting photographer who, for many years, worked for Ferrari. As demonstrated by a considerable file of documentation, McBride went to great lengths to restore the car over the next fourteen years, commissioning Tony Krivanek's Vintage Racing Services to refurbish the chassis and bodywork from 1987-1988. A year later, the car was submitted to Barry Silverman's Otto Vu restorations for completion by a marque expert, while an original Fiat 8V engine was sourced.

Mr. McBride sold the Siata 208S to Mr. Paul Forbes in 1993. Forbes later sold the car without the 8V engine to a Mr. Reed Wood of Tulsa, Oklahoma. Around 1998, BS518 was purchased by David DiFrancesco, a groundbreaking computer animator who contributed to the production of numerous successful films produced by Pixar (e.g. Toy Story, The Incredibles, and Cars). A photo scientist, inventor, and cinematographer, Mr. DiFrancesco was a founding member of three pioneering computer graphics teams (e.g. Pixar and Lucasfilm's Computer Division) and has won two technical Academy Awards. Mr. DiFrancesco embarked on a sympathetic restoration of the historic sports car, as reflected by several thick envelopes of research, notes, and invoices. The owner obtained and installed a correct-type engine no. BS078, which was originally used in Siata 208S chassis no. BS507. The restoration was



Villa d'Este Concorso d'Eleganza, May 2016.



capped with a refinish of the original aluminum coachwork in red paint, and in August 2007, the restored Spider was displayed to great effect at Concorso Italiano in Monterey, California.

In 2012, the breathtaking Siata was sold to the consignor, a world-renowned Belgian collector of Siata and Fiat 8V-related motorcars. A perfectionist, the owner entrusted BS518 to the respected Epifani Restorations in Berkeley, California, for a complete restoration to factory specifications. The sophisticated engine and chassis systems were completely rebuilt, while the original coachwork was treated to a quality refinish in cream white, one of the most popular factory colors seen in period photos (used on Ernie McAfee's Carrera Panamericana entry, as well as the promotional examples shown at auto shows and photographed with celebrities like

Mitzi Gaynor). The interior was expertly re-trimmed in tan leather with complementary cream piping, proper black rubber flooring, and beige square-weave carpets. Completed in late 2015, the fastidious nut-and-bolt restoration was thoroughly documented with invoices and photographs assembled in a binder (included among an extensive file of documentation). The car received a class award at the Pebble Beach Concours d'Elegance in August 2015. In February 2016, a FIVA card was issued for BS518, and the consignor soon began presenting and using the Spider in niche events. This included the highly discriminating Villa d'Este Concorso d'Eleganza at Lake Como, Italy, in May 2016.

With its early build date, this 208S Spider is eligible for most vintage touring events worldwide, including the Mille Miglia Storica, California Mille, and the Colorado Grand.

Perhaps more ideal for presentation at premium exhibitions given the recent high-quality restoration, this Siata should find a warm welcome at finer Concours d'Elegance and Italian car gatherings worldwide. Siata 208S Spider BS518 is documented with a wealth of paperwork from the past 40 years, and would make a phenomenal addition to any sporting collection. Furthermore, the Siata 208S Spider BS518 invites the consideration of smitten enthusiasts and dedicated connoisseurs of postwar Italian coach built Spiders alike.

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

45.

1959 ALFA ROMEO 2000 SPIDER

Coachwork by Touring

Chassis no. AR10204*00137

Engine no. AR00204*03439

1,974cc DOHC Inline 4-Cylinder Engine

2 Solex Carburetors

131bhp at 3,500rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ Recipient of an extensive 3-year restoration
- ★ Under the care of the current owner for nearly 25 years
- ★ Sophisticated ahead-of-its-time mechanical configuration
- ★ Italian coachbuilt thoroughbred
- ★ "La Dolce Vita" period Alfa Romeo



THE ALFA ROMEO 2000 SPIDER

Although Alfa Romeo returned to automobile manufacturing fairly quickly after World War II, it was not until 1950 that a new design became available. This was the 1900, a unit body sedan with a twin overhead cam 1,884cc four-cylinder engine. It was the first Alfa built on a real production line—all previous cars had been largely hand-built—and also the first with left-hand drive. Until 1950, Alfa production had hovered around 400 units annually. With the 1900, this increased almost tenfold. A 1900C Sprint Coupe was introduced with body by Touring and a Spider Cabriolet by Pinin Farina, both built in much smaller quantities.

In 1958, Alfa came out with a new sedan, which, with its larger 1,975cc engine, was called the 2000. There was, not surprisingly, a 2000 Spider, designed and built by Touring,

and a 2000 Sprint Coupe done by Bertone, the latter introduced in 1960. Spider and Sprint production comprised nearly half of all 2000 sales—3,443 examples of the Spider were produced, and 700 of the more expensive Sprint Coupe. The 2000 sedan had the uncommon feature of a column-mounted shifter for its five-speed transmission, while the Spider and Sprint retained the more sporting-oriented floor-mounted gear shift.

Built between 1958 and 1962, the 2000 Spider was far rarer than its junior counterpart, the Giulietta Spider (of which about 17,000 were produced), and at \$5,365 POE, its price was much greater than that of the smaller car. The 1975cc 4-Cylinder engine, with duplex-chain driven twin overhead camshafts, hemispherical combustion chambers, and a pair of side-

draft Solex carburetors, was tuned to deliver 131 horsepower, allowing the Touring-bodied roadster to easily exceed 100 mph. Its fully-synchronized 5-Speed transmission allowed fairly relaxed high-speed touring, and its large Alfin drum brakes were extremely effective for their day. The handsome unibody styled by Carrozzeria Touring on a 98-inch wheelbase presaged what would become the six-cylinder 2600 convertible in 1962.



THE MOTORCAR OFFERED

This fine example was completed at the Alfa Romeo plant on February 11, 1959, as a left-hand-drive touring bodied spider. The Alfa Romeo, which carried a high-performance twin-cam engine with dual Solex carburetors, is said to have been delivered to the Hoffman Motor Car Company of New York.

In the 1980s, the coachbuilt Alfa was found in solid and original condition, with an odometer reading of less than 70,000 miles. The Spider was enjoyed in its original state for many years before being treated to a comprehensive restoration (began in 2013). The restoration included a full strip and bare metal repaint of the lithe Touring bodywork in the original color of Grigio Biacca. The original bumpers and trim were retained and re-chromed. The interior was fully restored as well, and re-trimmed in red.

The engine was fully rebuilt with new bearings, pistons, rings, and all associated parts. Furthermore, the gearbox, brakes, and suspension were all fully rebuilt and restored to as-new condition. Combed from front to back, the restoration took three years to complete and no expense was spared. The car has formed part of the consignor's Northern California-based collection of classic Italian sports cars, and has covered less than 1000 miles since restoration.

This rare, top-of-the-line 2000 Touring 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 2000 Spider rightly claims its place in the Alfa lineage and one would

be hard-pressed to find a near competitor at double the investment.

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

46.

1961 MASERATI 3500 GT SPYDER

Coachwork by Vignale

Chassis no. AM101.1039

3,485cc DOHC Twin-Plug Inline 6-Cylinder Engine

3 Weber Twin-Choke Carburetors

220bhp at 5,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ *Rare and desirable Vignale Spyder with documented provenance and low mileage*
- ★ *Retains original and preserved interior and top*
- ★ *Professional paint and brightwork restoration*
- ★ *Shown at the Amelia Island Concours d'Elegance*



THE MASERATI 3500 GT

Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship (at the wheel of a 250F) and runner-up spot in the World Sportscar 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 eventually 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 Touring-bodied 3500 GT, its first road model built in significant numbers. A luxury "2+2," the 3500 GT drew on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Its 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. Built initially with drum brakes and a four-speed gearbox, the 3500 GT was gradually improved, gaining five speeds, front disc brakes and, finally, all-disc braking.

A car possessing such impeccable antecedents not unnaturally attracted the attention of Italy's finest carrozzerie: Allemano, Bertone, and Frua all created bodies for the 3500 GT chassis. Most Coupes were the work of Touring, while all but one (a Frua-bodied example) of the much less common Spyder version were the work of Carrozzeria Vignale. Introduced in 1959 at the Turin Motor

Show, Vignale's Maserati 3500 GT Spyder was the creation of Giovanni Michelotti, at that time the company's star designer. Built on a slightly shorter wheelbase—250cm as opposed to 260cm—than the coupé and constructed of steel panels rather than the closed car's aluminum, the Spyder lasted in production until 1964. Which at that time, 242 (some sources say 245) cars had been made, representing a little over 10% of 3500 GT production.





THE MOTORCAR OFFERED



This beautifully preserved example of the legendary Maserati 3500 GT was originally delivered with its splendid Vignale Spider coachwork in white paint with black leather interior and sold new by the Maserati distributor Cornacchia Automobili of Rome, Italy, to Vasco Migliacci—renowned Italian songwriter and composer, also from Rome. It was later purchased by a lady in Naples who, it seems, had the car color changed from white to Rosso Rubino, the beautiful Ruby Red it presents in today. The interior was not touched and remains as it was when delivered from the factory in Modena. The Napolitana kept the car until 1980, when it was acquired by Pierre Honegger, a race car driver and entrepreneur in Princeton, New Jersey. Honegger maintained the 3500 GT in his collection. Correspondence with the race driver confirmed that when he received the Maserati, other than the paint, the car

was totally original, without any evidence of accident or modification. He sold the Maserati in March 1997, to noted collector Peter Starr, with 29,037 kms on the odometer, believed to be the original reading. The current consignee states that when Starr took possession of the car it had already been fitted with another Maserati 3500 GT factory replacement engine - a correct 3.5-liter 6-cylinder motor exactly as the original one. It is unclear whether the engine change was at the request of a previous owner or whether it was Honegger who switched out the motor, which seems most likely.

In 2006, Starr commissioned Ayer European Auto Restorations in Gardiner, Maine, to perform a respray, taking the body back to bare metal to ensure a first-class result. At the same time the chrome was sent to D&S Plating Co., the Pebble Beach award winning



specialist based in Holyoke, Massachusetts. Following many years careful maintenance and meticulous service, the Maserati was presented at the Amelia Island Concours in 2014 as the only Vignale Spyder at the 100th Anniversary celebration of the marque. After two decades of ownership, Starr sold the car to the current steward, a long-time enthusiast with a large and eclectic collection, including numerous Maseratis.

This gorgeous 3500 GT Spyder is believed to be dressed with the original top and interior, and other than a small tear in the top canvas and some insignificant paint flaking on the dash, the overall condition of the car is amazingly well-preserved with a patina of careful wear over its fifty-seven years. It has three Weber carburetors and disc brakes in the front with drum in the rear and a lovely

set of Borrani steel wheels, as well as the desirable 5-speed manual transmission.

This fabulous Ruby Red Maserati is one of fewer than 250 of the 3500 GT Spyders' built, with less than 40,000 kilometers on the clock, it is a highly desirable and drivable marque icon.

\$650,000 - 800,000

47.

1916 PACKARD 1-25 TWIN-SIX RUNABOUT

Chassis no. 82715

Engine no. 82715

424 ci. T-Head V-12 Engine

88bhp at 2,600rpm

3-Speed Manual Transmission

Solid Front Axle – Semi-Floating Rear Axle

2-Wheel Mechanical Brakes

- ★ One of four believed to exist
- ★ First year of Packard's V-12
- ★ Handsomely finished in royal blue and black
- ★ Recognized by the Classic Car Club of America
- ★ Jaunty two-seat body style



THE PACKARD 1-25 TWIN SIX

When Packard, like many of the world's automotive manufacturers, turned its attention to designs for aircraft engines during World War I, it decided upon a V-12 configuration for its combination of compactness and power. Packard's brilliant chief engineer, Jesse Gurney Vincent, had another attribute in mind when he chose the 12-cylinder configuration for a road car: unmatched smoothness.

At 6,950cc, or 424 cubic inches, Packard's new V-12 was only marginally larger in displacement than the smaller of the two Sixes it would replace. Aluminum pistons, a product of WWI technology, reduced reciprocating mass. The two blocks, each of six cylinders, were cast as a unit with the heads. The crankshaft, less massive than the Six's, was supported in three main bearings. At 900 pounds, the new engine weighed 400 pounds less than the previous Six.

Production of the new First Series Twin Six began in 1915 for the 1916 model year. It was offered in two wheelbase lengths, and priced at \$2,600 to \$4,600, undercutting its predecessors by hundreds of dollars.

The engine's smoothness and tractability left automotive journalists grasping at superlatives. A writer for *The Automobile* raved that the car would accelerate smoothly from 3 miles per hour in top gear. A journalist who caught a ride with American soldiers in their pursuit of Mexican revolutionary Pancho Villa related that, "it was like riding on velvet when those big Packards laid back their ears and breezed along as though their only ambition was to catch up with the horizon."

The generous 135-inch chassis, referred to as the 1-35 to denote its series and length, was offered with a choice of 13 commodious

bodies. Nine bodies were cataloged for the 125-inch 1-25, among them Touring, Phaeton, Coupe, and the example represented here, Runabout, certainly the jauntiest of the bunch.

The 1-25 showed the handsome design, top-notch craftsmanship and tireless attention to detail for which the company was already famous. The bezels of the big electric headlamps echoed the lines of the famous grille, and incorporated auxiliary lamps for city driving, while the rest of the coachwork was embellished with just the right amount of sparking brightwork. Even the cast brake and clutch pedals delight the eye.

The Runabout, produced only on the 125-inch chassis, offers accommodations for just its driver and one lucky passenger; a rumble seat would not be offered for several more years.



THE MOTORCAR OFFERED

The original owner of this 1-25, engine number 82715, is unknown. In 1926, it was sold to Arthur Velguth, of Spokane, Washington, who kept it until he passed away in 1944. Ownership passed to Mary Canovan, also of Spokane, who sold the Twin Six in 1953 to Tom Hanke, who discovered it on blocks in a garage. Hanke owned the car until 2013, when it was acquired by its current owner.

According to the current owners, Velguth had stored the Packard on his island in Spirit Lake, Idaho, which is where Hanke discovered it nine years after Velguth's death. Through visits to Spirit Lake, they located the site of the now-disappeared one-car garage and spoke with a local car enthusiast who recalled seeing the dusty Packard backed into the garage and sitting on blocks—no doubt a memorable sight.

The owners learned that Spirit Lake had once been a high-end destination resort, and concluded that that was probably what had led Velguth to purchase the island there.

This example, handsomely finished in royal blue and black, is fitted with a spotlamp, a Boyce MotoMeter, and a Waltham eight-day clock. Its instrumentation includes a speedometer, odometer, ammeter, fuel gauge, and oil pressure gauge.

The First Series Twin Six is a handsome, capable and rarely seen automobile, a major landmark in Packard's ascent to the pinnacle of luxury car production. One of the earliest cars considered a Full Classic by the Classic Car Club of America, it will be enthusiastically welcomed on tours and to concours fields. This sale presents an extremely rare

opportunity to own a significant piece of Packard history.

\$250,000 - 325,000

Please note, this vehicle is titled under the model year 1915.

48.

1957 CHEVROLET CORVETTE FUEL INJECTED ROADSTER

Chassis no. E57S103654

Engine no. F328EN

283ci OHV V8 Engine

Rochester Mechanical Fuel Injection

283bhp at 6,200rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Top-of-the-line Fuel Injected Corvette with factory 4-speed manual gearbox*
- ★ *Expertly restored by Glenn Vaughn with receipts totaling over \$160,000*
- ★ *Striking Onyx Black over Venetian Red livery*
- ★ *The ultimate 1950s American sports car*



THE CORVETTE FUELIE

Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled fiberglass coachwork. Motive power came from Chevrolet's 235 cubic inch overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time. Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A

V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market.

Chevrolet's introduction of the option of fuel injection for the 1957 season was inspired for it provided the now bored out 283 cubic inch V8 with a matched number of horses under the hood. It was first tested as a solution to gas 'sloshing' of carburetor aspirated cars turning into bends under race conditions at Sebring in 1956, and then rolled out as an option for the next production season. Retrospectively it is amazing to think that Chevrolet was able to offer this contemporaneously with Mercedes-Benz's 300SL, while on other high-end machinery it would be more than a decade before this would be the commonplace. And all at once, the term 'fuelie' was born.

By this time, Corvettes had begun to establish an enviable competition record for the marque. Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and development it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car. In 1957, 6,339 Corvettes were produced, but only 714 were ordered with the RPO (Regular Production Order) 579B option box ticked for the \$484.20 Ramjet fuel injected V8 that delivered one horsepower for every cubic inch of engine capacity. It's little wonder so few were ordered given that a base Corvette retailed for \$3,176.32.



THE MOTORCAR OFFERED

Offered here is a spectacular example of the classic 1957 Corvette, factory-equipped with the desirable Fuel Injection engine, and sports-oriented 4-speed manual engine. By decoding the car's chassis number, it is revealed that the Corvette was completed in April of 1957 at the St. Louis, MO-based GM plant. The Corvette's early history remains unknown but accompanying the sale of the car are restoration receipts totaling over \$161,000, for a spectacular restoration carried out the by the specialists at from Glenn Vaughn Restorations in Post Falls, Idaho. Here, the car's exterior was finished in period-correct Onyx Black, with the coves in same solid color, giving the high-performance Corvette Fuelie a very sporting look. The interior was neatly trimmed in appropriate Venetian Red and topped by a classic Wonder Bar radio.

In the care of the present owner - a Utah-based collector of exceptional sports cars - the Corvette has been carefully maintained and kept in excellent shape. Between the clean design of the '57 Corvette, with its elegant lines, classic single headlights, and scalloped front quarters, combined with the power of the most spirited engine available, this Chevrolet Corvette Fuel Injected Roadster ranks near the top of the most collectible Corvettes ever produced.

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

49.

1957 ALFA ROMEO GIULIETTA SPIDER

Coachwork by Pinin Farina

Chassis no. AR 14950064 7

Engine no. AR01684A90834 (see text)

1,992cc DOHC Inline 4-Cylinder Engine

2 Twin-choke Weber Carburetors

Approximately 148bhp at 5,800rpm

5-Speed Manual Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ *Expertly restored and tastefully upgraded example of the classic Giulietta Spider*
- ★ *Brisk performance, handling and braking power*
- ★ *Toured on the Holyland 1000 Tour of Israel, Marrakech and California Mille rallies*
- ★ *Offered with restoration records and tonneau cover*



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.



THE MOTORCAR OFFERED

This fabulous Giulietta Spider remained with its original owner until 2012—55 years in the care of an Alfa Romeo devotee who tended the car lovingly and celebrated its sporty demeanor. It was then purchased by Custom Classics by Aubry, a respected specialist in Lancaster, California. Custom Classics performed a comprehensive restoration. The body was dressed in Dark Green over a lovely Cognac-colored interior as we see it presented today. Meanwhile, the mechanicals were upgraded for ultimate performance on the rally circuit, with a potent 2-liter engine and a 5-speed manual transmission. Plus, performance shocks and springs with all round disc brakes were fitted by Santo's Italian Car Services of Northridge, California. The gauges and brightwork were reconditioned and every aspect of the car was inspected and addressed as necessary.

The result was a superbly handsome Giulietta with extreme performance built specifically for international touring. The entire process has been faithfully recorded, complete with invoices and worksheets, which accompany the car at sale.

The current owner, a world-renowned Southern California based classic car collector and rally participant, purchased the car in 2014 and immediately launched the Giulietta onto the international rally circuit, participating in several 2014 events: the Marrakech Tour, the California Mille Miglia, and the 2015 Holyland Tour. Each event consisted of approximately 1,000 miles of strenuous driving through various weather conditions and geographical challenges, all completed without issue.

The car is accompanied by a tonneau cover, spare wheel, and documentation. Moreover, it has been meticulously serviced and maintained and only driven around 4,000 miles on the new engine and transmission.

This superb rally participant or show candidate, with its enhanced mechanicals and sporty good looks, is perfectly primed and prepped for more road rallies. It will bring immeasurable pleasure and excitement to the sports car enthusiast with a love for Italian design and engineering, plus a taste for thrilling auto-adventures.

\$110,000 - 140,000

50.

Formerly in the Larz Anderson and William B. Ruger JR Collections

1931 BENTLEY 8-LITER 'SILENT BLOC' SALOON

Coachwork by Vanden Plas

Chassis no. YX 5113

Engine no. YX 5115

7983cc SOHC Inline 6-Cylinder Engine

Single Smiths 50BVS Carburetor, 147bhp at 3,500rpm

4-Speed 'F' Manual Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Mechanical Servo Assisted Drum Brakes

- ★ Desirable short chassis example of legendary model
- ★ Well-documented history
- ★ Single family ownership since 1962
- ★ Carefully maintained and toured
- ★ Ideal tour car for Bentley Vintage Meets



THE 8-LITER BENTLEY

Although the prevailing image of Bentley cars during the Cricklewood period of the company's life is that of out-and-out sports cars and fast tourers, it is often overlooked that W. O. Bentley made a determined bid for the carriage trade, particularly with his larger 4½-Liter, 6½-Liter, and 8-Liter models. It is largely because of this that Napier's bid for the company, in 1931, was thwarted by Rolls-Royce, which doubtless saw that a rejuvenated Bentley company would present strong competition for its own models.

As it is, only 100 examples of the 8-Liter model had been produced before bankruptcy overtook the original Bentley company; had they been in a stronger financial position, it may have been a different story. With a chassis price of £1,850, the 8-Liter Bentley was in direct competition with the Rolls-Royce Phantom II while offering better performance,

and the contemporary motoring press was lavish with its praise for the 8-Liter model. The latter had debuted at the 1930 London Motor Show, and was the largest-engined car made in the UK at that time, and arguably the fastest. Bentley's advertising claimed "100mph without noise" and tests bore out that claim, the 8-Liter being fully capable of the "ton," even when burdened with weighty formal coachwork. As W. O. Bentley said, "I have wanted to produce a dead silent 100mph car, and now I think we have done it."

The 8-Liter represents an evolutionary step in the development of the Vintage-era Bentley, combining proven features of the 6½-Liter model with the latest engineering advances. Rather than trying to extract more power from the existing 6½-Liter engine, W. O. Bentley followed his long-preferred method of

improving performance and simply enlarged it, increasing the bore size from 100 to 110mm. Although the 8-Liter's engine followed conventional Bentley practice, its gearbox—designated "F-type"—was radically different from its predecessors, the redesign having been necessitated by the greatly increased power and torque it was required to transmit, as well as the quest for silence.

The massive chassis frame likewise was entirely new, being of the "double drop" design that enabled overall height to be reduced and the center of gravity lowered, these aims also dictating the use of a hypoid-bevel rear axle. Seven tubular cross members resulted in a much stronger and less flexible frame than hitherto, which was available in a choice of two wheelbases: 12' or 13'. Revised suspension incorporating longer road springs, out-rigged at the rear, together with





THE MOTORCAR OFFERED

Bentley & Draper shock absorbers, made for increased smoothness and stability, both vital considerations when designing a large and weighty vehicle capable of three-figure speeds. The 8-Liter's steering and braking systems also featured numerous detail improvements.

In December of 1930, *The Autocar* eulogized, "Motoring in its very highest form," having recorded a top speed of 101.12mph in W. O. Bentley's own saloon-bodied 8-Liter over the half-mile. Between 1930 and 1939, Britain's foremost motoring magazine bettered that figure only once, while testing an Alfa Romeo 8C 2300. The 8-Liter was destined to remain the fastest production Bentley until the R-Type Continental's arrival in 1953.

This handsome Bentley encapsulates the last years of the W.O. Vintage era. It is the definitive article of the genius that has created the essence of what the marque stands for. It has a thorough purity in its components and coachwork, and a provenance which stretches back to the day it was built and can chart more than 55 years with the present family.

YX 5113 has been confirmed as being the penultimate 8-Liter that was sold by Bentley Motors, which according to the copies of the Works record, would be delivered new to one J.A. Player. Player was a member of the well-known family that produced cigarettes. This was of course a name that would later, in the era of racing sponsorship, have its own connection with the world of motorsport, as their company would become synonymous with Lotus, in their iconic black and gold

"John Player Special" livery.

For Mr. Player, the car was factory fitted with the striking and highly sporting closed saloon coachwork by Vanden Plas. It was an eminently modern design, built in aluminum body to the Weymann "Silent Bloc" lightweight patent principles. The interior featured sporting bucket seats for the driver and front passenger. Sadly, but importantly, it remains today the only surviving example of the three such cars originally built.

For British road registration purposes, it was registered the license plate "VO6960," its prefix signifying it being domiciled within the County Council of Nottingham. Mr. Player would keep the Bentley for four years in total, quite a long time for an owner of these cars; therefore, he must have been rightly impressed by its performance.



The 8-Liter in Los Angeles, 1956



At this point the car crossed the sea to Ireland, where it became the property of C.W. Mason of York Street in Belfast. Though, this was a brief sojourn and by September 1936 the Bentley had returned to the UK. Here, it became the property of H. Dagnall, in Weybridge, Surrey, just around the corner from the famed Brooklands Motor Circuit, where Bentley had so many victories. Mr. Player had accrued a mere 23,667 miles in his four years and Mason would add a further 1,000. But, by November 19, 1937, nearly 84,000 miles had been covered; Mr. Dagnall had certainly enjoyed and used the car! Bentley records cease in the immediate pre-war era.

Throughout and after the war, the Bentley, which would have been incredibly expensive to run in the UK on war-rationed gas, was almost certainly laid-up and unused. The

wide-open roads of America are well suited to the 8-Liter, so perhaps it is not surprising that they have appealed to the clientele this side of the Atlantic for many years and that a number emigrated here. This fate would be the next chapter of the "Silent Bloc's" life.

It was advertised in Motorsport Magazine in October 1955, as a "Four-door short-wheelbase saloon, completely overhauled" by a Mr. Taeffe of Redditch, Worcs. There it was spied by Bruce Fagan, who recalled in correspondence on file, "Back in those days I would have gotten my copy of MotorSport something about October 18-25th. Probably wrote to him about the end of that month. He still had the car – no other buyer's in sight, I guess, so I offered him \$1,000." He accepted, and the deal was done.

Fagan was based in California; therefore it was shipped there, suffering a minor mishap when it was dropped a couple of feet when being loaded off the ship, immediately necessitating repair to the right hand front wheel. In any event, it was Fagan's intention to refurbish the car, which he commenced with. Not long after it was finished, he put it up for sale and it was acquired by Leonard Potter of the famous dealership, The Vintage Car Store, in Nyack, New York.

From 1958 until 1961, the car was owned by a youthful William Ruger Junior, one of the Northeast's most prominent collectors. In 1961, Mr. Ruger traded YX5113 for another 8-Liter (then owned by John Ballantine of Connecticut) and agreed to donate YX5113 to the Larz Anderson Auto Museum Collection in Ballantine's name. Ruger was studying at Harvard at the time and was able to locally



assist him in negotiating its transition to the Museum.

There, the Bentley would sit, but not for long as it turned out. The Museum would offer it for sale by auction in September 1962. Through the sale, it passed to G. Clayton Greene of Concord, Massachusetts and has remained in his family ever since.

For nearly 56 years, YX5113 has been in the same fastidious hands, a true enthusiast owner who treated the car with the respect deserving of such a monumental motor car. Extensive records were made throughout, noting every bit of service and maintenance, while it was cherished and sympathetically refurbished. Its work has been carried out by knowledgeable experts for pre-war cars, specifically Bentleys (e.g. Bob Jefferson and Mr. Greene himself).

Aesthetically, the car is a well-proportioned owner driver design, with moldings sweeping down from the windshield and across the scuttle. Its light refurbishment has now aged slightly, as can be seen in the car's paint. Despite the exterior wear, the interior, in a number of places, appears to still be original and/or closely matched to the original form. The front bucket seats and rear divided bench have likely been re-trimmed, though all the door panels and wood caps appear original. Pulling up what could be original rugs reveals correct original floor boards with proper linoleum-type coverings. The car is mentioned in Brian Smith's book, *Vanden Plas Coachbuilders*, and survives as one of very few original short-chassis 8-Liters fitted with its factory coachwork (Smith 119).

On close inspection, the mechanicals are highly original and lack noticeable reproduction items. The Electron motor castings clearly show the original scraping marks. All number stampings are crisp and correct for this chassis including the hood sides, steering box, and crank case. The SU carburetors serial numbers are just two digits apart leaving little question about their authenticity. As one would expect from such a well looked after car, it starts instantly and settles into a smooth idle. One is immediately reminded of the power on tap with a light press of the accelerator. The car has been lightly used in the last five years so some routine maintenance is advised before extended touring.

In the 1980s, Clayton Greene was tracked down by Bill Player, the nephew of the original owner Clayton Greene would



correspond with Bill Player, this and further correspondence with both Fagan and Ruger make for fascinating reading, but the 'piece de resistance' in the file is the fact that it still retains its original numbered handbook!

The car has also been a frequent, and well-admired, participant on many Vintage Bentley Rallies throughout the US. Rarely was the imposing machine ever trailered to an event, as it was almost always seen barreling along the interstate in a manner few cars of this era can dream of.

These cars are legendary for their torque, being able to pull away from standstill in top gear and take off to their guaranteed "ton." As other members of the North American Vintage Bentley Club have commented, this was a very popular car on the wetter days of a tour! With a known history throughout its

life, handsome looks, and the performance abound that these amazing cars are well-known for, this is an excellent and tourable Bentley.

Offered from 55 years of tenure from an owner who meticulously and fastidiously maintained the car, as well as keeping flawless documentation on everything completed, this Bentley is truly exceptional. Today, it survives as a highly original and correct example of the desirable short-chassis 8-Liter. Bonhams is delighted to offer this exquisite motor car and this is genuinely a once in a generation opportunity.

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

51.

1958 PORSCHE 356A T2 1600 SPEEDSTER

Coachwork by Reutter

Chassis no. 84036

Engine no. 67500

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-choke Carburetors

60bhp at 4,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Matching numbers example in the factory livery of Meissen Blue over Black*
- ★ *Just 3 owners from - second owner for over 50 years*
- ★ *Desirable fully-evolved T2 Speedster*
- ★ *Accompanies by Porsche Certificate of Authenticity, tools and records*



THE PORSCHE 356 SPEEDSTER

Although Ferdinand Porsche 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 Coupe at its old base in Stuttgart. The 356, the work of Ferry Porsche, was based on the Volkswagen designed by his father. Like the immortal “Beetle”, the 356 employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. In 1951, a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque’s long and illustrious association with La Sarthe.

Constant development saw: the 356’s engine enlarged first to 1.3 and then to 1.5 liters, the original split windscreen replaced by a one-piece, and a Porsche synchromesh gearbox adopted. A cabriolet followed hot on the heels of the original 356 Coupe. Then, in 1952, a trial batch of fifteen roadsters were constructed at the behest of US importer Max Hoffman, who had persuaded Porsche of the potential for a “cut-price” entry-level model. The roadster’s successful reception in the USA led to the introduction of the Speedster model in 1954. The Speedster’s inspiration is also credited to John von Neumann, Porsche’s West Coast distributor. Neumann chopped down a Gmünd-built Coupe in the late 1940s to create a lightweight competition car.

Explaining such a car’s appeal Neumann declared, “Guys want to go, on a Saturday night in June, down Sunset Boulevard with their elbow over the door and the girls can see them in the car.” Plus ça change ...

Instantly recognizable by virtue of its low, wraparound—as opposed to V-shaped—windscreen, smaller and entirely retractable hood, lower door waistline, horizontal trim strip at the level of the door handles, and twin bucket seats—all of which served to emphasize its sporting image—the Speedster was, in effect, an “economy” model intended to compete with the cheaper British sports cars. Initially, the Speedster was powered by the 1.5-litre version of Porsche’s horizontally opposed four, gaining the new 1.6-liter, 60bhp engine with the introduction of the improved 356A for 1955.



In the optional and rare Super tune, the Speedster put out a good 75bhp; 25% more than the standard 1.6-liter motor. Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant over 100mph was possible. Allied to its already renowned handling characteristics, this meant that the Speedster was an instant success in the burgeoning American sports car racing scene.

In 1956, *Road & Track* magazine announced the Speedster alongside its Coupe sibling as, “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—4,822 examples being constructed between 1954 and '58—and today this superbly handsome of the 356 variants warrants iconic status.





THE MOTORCAR OFFERED

At Porsche's Zuffenhausen-based plant, in October of 1957 (as a 1958 model-year car), Speedster chassis no. 84036 was completed in one of the first months of the upgraded T2 production run—the final and fully evolved 356A model. This sporting and lithe Speedster was finished from new as it appears today, in the beautiful era-evoking Meissen Blau color (5703). Moreover, the Speedster bucket seats are trimmed in black and the carpets laid in the light "oatmeal" color.

Speedster 84036 was equipped for the US market; fitted with fog lights and US-type bumpers, undoubtedly a miles-per-hour speedometer, and sealed beam headlights. The car's first owner was a Californian, who retained the car for roughly two years, before selling it in 1960. Fond of the Meissen Blue Speedster, the second owner—also a California based Porsche collector—preserved the car for over 50 years!

A Porsche club article was written about this family's ownership of this car, and other treasured Porsches in their collection. A concours-quality restoration was performed and finished in 2012. During this time, a bare-metal refinishing of the original Reutter-built body was carried out, resulting in great panel fit and finish.

The original matching numbers engine was rebuilt to factory specifications, including new plating and powder coating of shields and shrouds. The undercarriage, suspension, and brake systems were beautifully and accurately finished throughout, including the correct undercoating and fitment of refurbished Koni shock absorbers. The original bumpers and brightwork and interior and engine compartment was restored to the same level of quality as the rest of the car. Speedster 84036 was purchased by the consignor in

2012, settling into his impressive Texas-based collection of rare European Sportscars. This spectacular specimen of the final-year T-2 Speedster is accompanied by the Porsche-issued Certificate of Authenticity, photographic restoration records and owner's notebook (dating to the 1970s), and an original tool kit—probably the kit the car was delivered with. Retaining its matching number engine, and stunningly finished in its as-delivered factory Meissen Blue exterior color, this long-time California Speedster deserves serious consideration.

\$450,000-550,000



52.**1941 PACKARD ONE-TWENTY DELUXE STATION WAGON**

Coachwork by Hercules

Chassis No. 1473-2075

Engine no. D305558A

282ci Flathead Inline 8-Cylinder Engine

Single Downdraft Carburetor

120bhp at 3,600rpm

3-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Beautifully presented, top-of-the-line Packard Woodie Station Wagon*
- ★ *Factory Correct Barbola Blue exterior*
- ★ *Most expensive One-Twenty Packard of its day*
- ★ *An unquestionable Classic with room for the whole family*

**THE PACKARD ONE-TWENTY**

Always built to the highest standards, the Packard was unquestionably one of the finest American automobiles of the pre-war era and deservedly popular on this side of the Atlantic. Dissatisfaction with his Winton motor carriage assumedly spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio. From this factory, the first Packard car emerged in November of 1899. Right from the start, Packard's innovative engineering and superior build quality attracted the attention of wealthy clients. An example being William D. Rockefeller, who purchased two at the New York Automobile Show in November of 1900. The phrase, "Ask the Man Who Owns One" was adopted as the company's advertising slogan. The Packard was counted among the world's top luxury makes and was a frequent

sight at the most exclusive society functions of its era. This was due to it being favored by film stars, celebrities, and plutocrats. Indeed, throughout the 1910s and 1920s, Packard ranked alongside Peerless and Pierce-Arrow; this elite trio of the US automobile industry being known as the "Three P's."

Introduced for the 1935 season, the "One-Twenty" Eight, also known as the "Junior Packard," represented the company's first foray into the medium-priced market sector. These models have the 282ci (4,623cc) 120bhp engine, independent front suspension, synchromesh transmission, and hydraulic brakes (which have been part of the specification for some years). Curiously, the "One-Twenty" designation was dropped for 1938 but returned for 1939.

THE MOTORCAR OFFERED

The 1941 models, like the one presented here, received mild styling changes for the new year. Headlights completely settled in the fenders and a one-piece rear window were among the most noticeable updates. Of all the body styles offered that year, the Station Wagons sat at the top of lineup, costing \$400 dollars over the entry-level business Coupe. The Deluxe model seen here would have set its original owner back \$1,541. Although, the vehicle's figure was presumably larger than that considering it was optioned with a single side spare, radio, and under seat heater. Furthermore, these vintage Packard wagons are particularly special due to their coachwork being engineered by Hercules of Evansville, Indiana; a firm known for its high-quality builds.



While we lack information about this mysterious, affluent first buyer, it is known that the Woodie wagon was subjected to a body off restoration by Bill Halliday, a noted Southern California restorer, in the early 1990s. Reports and restoration photos show that much of the original ash and mahogany wood used to build the body of the vehicle has remained since leaving the factory nearly eighty years ago. Moreover, the wood shows in good condition due to many coats of marine spar varnish. In addition, the Barbola Blue paint dressing the metalwork matches the exact color the vehicle wore as it left the factory. The revitalization of this Packard was well-documented with numerous photos and maintenance records; the most recent service work being carried out by Custom Auto Service in Santa Ana, California.

After this work was completed, the vehicle was regularly driven and maintained with great care by its next owner, who kept the car in the Pacific Northwest for twenty years showing it at the Port Gardner Bay Classic and Kirkland Concours. The most recent owner has furthered the restorative work and continued meticulous servicing and detailing the car for showing at west coast events. These include appearances at the Packards International National Meet Circle of Champions, and the Benedict Castle Concours.

Thanks to wonderful caretaking, this Packard presents in wonderful condition from its rich wood to supple saddle colored leather interior. It is always a delight to see a vintage Woodie pass by on the road, and with the 1941 models being particularly rare, keen observers are sure to take notice.

Offered from a prominent Southern California based collection of exceptional American Classics, this spectacular Packard One-Twenty Station Wagon will surely make a fine addition to any collection.

**\$120,000 - 150,000
WITHOUT RESERVE**

53.

Ex-Brooks Stevens

1936 MERCEDES-BENZ 500K TOURING PHAETON

Chassis No. 113696

Engine No. 113696

5018cc OHV 8-Cylinder Engine
Supercharged 100bhp or 160bhp with supercharger engaged
4-Speed Manual Transmission
Independent Coil Spring Suspension
Front by Double Wishbones, Rear by Swing-axles
4-Wheel Drum Brakes with hydraulic servo-assistance

- ★ Rare derivative of Sports coachwork on the 500K chassis
- ★ Former ownership in noted US Collections
- ★ Restored by noted Mercedes Restorer Mike Fennel
- ★ A CCA Full Classic™



THE MERCEDES-BENZ 500K

The sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary pre-war 500K supercar cost a small fortune when new and today commands a king's ransom, such is its rarity. The 1930s decade was a period of unprecedented fertility in motor car styling, of which the sublime 500K represented the very pinnacle of excellence. Its timeless appeal endures to this day.

The 500K, which boasted an ingenious swing-axle independent rear suspension layout, was created by Hans Nibel who, having started with Benz in the early years of the 20th Century, succeeded Marius Barbarou as chief engineer in 1904 and designed (and raced) the huge Benz cars of the period, culminating in the 200hp 'Blitzen' Benz. After the merger with Mercedes, he replaced Ferdinand Porsche and created the most sophisticated

chassis of their day for road and track, including the first of the 'Silver Arrow' racers. The supercharged road-going Mercedes of the 1930s are a wonderful tribute to his engineering skills.

Together with its successor the 540K, the magnificent Mercedes-Benz 500K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s. The 500K was powered by a 5,018cc supercharged straight-eight engine that featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been thoroughly proven on the preceding series of Dr. Porsche-conceived S-Type

cars, and in effect the 500/540K was the last supercharged production Mercedes until relatively recent times.

Beneath its seemingly endless bonnet, the 500K's straight-eight engine developed 100bhp un-supercharged or 160bhp with the compressor engaged. The gearbox was a four-speeder with overdrive top ratio. With the supercharger engaged, the 500K had a top speed approaching 110mph (177km/h) matched by servo-assisted hydraulic braking. Its performance potential was such that Mercedes-Benz in the UK retained racing driver Goffredo 'Freddy' Zehender as technical adviser and demonstration driver, since the supercharged Mercedes was one of the few genuine 100mph road cars available in the 1930s.



THE MOTORCAR OFFERED

The manufacturing record of the 500K reveals its exclusive nature: 105 being produced in 1934, 190 in 1935 and 59 in 1936. In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.

After testing a 500K in 1936, *The Autocar* declared: 'This is a master car, for the very few. The sheer insolence of its great power affords an experience on its own.'

Although the 500K chassis attracted the attention of many of the better quality bespoke coachbuilders of the day, the company's own Sindelfingen coachwork left little room for improvement, this department now being overseen by Hermann Ahrens, who had a great eye for design. The Sindelfingen bodies oozed quality, with modern design and solid construction. As was the vogue of the Thirties, even open coachwork would come in forms of convertible, rather than in the phaeton or touring style that had previously been seen. Convertibles were found in two seater 'A' form, its most sporting and low slung look, ranging through the alphabet to a 'D' which was more staid.

However, a small number received 'Tourenwagen' or sports Touring coachwork evidenced by this car. This design, would

have cost its first owner some 22,000 Reichsmarks and owes more to the earlier Sindelfingen bodies that can be found on six-cylinder supercharged cars, being more lithe, vintage, open and sporting, than the better known series of Cabriolets. It is a style that emulates the British touring cars of the same era more than those in Germany, perhaps not surprisingly because the UK was such a strong market for them. Of the 500K series, just 16 were delivered as Tourenwagens.

According copies of the Mercedes-Benz Kommission papers, order number 203719 was made in April 1935. It was completed in June that year and was supplied new to Rudolf Schmeer an official in the German Government. As new, it wore blue paintwork with black fenders and a black top and interior.

In Mike Uilhein's ownership, 1980s while still on display at the Brooks Stevens Automotive Museum.



Cecil Lemon proudly details 113696 in 1955.



The 500K as offered for sale by Lemon, c. 1955. Courtesy of Jonathan Sierakowski.



On file is recent correspondence with historian and researcher Jonathan Sierakowski with later owner Cecil Lemon, who fondly remembered the car and its history as recalled to him. Lemon and an Ezekiel Ramirez found themselves stationed in Salzburg, Austria in the early 1950s where they stumbled across the 500K. It was by then owned by a former Motor Pool mechanic, who had maintained the car in Berlin first for the Germans and then through the Russian invasion. When abandoned by them the mechanic brought the car back to Austria.

Ramirez and Lemon brought the Mercedes to the US, and at this point it passed to Lemon, who held on to it for about a year in 1955, before advertising it for sale. Even in 2016, Lemon would state that he still regretted selling the car! Its buyer, being Ivan P. Baxter

of Hartland, Wisconsin. On file are copies of correspondence from Baxter, who was greatly enamored by the car. Based in Berrian Springs, Michigan, his Christmas note to friends that year professed how "This fall, I expanded our two-car garage to the North and the rear to make it a four-car building. Reason: we have finally acquired a real collectors item automobile, instead of merely reading about them and drooling"

Baxter kept the car for around 5 years, before it seems that local collector, Brooks Stevens was able to pry it away from him. Stevens is of course the well-known designer of many household items. He was a passionate car collector and was inspired by Mercedes of this era to build the popular 'retro' look Excalibur cars, based on Studebaker frames. In 1959, he opened the Brooks Stevens Automotive



Museum, where his collection, including cars such as the 500K Phaeton were displayed alongside some of his own designs.

In fact, the car continued to remain in this area for much of the next 3 decades, passing next to Mike Uihlein, but still being on display in the Museum, and then later to Bob Adams of Franksville, Wisconsin. While with Uihlein it was in an understated two-tone scheme of burgundy over black and is pictured in this livery in *Automobile Quarterly* in 1988. From Adams, the car passed to noted collector William 'Bill' Lassiter in Florida, and next it would join the esteemed Imperial Palace Auto Collection in 1991

At this point, it was sent to respected California restorer, Mike Fennel of Saugas, to undergo its most recent restoration. During

which it received the color change from an understated to a complete repaint in the solid silver-grey livery we see today. Offsetting this is a trim in lustrous red leather interior.

By the late 1990s when Jan Melin's exhaustive work *Mercedes-Benz Supercharged 8-Cylinder Cars* was published, the car was pictured in both its earlier scheme and the new silver guise. Following its newer refurbishment, the Mercedes was shown at the Pebble Beach Concours d'Elegance in 2008 and also at the Amelia Island Concours in 2010. Far less numerous in production than the more commonly found series of Cabriolets, just a handful of Tourenwagens survive today. It is a rare, and supremely elegant touring car, which will likely continue to be lauded at Concours around the country.

\$1,400,000 - 1,600,000



54.

1934 BMW 315/1 ROADSTER

Chassis no. 47706

Engine no. 55054 (see text)

1,971cc OHV Inline 6-Cylinder Engine

3 Solex Downdraft Carburetors

Approximately 80bhp at 5,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Desirable top-of-the-line 315/1 Roadster marking BMW's earliest competition efforts
- ★ In current ownership for more than three decades
- ★ Eligible for the many prestigious tours and rallies
- ★ One of only 242 examples built



THE BMW 315

It had been the acquisition of the Dixi works at Eisenach in 1928 that provided Bayerische Motoren Werke (BMW), hitherto a manufacturer of aero engines and motorcycles, with a foothold in car manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, resulting in a swing-axle suspension and overhead valves. 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 front 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 1934, the BMW 315 was a mid-sized Saloon car produced until 1937. The 315 was manufactured alongside the 303, until the end of production in 1936. The 315 formed the basis for the high-performance BMW 315/1 Roadster, of which only 242 examples were manufactured.

The starting point for this development came at the Berlin Auto Show in May of 1934, where BMW presented a prototype of a Sports Roadster with exceptionally attractive styling. Right behind the long and sleek engine compartment were two sports seats tailored to the driver and front passenger protected by a low, raked windscreen and emergency roof. The rear of the body tapered out in an elegant sweep, adding a particular aerodynamic touch with excellent streamlining. The radiator grill on the sporting

315/1 Roadster was inclined much further to the rear than on the Saloon model, with mighty, sweeping front wheel arches extending on beneath the doors into the rear wheel arches. The 315/1 Roadster was replaced by the legendary BMW 328 Roadster in 1936. This marked the beginning of BMW's sporting heritage, followed by such greats as their 507, Z3, and Z8 Roadster. Many have seen images of these sporting and beautiful Roadsters charging up the Stelvio Pass in the period, winning races and hill climbs all over the Continent.



THE MOTORCAR OFFERED

Although the early history of this sporting 315/1 Roadster remains vague, it is known to have made its way to the American continent after WWII. By the 1980s, the 315/1 was in the hands of Burnaby, B.C. Canada-based enthusiast, Mr. Sultan Karim. The car was purchased by the consignor from Mr. Karim in 1987. The desirable BMW 315/1 Roadster has since formed part of the consignor's exceptional collection of some of the most desirable sportscars, from both the pre- and post-war era, made by some of the most exclusive manufacturers.

BMW 315/1 Roadster chassis number 47706 is bound to impress and start conversations wherever it goes, as it has been kept under the radar for many years. A close look reveals an older restoration, offering the perfect basis to refresh the car cosmetically and

mechanically, and then enter into new events. The car appears to have been fitted with a BMW 319/1 engine, presumably a 2-liter unit similar to a BMW 328 Roadster. The car has seen little use in the past three decades, and a mechanical and cosmetic restoration is recommended, ensuring proper performance and safety for the next owner.

A sporty and thrilling car to drive, these desirable Roadsters are eligible for many Concours d'Elegance and classic car tours and rallies around the world. Originating from the early competition efforts of the Bayerische Motoren Werke, this sporting 315/1 Roadster is an opportunity not to be missed.

\$125,000 - 175,000



55.**1955 JAGUAR XK140 MC ROADSTER**

Chassis no. S811495DN

Engine no. G4064-8S

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

210bhp at 5,500rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Desirable high-performance MC version with C-Type cylinder head
- ★ A factory left-hand-drive Roadster
- ★ A wonderful Jaguar for tours and rallies
- ★ Offered Jaguar-Daimler Heritage Trust Certificate, owner's manual and service records

**THE JAGUAR XK140**

The XK140 offered many new features and improvements over the stunning XK120, which stood the automotive world on its ear at its Earl's Court introduction in 1948. Introduced in late 1954, the XK140 was again offered in Fixed-head coupe (FHC), Drop-head coupe (DHC) and Roadster (OTS) versions, all with a subtly restyled body. The new XK boasted a redesigned box-section frame with a more supple suspension that included larger torsion bars and anti-roll bars, improved brakes, and rack-and-pinion steering to replace the earlier recirculating-ball system. Perhaps most importantly for customers in the vital North American market, there was a larger and more comfortable cockpit with increased legroom, thanks to the engine and transmission assembly being moved forward by three inches, along with the firewall and instrument panel.

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

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

That choice gave correspondingly quicker acceleration and a greater maximum speed. Almost 8900 units were shipped from the Coventry-based Jaguar works between 1954 and 1957, when the XK140 was superseded by the XK150.



THE MOTORCAR OFFERED

This handsome XK140 MC Roadster was completed during the late Summer of 1955. By decoding the Jaguar's chassis number, it can be determined that the car left the Brown Lane Jaguar works in the same specification as it appears today; a left-hand-drive Roadster (or Open Two Seater/OTS as they are correctly referred to in Jaguar lingo), denoted with the S prefix in the chassis number for the Special Equipment including the C-Type cylinder head (more commonly known as the MC package), and with the DN suffix denoting its fitment with overdrive.

The new Jaguar was destined for the booming North American market and is believed to have found its first owner there.

The car's early history remains unclear, but the Jaguar is known to have resided in the Pacific Northwest by the 1990s, where it was in the hands of Portland, Oregon-based Jaguar dealer and British car aficionado, Monte Shelton. The car is believed to have been a low mileage car at the time. It was here purchased by the consignor in 1994 and has remained in his care ever since. The sporting Jaguar XK140 MC Roadster has participated in several of Monte Shelton's well-known Pacific Northwest road rallies over the past decades and brought much joy to the drivers and co-drivers on these events.

Today, this fine XK140 MC Roadster is offered in striking red paint with gorgeous Chestnut-colored leather interior. The interior is topped by a handsome Moto-Lita wood-rimmed steering wheel, and the sparkling chromed-plated wire wheels as shod on Michelin tires.

The car is supplied with the Jaguar Daimler Heritage Trust Certificate, owner's manual and service records dating back to the 1990s. Offering sporting driving characteristics in the MC form, while clothed in Jaguar's elegant and timeless Roadster design, this fine classic would be a great companion on Sunday drives or road rallies such as the Copperstate 1000.

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

56.

2009 RUF CTR3

VIN. W09BM03879PR06002

3,746cc DOHC Twin-Turbo 6-Cylinder Engine
Electronic Fuel Injection
700bhp at 7,000rpm
6-speed Sequential Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ *Legendary, limited production top-of-the-line RUF Supercar*
- ★ *Just 1,562 Miles from new*
- ★ *Complete custom-built supercar from the legendary company with excellent performance*
- ★ *One of just three examples in special Chroma Flash Hologram Matte paint*



THE RUF CTR3

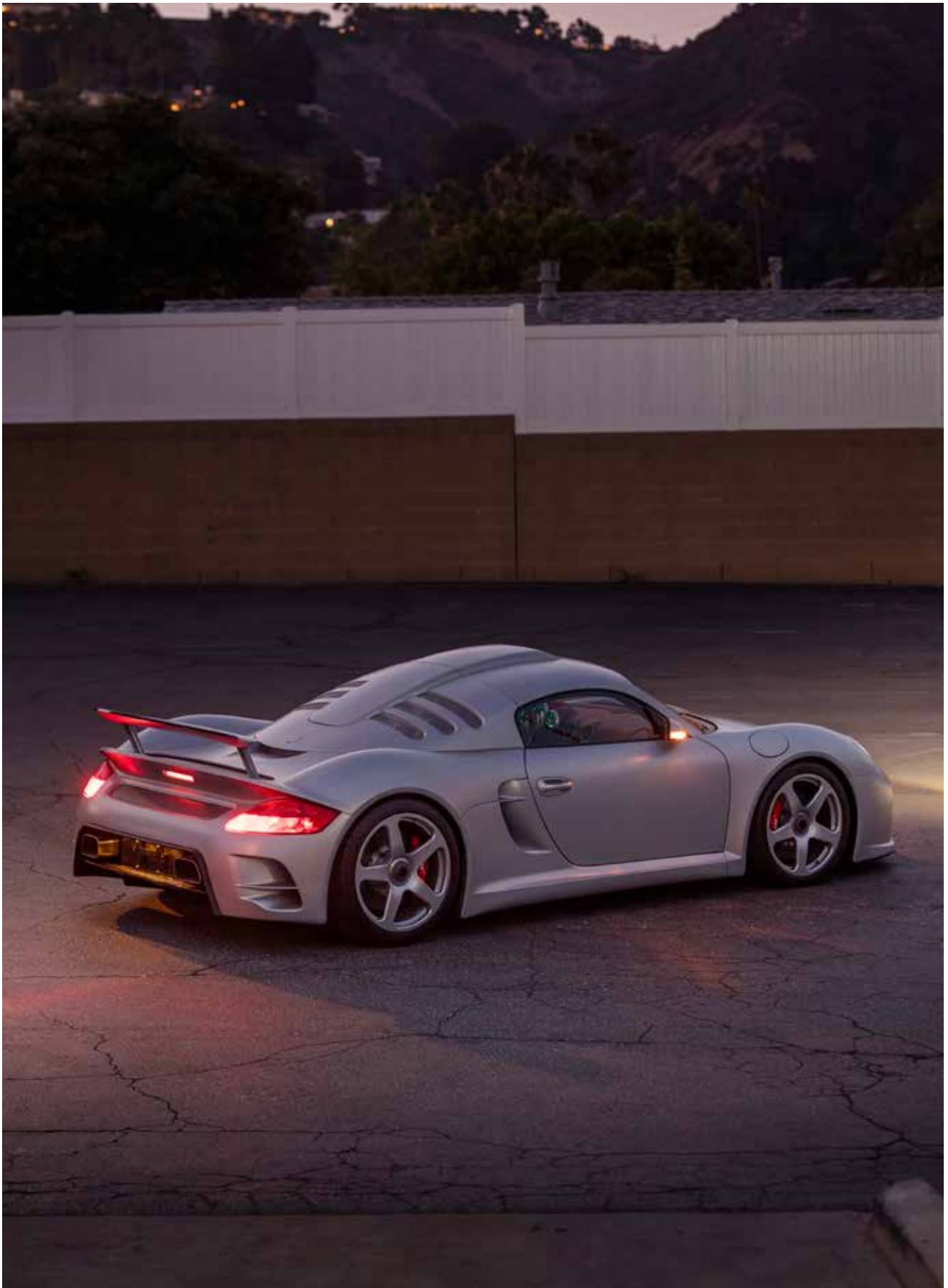
What began as a simple service station in Pfaffenhausen, Germany would, just 30 years later, begin producing some of the most capable super sports cars in the world. Alois Ruf Junior, thanks to his father's business, developed a passion for automobiles and particularly the Porsche 911. RUF's first creations would be based on this model and as the company grew, body-in-white 911 chassis would be utilized to create their own original vehicles.

Quite possibly the company's most famous creation, the CTR, known as the "Yellowbird," was, in 1987, the fastest road going Porsche and possibly, the fastest car in the world with a claimed top speed of 213mph. Powering this beast was a heavily modified version of the 3.2 flat 6 motor. Boring out the cylinders increased the displacement to 3.4 liters and

an uprated ignition system borrowed from the 962 racing car further helped build the power. Most importantly however, was the addition of two turbochargers and two intercoolers. The vehicle was rated at 469 horsepower, but the company was open to admitting that this was a figure representative of the lowest dynamometer reading of all the CTR engines tested. More realistically, 500 horsepower was a closer estimate. More than just a powerful 911, RUF based their creation on the lighter and more aerodynamic Carrera 3.2 model and would go to great lengths enhancing these two merits. The body panels, including the hood, doors, and engine cover were all replaced in aluminum. Further, the rain gutters were shaved to reduce drag, and the bumpers were replaced with fiberglass pieces. In total 441lb was cut from the Carrera 3.2, resulting in an amazingly low curb weight of

just 2,535lbs. A harrowing drive around the Nürburgring with test driver Stefan Roser behind the wheel was captured on video and greatly helped increase the visibility of the brand within the automotive world. Today, the original CTR has built up a mythical status as one of the most impressive and dramatic super sports cars of the last century.

The follow-up to the legendary "Yellowbird" would arrive in 1995, this time based off on the new 993 Turbo chassis. Keeping up with the themes of the original: big power, low weight, and high speed, The CTR2 would add a twist to the formula by adding in the option of two or four-wheel drive. Additional features included a Kevlar body, lightweight glass, a RUF manufactured coil over system, and a dual functioning rear wing that helped create downforce and feed the intercoolers. Most





incredibly, the powerplant was sourced from the 962 Group C race car and RUF would tune it to produce 520hp. 0-60 was dealt with in just 3.5 seconds, while a top speed of 217mph was only bested in 1998 by the mighty McLaren F1. RUF would demonstrate the versatility of this car by further modifying two road registered examples to drive on the street to the 1997 Pikes Peak Hillclimb and subsequently finish 2nd place overall at the event.

12 years later, in 2007, RUF would introduce their most impressive car to date, the CTR3. This latest iteration would drastically overhaul CTR formula by adopting a mid-engine layout. RUF in conjunction with Mulimatic, a Canadian company most recently known for helping Ford build the newest GT, engineered this bespoke platform for the vehicle. A first for the

company, this new chassis constructed out of steel, aluminum, and Kevlar-carbon would provide the vehicle with optimal balance and weight distribution. Again, power would be supplied via a twin turbo Porsche flat-6. This time in 3.8-liter guise and just shy of 700hp would be supplied to the rear wheels through 6-speed sequential manual. Reigning in all of this speed are 4 corners of immensely powerful internally ventilated and perforated ceramic composite brakes. Keeping in line with past CTR's the newest iteration still utilizes some of its body panels from its Porsche brethren.

The RUF CTR3 is a culmination of over 4 years of RUF's work and fully represents the firm's engineering capabilities.



THE MOTORCAR OFFERED

The CTR3 presented here left the factory dressed in Chroma Flash Hologram Matte paint and a vibrant “Lipstick” red leather interior with Stone Grey carpets and alcantara. Furthermore, the vehicle was fitted with a suite of options beyond the special paint including a hydraulically adjustable front axle, tire pressure monitoring system, red 6-point seatbelts, extended navigation module, telephone module, and a 6-disc CD changer. Altogether, these total to nearly 25,000 euros in added extras.

According to the RUF documents on hand, the vehicle was ordered in May of 2007 with a scheduled delivery of April 2008. Upon completion, the vehicle was sent to its first owner, a prominent southern California enthusiast and collector. The vehicle has subsequently had just a few owners who

have also been prominent collectors. The current proprietor of the vehicle is a serious RUF collector from Beverly Hills, California. Just 1,562 miles appear on the odometer at the time of cataloging and serve as good evidence to the sparse use of this vehicle over the past 9 years. As one would expect, the car presents wonderfully both inside and out with very little to show in the way of wear.

Very limited numbers of the CTR3 have been produced over the years making this quite a rare opportunity to secure one for a collection. In a world of hybrid hypercars, this RUF evokes an era of pure analog engineering and should delight its new owner for years to come.

\$700,000 - 900,000

57.

1961 FACEL VEGA EXCELLENCE EX1

Chassis no. B104Z

5,913cc OHV Chrysler 'Wedge' V8 Engine
Single Carter Carburetor
360bhp at 5,200rpm
3-Speed Chrysler TorqueFlite Automatic
Independent Coil Spring Live Rear Axle Suspension
4-Wheel Servo-Assisted Drum Brakes

- ★ One of only 154 Excellences built
- ★ Fresh, months old restoration
- ★ In the present ownership since 1971
- ★ Equipped with a sunroof from new—one of only 3 believed to have been built



THE FACEL VEGA EXCELLENCE

Founded in 1939 by Jean Daninos, Facel, an acronym standing for FACEL 'Forges et Ateliers de Construction d'Eure-et-Loir' (in English: forge and construction workshop of the department of Eure-et-Loir), was a metal stamping company that built bodies for the likes of Panhard, Simca, and the aforementioned Delahaye. It was in 1954 the company decided to go into production of complete cars, with its first swing at the market coming in the form of a sleek and sporting coupe, designed by Daninos, and powered by a reliable Chrysler Hemi V8.

Open and airy in design, the pillar-less FV, and later HK500, was swift and luxurious—a unique alternative to a Bentley Continental or Maserati 3500. They were quickly snapped up by wealthy industrialists and glitterati alike, proving the company's slogan: "The Few Who

Own the Finest". Improving on the concept, it was determined in short order that Facel's market could be expanded by adding a couple more doors. Only two years after the introduction of the first Facel Vega coupe, the Excellence sedan was unveiled.

Clocking in at just under 17.5 feet long, with 125 inches spanning between the wheels, and tipping the scales at 4,200 pounds the Excellence was made to American proportions—a Hermès suit in size 50, extra-long. Featuring elegant slab-sided styling with pillarless suicide doors (beating the Lincoln Continental to the punch by a full 5 years), a wrap-around windscreen and subtle fins held sway in the front and rear, respectively.

Inside, driver and passengers alike were coddled by soft and sumptuous leather

seats, chrome fixtures, and the classic Facel Vega dashboard that featured an aircraft-like complement of gauges set in a dash of hand painted wood grain. In the back seats, the wood grain theme continued on the backs of the seats, along with a vanity and a second radio head unit. Power windows where, of course, standard.

Production began in May of 1958. Under the hood in the first edition of EX cars was Chrysler's 392ci Hemi V8, but this engine was virtually out of production by the time Facel released the Excellence, so only seven were built as equipped. The next iteration, the EX1 released in October of 1958, featured the 361ci, 360hp "Wedge" V8. Offered with either a TorqueFlite automatic or Pont-à-Mousson manual, the Excellence could reach 140mph with either transmission. From 1959



THE MOTORCAR OFFERED

on, optional disc brakes hauled the big car to a stop. July 1961 saw the introduction of the final version of the Excellence, the EX2, which dropped the wrap around windscreen, smoothed out the tail fins, added turn-down door handles with improved latches, chassis improvements derived from the HK500 and Facel II mitigated earlier chassis flex problems, and featured the big 383ci, 390hp V8 under the front lid.

The offered example is a from the latter half of production of the EX1. The current owner acquired this Excellence in 1971 from Walter Wolfson's Pennington Enterprises in Edison, New Jersey. A copy of the Pennington Enterprises New Jersey title indicates that the car had been acquired by them in July of 1970, before which the history of the car is unknown. Equipped from new with a sunroof—and understood to be one of only three Excellences so equipped—it also carries a MPH speedometer which seems to indicate that it was also one of the few Excellences delivered new to the United States (although this cannot be confirmed at the time of cataloging). One of 17 Facel Vegas the current owner has had in his collection, it has been garage kept since his purchase. In the fall of 2017, a ground-up restoration was begun—a process that was completed

just a few months ago. The interior and paint were stripped and all the brightwork was removed. Refinished in an elegant shade of blue, the freshly refinished chrome and stainless steel trim shows beautifully. Inside, a new tan leather interior, fresh wool carpeting throughout and matching headliner shows nicely. Unique details to the model, such as the hand painted faux woodgrain dash and seat backs were duplicated using the techniques employed when they were made originally.

As one of only 137 EX1s built, and 154 Excellence sedans ever made in all three of its iterations, it a rarely seen machine. With its unique, totally pillar-less four-door design, it will stand out no matter where it goes.

\$200,000 - 250,000

58.**1970 PLYMOUTH SUPERBIRD**

Chassis no. RM23U0A160720

440ci OHV V8 "Super Commando" Engine
 Single 4-Barrel Downdraft Carburetor
 375bhp at 4,600rpm
 3-Speed Torqueflite Automatic Transmission
 Independent Torsion Bar Front Suspension
 Front Disc/Rear Drum Brakes

- ★ Two owners from new
- ★ Unrestored example in EV2 High Impact Paint
- ★ Numbers matching U Code
- ★ 2 Broadcast Sheets, Code Tag and original owners' manual

**THE PLYMOUTH SUPERBIRD**

Chrysler Products with wings first appeared in 1969 on the Dodge Charger Daytona, a car that won the first NASCAR race it competed in—the inaugural Talladega 500. When Plymouth decided to field Dodge's success of '69, they knew that certain streamlining options could vastly improve performance. Thus, for a handful of months in late 1969, Plymouth created one of the most complex packages to emerge from the muscle-car era: the code-A13 Superbird, a modified Road Runner with a smoothed-out body, retractable headlamps, and an aluminum nose cone. Unlike the Daytona, the Superbird's nose was 1" longer, and rear-facing fender scoops were added to allow wheel clearance while the iconic rear wing stood further back, inclined gently towards the body's centerline.

The height of the wing, designed to allow the trunk lid to open without interference by coincidence, was the optimum level for maximum downforce, something that for nearly 30 years was thought to be a highly guarded Chrysler secret. Created from homologated components that brought Richard Petty back from Ford, NASCAR regulations demanded higher production numbers—one for every two manufacturer's dealers in the U.S. In the case of Plymouth, that meant having to build around 1950 examples in lieu of the initial 500.

For 1970, engine offerings widened to include a 440 6-bbl with three 2-barrel carburetors, alongside the Hemi and the 440 4-barrel. Inside, one could now option for a D21-code Pistol Grip 4-speed should one seek 3 pedals. Available colors were limited but exciting:

Lemon Twist Yellow, Petty Blue, Tor-Red, Vitamin C Orange for example and with decals along the quarter panels and the outside edges of the spoiler vertical struts featuring a picture of the Road Runner cartoon character holding a racing helmet, the car garnered attention. Truth be told, the limited-production code-A13 Superbird Package car's styling proved to be somewhat extreme, even for 1970's tastes. Consequently, many of the 1950 examples built, sat unsold into as late as 1972. However, in the decades since, Superbirds have become treasured by muscle aficionados.



THE MOTORCAR OFFERED

The Superbird offered here, completed manufacturing in Chrysler's Lynch Road assembly line on November 30, 1969. It was finished in extra-cost High Impact EV2 Tor-Red paint over H2X9 black vinyl interior with a high-back front bench seat. Our seller purchased the vehicle in the fall of 1978 from the original owner. Under the hood sits its original 440 4-bbl motor, which purportedly has never once been removed from the vehicle.

The 375 HP Super Commando is backed by an A727 TorqueFlite D32-code heavy duty automatic transmission, along with a 3.55:1 Sure Grip 8 3/4 differential—part of the car's A36 Performance Axle Group. M & R Automotive of Menlo Park, CA comprehensively carried out the maintenance of 160720 over the last thirty years. Most

recently, they have freshened components in the engine bay to factory-release specification and treated the car to a complete brake system rejuvenation.

From earning first in class awards at the 1989 La Carrera Classic to the 1999 Cannonball Reenactment, this Plymouth has been in the hands of a most loyal and responsible custodian up until his passing earlier this year. Two broadcast sheets accompany this 'Bird, as does the original Code Tag and owner's manual. Surely a perennial favorite of collectors and an undeniable presence on the street, this '70 Superbird is assuredly the one to get.

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

59.

1929 MINERVA AM CABRIOLET

Coachwork by Walter M. Murphy Company

Chassis no. 57857

Engine no. 57859

5,952cc Sleeve-Valve In-line 6 Cylinder Engine

Single Zenith Carburetor

Estimated 100 bhp

3-Speed Manual Gearbox

Leaf Spring Suspension

4-Wheel Servo-assisted Drum Brakes

- ★ *Classic expression of the Minerva marque*
- ★ *Elegant coachwork by the Walter M. Murphy Company of Pasadena*
- ★ *Features Murphy's signature Clear Vision window construction*
- ★ *One-off and exclusive design*



MINERVA: THE SOUND OF SILENCE

Anyone who has been overtaken by a car with a sleeve valve engine will have the memory branded into their brain. First comes the surprise caused by a silent machine coming out of nowhere, as no engine noise gave warning of its approach. Then, the passing, still silent, with only the whoosh from the tires on the pavement to accompany the rush. Followed by the squinting and coughing as you desperately try to see where you are going, immersed in a dense cloud of smoke and fumes, a smog that most certainly does not smell of roses...

Chances are you have been passed by a Minerva, the most famous of Belgian marques and one of the first manufacturers in the world to adopt the Knight-type sleeve valve engine that did away with conventional poppet valves. In these motors, a sleeve

fitted between the piston and the cylinder wall slid up and down in a synchronised movement; therefore, ports in the sides of the sleeves aligned with the inlet and exhaust ports of the cylinders at the right moments. Volumetric efficiency and longevity were good for the time. The main drawback was high oil consumption, as the sleeves moved in a bath of oil, resulting in the thick smoky exhaust. But this was outweighed by the wonderful smoothness and silence of a Knight when compared to the coarse running and loud clacking noises made by the conventional valve gear of competing engines.

After the ravages of World War I, Minerva rose from the ashes and entered the post-war market in 1919. They entered the market with new models that benefitted from the War's technological advances. First came a

20 CV four, followed by a 5.3-liter 30 CV six. Production rose and peaked at 2,500 to 3,000 chassis in 1925 to 1926. As the Roaring Twenties were coming to an end, great things were in store. In 1927, the magnificent six-cylinder, 100hp 6-liter Type AK was introduced. This was soon followed by the Type AL with a larger 6.6-liter engine and the AM with a few technical updates. Minervas were now truly large cars to rival a Lincoln or a Cadillac for size: the AM rode on a 149.5-inch wheelbase, longer than a Hispano-Suiza H6B. Factory bodies were often conservative, but, periodically, the best European coachbuilders—such as Belgian Van den Plas—came up with some genuinely stunning examples.



THE MOTORCAR OFFERED

In the USA, some Minerva chassis were bodied by the Walter M. Murphy Company, that, alongside its coachbuilding activities, was Minerva's dealer for the West Coast. Today, Murphy is best remembered for magnificent creations on the Duesenberg chassis, and indeed, this Minerva carries a stunning and elegant Murphy convertible sedan design that is reminiscent of bodies supplied to Duesenberg.

Chassis 57857 is one of these cars. It features one of the most coveted Murphy designs, a style that was widely recognized for its beauty in period. None other than Errett Lobban Cord had designers at Murphy style bodies for the Cord L-29 model and the Auburn V-12 Salon series that incorporated the Murphy Clear Vision patents. But as opposed to the Cords and Auburns, 57857 is a unique one-off machine. The car is offered for the first time after decades in a prominent American collection. Its grey and khaki exterior and burgundy interior shows a spectacular restoration, which presents beautifully.

With this knowledge comes the realization that it will be an incredible privilege to become the next custodian of this fabulous automobile. As an early collector once said, "[it is the feeling of] having something

someone else doesn't have and watching their heads turn when you drive by." Indeed!

\$300,000 - 450,000

Please note, this vehicle is titled under the engine number.

60.

2018 BUGATTI CHIRON

VIN. VF9SP3V31JM795073

7.933cc Quad-Turbo W16 Engine
Duplex 32-Point Electronic Fuel Injection
1,500bhp at 6,700rpm
7-Speed Twin-Clutch Manual Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes
All-Wheel Drive

- ★ *The epitome of hypercar achievement*
- ★ *1 of only 500 to be built over the model run*
- ★ *Offered by the original owner with less than 480 miles*
- ★ *Top speed of 261mph*



THE BUGATTI CHIRON

In the spring of 2000, Dr. Ferdinand Piëch, then chairman of the Volkswagen Group, stood before industry notables at the Geneva Auto Salon, and in reserved, yet convincing tones, pronounced that subsidiary Bugatti would produce a supercar — armed with 1,000 horsepower and assigned the goal of accelerating from 0 to 60mph in less than three seconds, reaching speeds over 250 mph, and cossetting the occupants in comfort and luxury.

Applause, and some amused barks, greeted Piëch's remarks — only a few production cars of the day could exceed even 600 horsepower — but no one dared doubt the man who had engineered the all-conquering Porsche 917 racecar, for years the fastest machine on pavement. Piëch's legendary mania for perfection meant that Bugatti would be free to utilize every resource in its quest.

Five years later, Piëch's promise was fulfilled by the Bugatti Veyron, which astonished the automotive world with a 1,001bhp quad-turbo 16-valve engine that elevated the mid-engine two-seater into the realm of the hypercar.

Piëch's plan, of course, included further development of the Veyron, which culminated in the 1,183bhp Super Sport setting a land-speed record of 267.8mph. The success of these thrusts into the future of the automobile only fed the fires that had forged the Veyron, and the result is the spectacular motorcar offered today, the Bugatti Chiron.

Named after Louis Chiron, a legendary Bugatti driver, the Chiron shares much with its forerunner, including the carbon-fiber structure, Haldex all-wheel drive, independent suspension with limited slip differentials at each axle, and W16 quad-turbo engine.

Bugatti learned much from the Veyron's ten-year production run, from countless hours of testing and development, and from customer feedback, that the Chiron is vastly improved in every dynamic measure: stability at high speed, road-holding, passenger comfort, ease of driving, and, in the most telling area for a hypercar, power delivery.

It would take several volumes of dense engineering to fully explore the Chiron's technology. A few examples of this progress include a monocoque structure that's 8-percent stiffer than the Veyron's, putting it on par, says Bugatti, with the chassis of an LMP1 endurance racer; a new adaptive suspension system; active underbody aerodynamics; a stiffer and wider carbon-fiber chassis; the largest clutches ever fitted to a production car; and a superior wheel and tire setup.







The longer, lower, and wider Chiron also sports a new look, dominated on each side by the Bugatti “C,” which forms historic ties to such classic Bugattis as the Type 57SC Atlantic. However, more than simply a visual homage, the two are principally large intake scoops for engine cooling, a striking example of the Chiron’s design philosophy: “Form follows performance.” Another, less apparent melding of design and function are two inlets inboard of the front headlamp arrays that channel air to the massive front brakes. Numerous other visible and hidden technical tricks serve to keep the Chiron firmly planted at the same time its mechanicals are treated to conditions favorable for survival in the face of the scorching performance and heat generated by the midship-mounted powerplant.

The most powerful Bugatti engine ever, the Chiron’s revised W16 is rated at 1,500bhp along with a spine-tingling 1,600Nm (1,180 lbs./ft) of torque, which is delivered in an almost flat curve from 2,000-6,000rpm on the way to its peak at 6,600rpm. The power gains come from increased boost pressures from four larger turbos, two on each bank of cylinders and now configured to run sequentially. The two smaller units work alone from 2,000rpm to 3,800rpm, when the other two larger turbos begin to contribute forced induction. More air needs more fuel, which is supplied by 32 revised Duplex injectors, and more power needs more cooling, which is more than adequately supplied by a total of ten radiators circulating almost 50-liters of coolant between them. Moreover, the Chiron’s exterior was, from the start, specially designed to optimize air intake

for the cooling systems as well as to increase downforce and reduce lift.

The engine itself — four banks of four cylinders around a common crankshaft — received so many upgrades that 95 percent of the parts have new numbers. The internals, including titanium con-rods, are lighter and stronger, the crankshaft is new, and a weight-saving regimen led to use of carbon fiber for the chain housing, intake tube, and improved charge air cooling system. At the back is a new, less restrictive titanium exhaust system with six tailpipes. Two of the pipes exit downward on the left and right sides of the car, creating a diffuser that increases downforce at speed.



Bugatti says the revised W16 can propel the Chiron from 0 to 60mph in 2.4 seconds, 0 to 124mph in 6.5 seconds, and 0 to 186mph in just 13.6 seconds. It also recently set a world record for a run from 0mph to 249mph and back to 0mph in just 42 seconds. Credit the new, huge carbon-ceramic brakes for this amazing feat. Though Bugatti lost the 254mph top-speed record it had earned with the Veyron, factory representatives insist a new attempt will be made with the Chiron. Unofficial guesstimates put the car's top speed at well over 280mph, above the current restricted 261mph of the production car, but getting tires to stay together at such a high speed is a serious technical challenge.

Unlike the Veyron, which used Michelin's PAX wheel and tire system, the Chiron sports conventional rims and tires — that is, if being rated to run 261 mph can be considered

conventional. Wheel size is up an inch on each axle over the Veyron, and Michelin again is the tire of choice — hand-built Michelin Pilot Sport Cup 2s, 285/30R20s up front and 355/25R21s in the back, with larger contact patches than before (Bugatti test driver Andy Wallace has said that Michelin is working on an uprated version for the attempt to reclaim the top-speed crown.) The brief calling for better handling includes a new ZF electronic steering rack and external reservoir Sachs shocks.

The cockpit is a handsome amalgam of functionality and luxury, formed from carbon fiber, fine leather and aluminum. Distinctive elements include the unique lighting strip that runs down the middle of the roof, echoing the exterior's two "C" shapes and the character line that bisects the top of the car and divides the rear window into separate panes; a

steering wheel carved from a single chunk of aluminum; a large analog speedometer (300mph top end; 500km/h in Europe); three high-resolution screens; and a series of vertically placed knobs in the center stack that control various systems controls and readouts.

Driving the Chiron is best described as "There's nothing else like it." Imagine running faster than a prototype racer on Le Man's Mulsanne Straight but comforted by a/c and a terrific stereo. Test driver Andy Wallace reports that the Chiron is still accelerating strongly when the engine hits the limiter at 261mph. Most of us would be happy exploring the Chiron's top speed in "hanny mode," a mere 236mph. At that speed, says one Bugatti executive, "You can make an abrupt lane change...and the car reacts immediately. You feel your cheeks being pulled out when you do."



THE MOTORCAR OFFERED

Bugatti Chiron #795073 was delivered by the factory to the United States in August of 2017. The spectacular two-tone livery of Atlantic Blue and French Racing Blue, over a relatively uncommon black interior, is complemented by several options that echo those classic hues. These include diamond cut wheels painted Atlantic Blue, brake calipers of French Racing Blue, and, in the cockpit, French Racing Blue for the quilting on the optional comfort seats, the seats' stitching, and headrest embroidery. The interior is clad in full Beluga Black leather and features French Racing Blue theme stitching on the steering wheel and center console inlay.

With less than 480 miles on the odometer, almost half of which are factory test miles with the rest being of road use from its single owner, this Chiron remains virtually

factory fresh. Its pristine beauty would be a high-performance exclamation mark to any collection, but this car deserves the ownership of a serious motoring enthusiast. There is no other automobile that so deftly combines such ferocious performance with the premium levels of comfort and driving ease offered by the active chassis — which varies ride height, shock damping, electric power steering feel, the all-wheel-drive system and rear diff lock, aerodynamic control system, and vehicle stability control in five distinct drive modes. The “Top Speed” mode is initiated with a separate key called, naturally, the “Speed Key.”

As Ferdinand Piëch once suggested, his Bugattis would be cars that can rule the autobahn by day and then attend the opera that night. This exquisitely optioned example

in beautiful and fitting livery is the epitome of hypercar achievements. Its sale presents an incredible opportunity to acquire what many consider to be the ultimate road-going machine.

\$3,300,000 - 3,900,000

61.

1958 ALFA ROMEO GIULIETTA SPIDER VELOCE

Coachwork by Pinin Farina

Chassis no. 149505181

Engine no. 131531937

1,390cc DOHC Inline 4-Cylinder Engine

2 Weber Sandcast DC03 Carburetors

Approx. 115bhp at 6,500rpm

5-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Alfin Drum Brakes

- ★ *Exquisite restoration of a desirable factory 750F-series Spider Veloce*
- ★ *Factory Correct Grigio Grafite over Red and retaining original engine*
- ★ *Eligible for numerous Concours d'Elegance and classic rallies*
- ★ *One of just 1,203 Giulietta Spider Veloces produced*



THE ALFA ROMEO 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.

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 uprated 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 approximately 15%. Performance was certainly improved, with a top speed

of 115mph and a more responsive engine through and through. Just 1,203 Giulietta Spider Veloces were produced, and they remain among the most collectible of the model today.

THE MOTORCAR OFFERED

Bonhams is pleased to offer this exquisitely restored example of the rare and ultra-desirable 750F-series Giulietta Spider Veloce. This fine example was completed at the Milanese Alfa Romeo plant on November 12, 1958, sporting Grigio Grafite over red vinyl, and configured 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 delivered to the U.S. and sold to Hoffmann Motor Car Co. of New York. Its first owners were a pair of brothers based in Chicago who acquired the car in 1959. Over the next couple of years, they would field the Spider at racetracks around the Midwest before handing it on to its next owner, Mr. Bill Gross of Lombard, Illinois in 1961. Thus began roughly 50 years of continuous ownership in which the family would regularly use and maintain this delightful Spider. Thanks to the singular extended



period of caretaking, this Alfa has remained highly original with the hood, transmission, boot lid, chassis, engine, wheels, and carburetors being the same that accompanied the car out of the factory.

In 2014, the Spider found its newest and current owner, a Chicago-based collector with a taste for the finest European sportscars available. It was decided that a comprehensive nut-and-bolt rotisserie restoration would be conducted to return the car to an excellent state. Every fine detail of the car was looked after, from bumper to bumper, by marque specialists. Barry Sale of PHP racing in Wauconda, Illinois was responsible for the rebuilding of the original engine, which was slightly bored up to 1,390cc via a kit from Bill Norman in Oakland, California. The transmission was swapped out for a 5-speed unit; however, the original rebuilt

4-speed unit will accompany the sale of the car, in addition to the original jack, tools and tonneau cover. In addition, the interior received leather seating in place of the standard vinyl, but retains the factory correct color, much like the exterior paint. Giulietta Studios of Lake Forest, Illinois dealt with assembly, while Belknap Autobody of Barrington, Illinois handled the body. Mike Besic and chrome-shop Finishing Touch added their expertise as well. Over sixty pages of receipts document the entirety of the project totalling over \$161,00 and serve as fine evidence to the quality of work done.

This spectacular Spider Veloce will certainly afford easy access to the country's vintage rallies and Concours d'Elegance thanks to its unquestionable pedigree. These 750F-series Veloces are sought after for their nimble-handling short wheel base, and from the

beautiful Pinin Farina styling to the jewel twin-cam motor, this is truly the complete package of classic motoring.

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

62.

1960 FERRARI 250 GT SERIES II CABRIOLET

Coachwork by Pinin Farina

Chassis no. 2039GT

Engine no. 2039GT

2,953cc SOHC V12 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*
- ★ *Participant in multiple Concours events*
- ★ *Ferrari Classiche Certified, FCA Platinum award winner*
- ★ *Documented by Ferrari historian Marcel Massini*



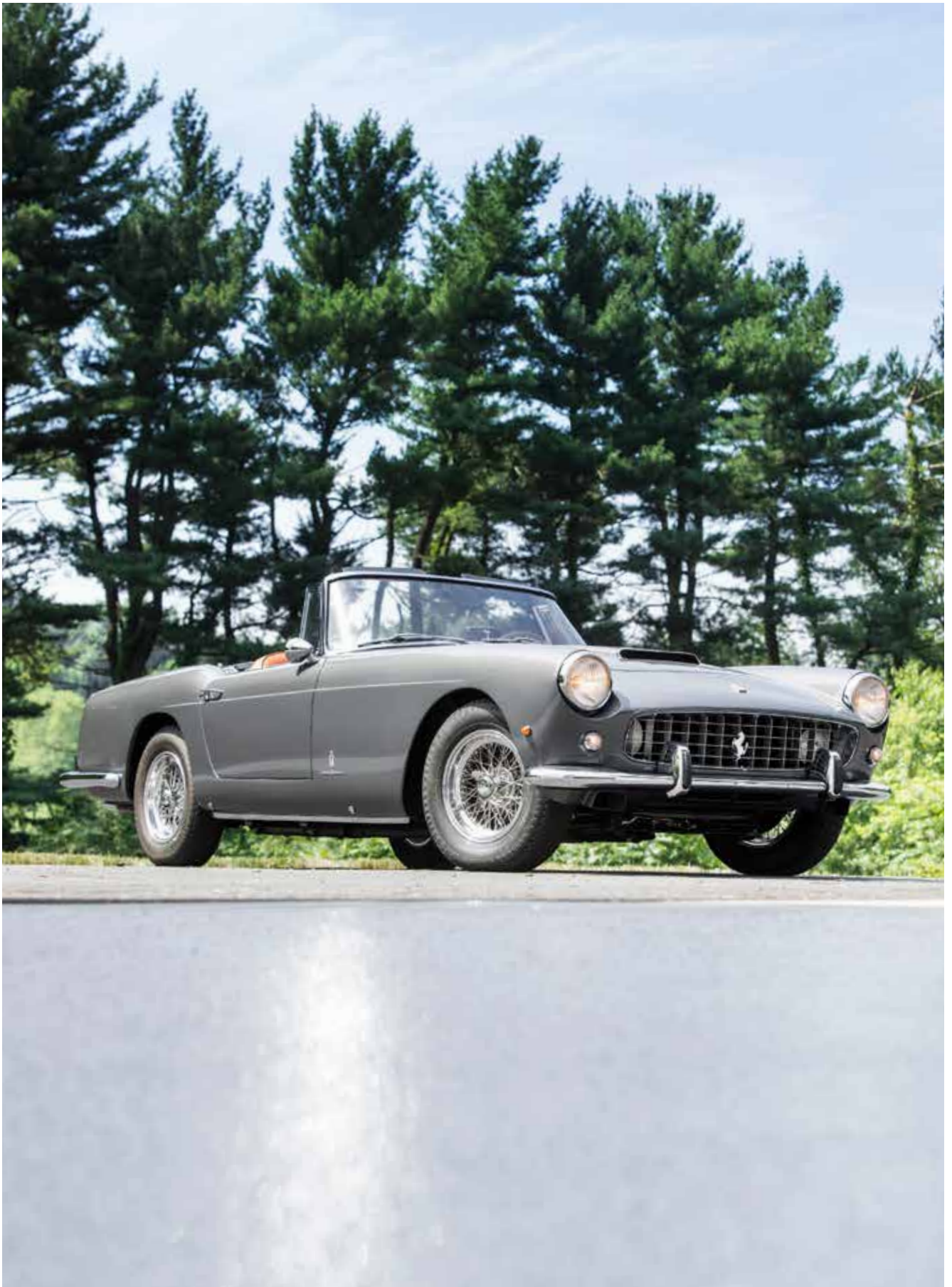
THE 250 GT SERIES II CABRIOLET

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 year.

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 Grigio Fumo over rich Rossa vinyl and leather, is the 58th example produced. Delivered to Carrozzeria Pinin Farina in Turin on June 6, 1960, the chassis 2039GT was completed on August 12th and delivered the next month to Baron Emmanuel “Toulo” De Graffenried’s Italauto SA dealership in Lausanne, Switzerland. The cabriolet was fitted with a matching, optional factory hardtop and equipped from new with instrumentation in miles. Not long for Europe, 2039GT was soon sent to Ferrari of California to begin its life in American.

The first known owner was Charles Kern of Ayer, Massachusetts, who is understood by the Massini report to have owned the car in the 1970s. On April 18, 1975, William Freeman of nearby Ashburnham,

Massachusetts acquired the car and owned it for just over three years before selling it to another nearby Bay Stater, Gerald Martel of Fitchburg, on August 29, 1978. At the time of Mr. Martel’s purchase, the car was still recorded to be in its original color. 2039GT finally left New England when it was purchased by James and Rita Condon on July 13, 1985. Noted at the time that the car was now red over red, the Condons were enthusiastic owners who drove the Ferrari from northern Massachusetts to their home in Chicago, meticulously maintained the car—with the extensive records from their ownership, such as a mechanical rebuild by Motorkraft, still accompanying the car—and kept the car for nearly two decades. In July of 2004, the Ferrari finally changed hands to Scott Gibbons of Boulder, Colorado. Gibbons’s ownership tenure was brief however, as the Ferrari soon

found its way into the collection of Richard Powers in 2005.

A coffee grower and exporter, Powers had the car shipped to his Costa Rican restoration shop, Auto Clasico De Costa Rica, on November 12, 2005 for a total, body off restoration that was documented in a photo album and CD that are still with the car. Completed in 2006, Powers sold the car to Mike Leahy of Idaho from whom the current owner acquired the car, following a pre-purchase inspection by noted Ferrari restorer Patrick Ottis, in August of 2007. While still in California, the droptop was displayed and judged at the 2007 Concorso Italiano.

Using the score sheet from Concorso and other future events as a guide, a multi-year process of improvement was begun



to take the Ferrari to the next level. Sent to Horsepower Enterprises in Lancaster, Pennsylvania, the car was stripped to bare metal and repainted in the original Grigio Fumo the trim was correctly replated, the interior was redone as correctly as possible in Beige, and the mechanical details on the car were corrected.

Shown at the May 2008 Reading Concours d'Elegance, the Ferrari won the Tazio Nuvolari Award for Best Honored Model. Next came a showing at the 2009 Amelia Island Concours d'Elegance followed by a thorough judging at the 2010 Cavallino Classic in Palm Beach. Winning Gold at Cavallino, and scoring a color spread in issue #103 of Forza magazine in August 2010, 2039GT went back to Horsepower Enterprises for further refinement and tuning based on the results

of the previous show judging. The hard work and meticulous attention to detail paid off. 2011 proved to be a watershed year for the car with it achieving recognition both from Ferrari, in the form of official Ferrari Classiche certification and accompanying Red Book, and the studious judges at Cavallino who, after evaluating 2039GT at the 2011 Cavallino Classic, gave the car the Platinum Award in its class.

Sparingly used and carefully maintained since, this Series II has lived comfortably in a climate controlled garage for the past seven years since its big win. Documented by numerous service records going back to the 1980s, copies of its original Ferrari build sheets, its Massini report, its Ferrari Classiche Red Book, and accompanied by its original factory hard top and reproduction tool roll, it still shows

beautifully today. This lovely example of Pinin Farina's classic Cabriolet is ready for further concours showings or touring.

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

63.

1961 ASTON MARTIN DB4 SERIES II SPORTS SALOON Coachwork by Touring

Chassis no. DB4/525/L
Engine no. 370/546

3,670cc DOHC Inline 6-Cylinder Engine
Twin SU Carburetors
240bhp at 5,500rpm
4-Speed Manual Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Disc Brakes

- ★ Originally delivered to Sid Langsam – owner of The Continental Divide Raceways, Colorado
- ★ Recently discovered, offered for the first time publicly in 36 years
- ★ Original US Market, left hand drive matching numbers car
- ★ Copy of Factory Records on file



THE ASTON MARTIN DB4

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin. It was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939, nor an engine designed by W. O. Bentley. Moreover, it was the first Aston Martin to carry *Carrozzeria Touring's "Superleggera"* bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as "unmistakably Italian and yet... equally unmistakably Aston Martin." When the DB4 was introduced, it was Britain's most powerful and fastest production car. Its aerodynamically

styled, all-aluminum, Superleggera coachwork looked sensational, establishing a style that would endure for the next dozen years.

The Aston Martin DB4 was the first of the DB models to employ the entirely new twin-overhead-camshaft, six-cylinder, 3.7-liter engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2. A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland—the designer of tanks during WWII—and had arrived at Newport Pagnell from Austin.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus

designated by the factory; this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first fifty cars. The major changes on Series II (1960) included a front-hinged bonnet, bigger brake calipers, and an enlarged sump. In addition to Vantage and convertible models, approximately 1,100 of these iconic "Gentleman's Express" sports saloons were produced between 1958 and 1963.





THE MOTORCAR OFFERED

This early DB4 carries the appealing styling cues of the second series of the model, with its large hood scoop (similar to those on the DB4GT) and “cathedral” rear lights.” Only 351 of these were built, the majority being to home market, right hand drive specifications and approximately to export, left hand drive configuration.

The car has recently emerged from long-term storage, in which it spent more than fifteen years, and has the attractive wholesome feel of a “barn find” albeit being in remarkably good and solid state. Over the course of its career, the Aston received a repaint in the gold we see it today, giving the car a look reminiscent of the Corgi Bond DB5 toys (many of which were painted gold). It is an undeniably good scheme for these cars.

As new, the DB4 was supplied through US agents Inskip to Sidney Langsam in Denver, Colorado, in the period colorway of Pale Primrose, with a black leather interior. Options added were chrome wire wheels, rear view mirrors and 3.77 rear axle ratio. Langsam is unquestionably an interesting character, as he was responsible for developing the popular Colorado racing venue: Continental Divide Raceways, located high in the mountain plains above Denver. He made his money in commercial finance, but we understand always had an interest in cars and, by the late 1950s, is known to have raced a Jaguar. Continental Divide Raceways grew out of a venture which started as simply a home for “anything racing.” This encompassed drag race meets as well as circuit racing, but quickly grew with Langsam bringing his capital to develop it. By the end of the 1960s,

it was included on the Sports Car Club of America roster. The most famous race housed would be the Rocky Mountain 150, which debuted in 1968, and was won by A.J. Foyt. To this day, the SCCA presents the Sid Langsam award for the Outstanding Contribution to racing in Colorado.

It would seem that Langsam chose to upgrade his Jaguar for an Aston in 1961, receiving this new car on April 24th that year. We feel that he must have been impressed by the Aston, as he would add a new DB5 (chassis 1740/L) to his stable three years later, which he collected directly from the factory. Langsam died in 1973, rumored to be partially due to his struggle to recover from a nasty accident that had happened at Continental in 1969, after which his interest in racing had waned considerably. The Raceways would



also diminish over time and have been closed for many years. Langsam's Aston is thought to have remained with him for much of his life, and to have remained in Colorado through the 1970s. In the early 1980s, the Aston had moved East, closer to its original supplying agent, and was seen driving around New York City on more than one occasion. Soon after, it would be laid up for a slumber that would last until 2018.

Viewed today, the car has survived its 57 years remarkably well, particularly in regard to its structure. The underside showing to be good and straight, while the door shut lines, trunk, and hood also all fit well. Minimal repair can be noted to some of the extremities of the car, no doubt owing to its New York City years!

At some point, the interior seats were recovered, but the interior shows evidence of the original trim, with some of the door panels and rear seat area still carrying the black leather it was delivered with.

Perhaps the best indication of its condition is that with only modest work of a carburetor tune up and new battery, the car came back to life and its motor sounds very strong. This suggests that it was stored out of convenience, rather than anything untoward. In general, albeit repainted and retrimmed, it does have an attractive look and patina.

Aston DB4s make great tour cars, ideal for events such as the Copperstate 1000, New England 1000, etc. This gives its next owner lots of options. Perhaps a quick tidy up leaving it well patinated, which would surely draw a lot of attention. Or, maybe a great

basis of a desirable model for refurbishment. Either way, this fresh Aston "find" deserves close attention.

\$425,000 - 475,000

64.**1972 PORSCHE 911 RS OUTLAW**

Chassis no. 9112101838

3,400cc SOHC Flat 6-Cylinder Engine
 MegaSquirt programable Fuel Injection.
 323bhp at 5,600rpm
 5-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ 323 HP Engine by noted Porsche engine specialist Dave Brown
- ★ Offered with its Porsche-issued Certificate of Authenticity
- ★ Classic RS looks with modern drivability
- ★ Incredible outlaw build by Porsche Experts
- ★ Great car for High-Speed Rallies, and Porsche Club events

**THE PORSCHE 911**

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

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

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

THE MOTORCAR OFFERED

This particular 911 left the factory in 1972 as a non-sunroof 911T. Much of its early history remains unknown, until it was found in a project state by the consigner in 2014. With its engine missing, it was decided to be used as the basis for a 911 Outlaw RS Tribute.

The first part of the process was entrusted to Backyard Legends in Concord, NC. All rust was removed, new steel panels from Restoration Designs, and steel flares with other fiberglass panels were purchased from TRE. The entire car was stripped to bare metal, then painted in Glasurit Gulf Blue.

Since the car was missing an engine, a 3.2-Liter unit from a 1985 Porsche was purchased. The rebuild of this unit was entrusted to noted Porsche engine specialist David Brown. The unit was fitted with new



Mahle Barrels that increased the displacement to 3.4-liters. This engine was then fitted with Carrillo rods, forged JE piston, larger valves, and a 906 grind cam. The ignition system is MSD coil packs, with dual plugs, fuel delivery was handled by a MegaSquirt injection system, and PMO throttle bodies. This finished engine produced 323hp at the crank, and naturally this leads to a mind-blowing level of performance. To cope with the extra power, Dave Brown also attended to the transaxle; fully rebuilding the unit and fitting a Wevo shifter.

To ensure the car chassis was able to deal with the substantial power upgrade, former Brumos Crew Chief, Mike Colucci, was consulted. The car was fitted with new components by Elephant Racing (e.g. threaded body struts, new ball joints, hollow sway bars, and pole bronze control arms).

In addition, the front suspension was lowered 19mm to increase road-holding. Von shocks and coils overs were also fitted. The braking is handled by 944 Turbo front calipers, and SC front calipers mounted in the rear. This has ensured that the car has the road-holding and braking to match its impressive power plant.

Lastly, the interior was entrusted to GTS Classics in Texas. This included new ST leather seats with perfo-rated leather centers, new dash, and with RS door panels. To complete the RS styling, the car was also fit-ted with RS carpets, headrests, and headliner. All gauges were then rebuilt by Palo Alto Speedometer and fitted in to a new re-trimmed dash.

The final assembly of the vehicle was entrusted to Porsche specialist CM Performance in Bessmer, NC. The end result

of over a year's work is truly breathtaking. The 911 was first displayed at this past year's Werks Reunion at Amelia Island Concours, where it scored a second place in the 911 Outlaw class.

With and excellent power to weight ratio, powered by a 323hp fuel injected power plant, it offers over a hundred more horsepower than an actual 72 RS 911. Sure to provide its next owner with an exhilarating driving experience, an almost perfect blend of classic 911, and modern performance, the opportunity to acquire this fantastic outlaw should not be missed.

**\$130,000 - 180,000
WITHOUT RESERVE**

65.**1995 FERRARI F512 M**

Design by Pininfarina

VIN. ZFFVG40A1S0102932

Engine no. 40446

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

440bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *One of the rarest modern production Ferraris*
- ★ *Just one owner until 2014*
- ★ *The final evolution of the Boxer Berlinetta platform*
- ★ *Accompanied by tools, books, service and ownership records*

**THE FERRARI F512 M**

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; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and drivability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognizable—and copied—styling devices. A larger car

than the 512BB—the increase in width being necessary to accommodate wider tires—the Testarossa managed the trick of combining high downforce with a low coefficient of drag. Its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body—its steel doors and roof excepted—being, somewhat unusually for a production Ferrari, of aluminum. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel, and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive. Factors which, allied to its outstanding performance and stunning looks,

contributed to an instant and sustained high level of demand. In 1992, the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the 512M – for 1995. For the first time, there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted, and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before. Only 501 examples of the 512M had been completed when production ceased.



THE MOTORCAR OFFERED

Further proving the scarcity of this vehicle is the fact that only seventy-five of these Ferraris made it into the United States in 1995, this example being the 58th one produced. Finished in the classic color scheme of Rossa Corsa, this flat-12 powered gran-tourer also features a sleek black leather interior. According to the Carfax, the history of this vehicle begins in the vast state of Texas, where it was purchased by a Houstonian. This coinsure of speed would fully take advantage of the vehicle and, over the course of almost twenty years, would put 42,000 miles on the car.

A nicely presented, honest Ferrari, it appears in wonderful and well-maintained shape, both inside and out. The vehicle had its major engine out service at 41,979 miles and will be accompanied by its books, tools, and service

records. This F512M would make an excellent addition to any collection and certainly represents the future of the hobby with growing enthusiasm for the model among rising collectors.

**\$275,000 - 350,000
WITHOUT RESERVE**

66.

1929 BENTLEY 4½ LITER SPORTS TOURER

Coachwork by Vanden Plas

Chassis no. RL3427

Engine no. RL3429

4,398cc SOHC Inline 4-Cylinder Engine - 4 Overhead Valves Per Cylinder

110bhp at 3,500rpm

4-Speed 'C' Gearbox

Front and Rear Leaf Spring Suspension

4-Wheel Drum Brakes with Servo Assist.

★ *One of the most original 4½ Liters to survive*

★ *Illustrious Scottish history*

★ *Freshly mechanically prepared by Holman Engineering*

★ *Recent Bentley Tour use*



THE BENTLEY 4 ½ LITER

W O Bentley proudly debuted the new 3-liter car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Liter's competitiveness was on the wane and this, together with the fact that too many customers had been tempted

to fit unsuitably heavy coachwork to the excellent 3-liter chassis rather than accept the expense and complexity of Bentley's 6½-liter 'Silent Six', led to the introduction of the '4½'.

The new 4½-liter model effectively employed the chassis, transmission and brakes of the 3-liter, combined with an engine that was in essence two-thirds of the six-cylinder 6½-liter unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-head architecture, but reverted to the front-end vertical camshaft drive of the 3-liter. Bentley Motors lost no time in race-proving its new car. The new model also retained that "bloody thump", as noted Bentley owner Walter Foden referred to it, a characteristic that enables one to clearly identify a 4-cylinder Bentley from many

miles away. Bentley Motors wasted no time in proving the new car in competition. It is believed that the first prototype engine went into the 3-liter chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-liter chassis for that year's Grand Prix d'Endurance at the Circuit de la Sarthe. The original 4½-liter car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up. The new engine quickly proved its worth, and it managed an outright win at Le Mans in 1928.

The 4½-liter was produced for four years, all but nine of the 665 cars made being built on the 3-liter's 'Long Standard', 10'



THE MOTORCAR OFFERED

10"-wheelbase chassis. Purchasers of the 4½-liter model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required. The most iconic of course were the cars fitted with tourer bodies by Vanden Plas, which provided 669 bodies from 1922 to 1931. Bentley's relationship with Vanden Plas began in 1922, and by 1924, the company bodied 84 Bentleys alone. In 1925, Vanden Plas leased a portion of their premises to Bentley for the latter's service department, securing their role as the coachbuilder of choice for Bentley.

'It's only original once...' or so the saying goes, a phrase that is immediately conjured with one glance at this remarkable battleship grey 4½ liter Bentley. Approaching 90 years of age, this British sportscar looks today much as it would have done when completed by the dream team of WO Bentley's Cricklewood Works and Vanden Plas' coachbuilding house. Of course, it was that partnership that provided the juice for the campaigns at Le Mans throughout the 1920s and garnered no fewer than 4 outright wins. Each were built in this guise of the most potent Bentley to date, clad in lightweight open bodywork. It was a recipe for success, and provided Bentley and the famous Bentley Boys, the likes of Henry 'Tim' Birkin, Woolf Barnato, Clement Watney, and so on, with numerous other wins around the UK and Europe, at Brooklands and beyond. Back in the day, it would have been

every boy's wish to pilot one of these fabled machines, and that desire has perpetuated the brand through 99 years of existence.

If you wanted to understand and appreciate the product that WO Bentley built, you need look no further than this car, for in this age of a need for authenticity, this must be one of very few of this type that can satisfy even the hardest scrutiny. That it remains so unmolested, or as one Bentley expert opined some years ago 'staggeringly original' is a combination of a limited ownership by collectors who appreciated old cars and modest accrual of mileage.

The first of those custodians was the original owner, Major E. G. Thomson, a wealthy ship builder 'North of the Border' in Scotland. Thomson is best known in car circles for his



support of the iconic Ecurie Ecosse racing team, themselves winners at Le Mans in the 1950s, clearly, he always understood sports cars, when he took delivery of RL3427, even then going against the trend of British Racing Green, Thomson's Bentley, the second of three that he would own was liveried more like one of his ships, in an understated grey hue. As new, it was built to the latest specifications provided by the London Bentley firm.

Delivered care of his Ainslee Place, Edinburgh address on January 14, 1929, a year of use and roughly 12, miles later it was moved on, no doubt when his 6½ arrived. The next owner is recorded as A.J.H. Mowbray of Stirling also in Scotland and there the Bentley Motors record ceases. It can be safely assumed that the car remained in that country though as it was still there after the

war, and by 1951 is known to have been the property of John Sword. The Sword name sits prominently in auction folklore as the dispersal of Mr. Sword's collection at East Balgray in 1962 and 1965 is commonly referenced as the beginning of the market for collectible motorcars. By his death some 200 plus cars had been amassed and the auctions were landmark events. Contemporary reports show Ralph Dunwoodie operating on behalf of the Harrah Collection acquiring numerous cars and paying the highest prices of the day. The British commentary was now that Americans were taking interest in old cars, it had moved beyond a hobby!

Through the two dispersal auctions, RL3427, perhaps considered as part of the family was not presented for sale, and instead was retained and placed on public display

in the Glasgow Transport Museum. There it would remain until 1992, when Bonhams Co-Chairman Malcolm Barber in previous employ handled its sale, the new home after at least 4 decades was a man who was by then infamous in politics, but becoming increasingly famous in the motoring community – the Rt. Hon. Alan Clark. Clark was a long-term car enthusiast, early contributor to Octane Magazine and wrote a book of his motoring adventures entitled "Back Fire".

It would pass from Clark through two well-known collectors, selling with the Brooks/ Bonhams team in 2005, before arriving in the present collection ownership in 2016. At each juncture, its commentary has been extremely favorable as to its originality and the general assessment has been that its odometer reading in the early 20,000s is likely from new.



RL3427 while in John Sword's ownership, 1950s.
Courtesy of Clare Hay.

In 2016, the noted authority Dr. Clare Hay was commissioned to report on the car, this being on file today. In this document, its purity in terms of the technical aspect is fully evident, numbers matching throughout, supplemented by the remarkable authenticity of the bodywork, which retains its maker's number stamped into the body, as well as the floorboards, spare tire hanger, seat runners and even the wood of the running boards! Its fabric exterior is also unquestionably original to the car, and only the seat upholstery and metal painted aspects have been refurbished/refinished. Very few can claim this degree of originality.

Leaving the British Isles for the first time in 2016, on arrival in the current U.S. based ownership, the car was sent to respected Bentley Engineer George Holman in

Springfield Massachusetts, where it was reviewed and sympathetically prepared for road tours. Holman, who has experienced many 'WO' cars commented that it was one of the best to drive that he'd ever come across, no doubt owing to its mileage and lack of restoration/mechanical guesswork over its lifetime. In the last two years, the car has provided a very usable tour car for a West Coast Bentley Tour.

Looking every bit the charming, "Boys Own" warhorse you might imagine and 'on the button', this is an exceptionally original survivor of the model, with 'bulletproof' authenticity and a wonderful provenance, in short this car 'has it all'!

\$1,250,000 - 1,500,000

67.**1988 FERRARI TESTAROSSA**

Design by Pininfarina

VIN. ZFFSG17A3J0076758

4,943cc DOHC Flat 12-Cylinder Engine
 Bosch K-Jetronic Fuel Injection
 385bhp at 6,300rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *An icon of the 1980s*
- ★ *Classic Rossa Corsa Paint*
- ★ *Offered with books, tools, and luggage*
- ★ *Clear CARFAX report*

**THE FERRARI TESTAROSSA**

Few cars are released and immediately become evocative of their era. Like the Stingray Corvette or Jaguar E-type have become symbols of the 1960's, it is hard to imagine the 1980's without the Ferrari Testarossa coming to mind.

Its dramatic figure, led by design chief Leonardo Fioravanti of Pininfarina, combined both form and function credited to his in-depth knowledge of aerodynamics. . As the flagship Ferrari of its day, the performance on offer was truly impressive. A commendable 385 horsepower propelled the supercar to 60 mph in just 5.3 seconds and to a top speed of 180mph.

THE MOTORCAR OFFERED

Finished in the Rossa Corsa with a tan interior, this Testarossa is a fine example of one of Ferraris most recognizable supercars. While the early history and initial delivery location of this vehicle are unknown, the consigner reports that he purchased the vehicle in 1998 from another gentleman in the state of California. At this point, the Testarossa had just under 30,000 miles on the clock. Since then, the car has been sparingly used and driven, on average, 400 miles a year since coming into the ownership of the consigner.

At 33,000 miles the timing belt, dry belts, coolant hoses, spark plugs, valve cover gasket, and fluids were all changed. Also, the valves received an adjustment. A mere thousand miles later, the transmission was rebuilt and had a new clutch installed by a

marque specialist in Sothern California. It is also reported that the fluids were changed again a couple hundred miles ago and the front air dam was repainted. Additionally, the car will be provided with its books, tools, and embossed luggage set with velour covers.

As an icon of the 80's, the Ferrari Testarossa has become an increasingly collectable automobile as the years pass on. This example is sure to provide its next owner with plenty of thrills.

\$80,000 - 110,000
WITHOUT RESERVE

68.

1969 JAGUAR E-TYPE SERIES II 4.2 COUPE

Chassis no. 1R25369

Engine no. 7R2216-9

4,235cc DOHC Inline 6-Cylinder Engine

2 Stromberg Carburetors

265bhp at 5,480rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Superb restoration on Jaguar's iconic E-Type*
- ★ *Beautifully dressed in Dark Blue over Red leather*
- ★ *Excellent example for shows, rallies and tours*
- ★ *Matching numbers example, complete with JDHT Certificate*



THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type caused a sensation when it appeared with instantly classic lines and a top speed of 150mph. The civilized production sports car looked like a Le Mans prototype and could outperform just about anything else on the road. The first significant upgrade occurred in October 1964, with the launch of the 4.2-liter version. Along with a bigger engine, came an upgraded gearbox and servo brakes. From September 1968, Series II E-Types—incorporating safety upgrades previously fitted only in America—were released worldwide.

THE MOTORCAR OFFERED

This lovely Jaguar was completed on October 30, 1968, as a left-hand drive American market version of the Series II E-Type and was dispatched three weeks later to Jaguar Cars of New York. Other than the first owner, Richard Bennett, initial provenance is not well-documented. Although, we do know that in February 2015, the consignor discovered the aging, yet preserved car, and purchased it with the intent to orchestrate a full rotisserie restoration.

Over a three-year period, the car was completely stripped back to bare metal, the frame rails were powder-coated, while the body was finished in Jaguar Dark Blue (JA 013). The engine underwent a rebuild, including carburetors, distributor, alternator and starter, and the radiator was re-cored.

The E-Type received all new rubber components, and the chrome spoke wheels were dressed in new period-style red-line radial tires. The suspension, transmission brakes and rear end were rebuilt as well. Chrome surfaces and trims were refinished or replaced, and the instruments rebuilt and recalibrated to concours standard by the renowned Nisonger Instruments. The delightful Dark Blue Series II was then graced with a complete interior, crafted by award winning Baron Upholstery and finished with superb new red leather seats. A prime example in every respect, and fresh from a show-standard restoration, this XKE Series II 4.2-liter Jaguar is ideal for events and rallies and is bound to delight, with its eager performance and eye-candy appeal.

\$75,000 - 100,000
WITHOUT RESERVE

69.

1921 STUTZ SERIES K BEARCAT

Chassis no. 10166

Engine no. K10284

360ci T-Head 16-Valve 4-Cylinder Engine

Single Stromberg Carburetor

88bhp

3-Speed Manual Transaxle

Front and Rear Leaf Spring Suspension

Rear Drum Brakes

- ★ *Single family ownership from new*
- ★ *Never offered for sale*
- ★ *Equipped with special equipment from new*
- ★ *California history from new*
- ★ *Shown at the Pebble Beach Concours D'elegance*



THE STUTZ BEARCAT

In the world of antique cars, few names resonate like the Stutz Bearcat. Images of young gentlemen in raccoon coats racing around the countryside with a college pennant attached to the car often come to mind, and for the era, there were few cars as sought after and mythical in stature.

The Stutz Company and the Bearcat model were famous from day one. Soon after completion, Harry C. Stutz sent the prototype Bearcat racer to compete in the 1911 inaugural Indianapolis 500 race. The untested car did remarkably well, finishing the race and beating many established brands, earning the Stutz the slogan, "The Car That Made Good in a Day."

First offered to the public in 1912, the Bearcat was essentially a road-worthy version of the

highly successful Stutz racers that followed the original Indy car. A radically designed sports car through and through, the Bearcat had just two bucket seats and no convertible top or windshield. Like the Stutz racing cars, the Bearcat was constructed around a low-slung chassis, ensuring a lower center of gravity and good handling characteristics in addition to its lightweight design.

Initially powered by a Wisconsin T-head engine, it would be eventually replaced by a Stutz-built, sixteen-valve, four-cylinder unit that drew heavily on Stutz's racing experience. The Stutz "White Squadron" racers were powered by engines featuring four valves per cylinder; the potential increase in performance over a traditional two-valve motor was made clear!

The new, more advanced motor demanded an improved car. Stutz responded with a heavier chassis to cope with the power, as well as attractive modern coachwork. Still built on a short and light 120" chassis, the new model would move the center of gravity even lower by placing the tank down low in the rear, with a rear deck fitted to hold a couple of raked spares in racing fashion. This redesign produced an aesthetically menacing machine and would bestow upon the Bearcat its second golden era. Challenged only by its fierce rival, the Mercer Raceabout, the Bearcat represented the ultimate in American sporting cars of the time.



Family residence, Courtland, CA circa 1921



Grandfather and Uncle, circa 1942



THE MOTORCAR OFFERED

Seldom do we have the chance to offer such an iconic vintage automobile that still resides in the possession of the original purchaser's family. This superb Stutz Bearcat has spent nearly a century in the loving care of one family. The car was purchased new in 1921 by John Wheeler at what was likely a Stutz agency in San Francisco. Photos from it as new confirm it being delivered and equipped with some unusual features. One can clearly see the extended shift lever, wire stone guard and leather hood bridle in the early photos. This proves if you could afford a Bearcat they would make some non-standard accommodations for the buyer. John Wheeler used the car on his honeymoon driving his new bride from Fresno, California to British Columbia and back.

In the 1970s, the original purchaser's son, B.C. "Short" Wheeler, realized the Stutz was quite an important and desirable motor car, deserving of a bit of refreshing. The Stutz was entrusted to an Ex-Harrah's Auto Collection restorer Everett Adams in Sparks, Nevada. Taking five years to complete, the Stutz emerged in gleaming condition. It received "Best of Show" in the first place it was shown—the Harrah's car show. The Stutz would appear at car events on the West Coast over the year and was invited and shown at the prestigious Pebble Beach Concours D'Elegance.

Since its restoration, it has been used regularly, but lightly, and has been maintained by the noted restorer and Stutz specialist, Tom Bachelor. It is reported to be in fine working order and the four-decade old restoration still

presents quite handsomely. Being one many collectors consider the best configuration of a late Bearcat – attractive late coachwork with the beautiful looking non-DH engine. Many of the later style cars feature the convenient passenger door that makes maneuvering into the car more fluid, particularly when using the top.

It would not be hyperbole to say this is a rare opportunity. No other single-family ownership Stutz Bearcats are known to exist; therefore, this is truly unrepeatable. With its superb authenticity and priceless period photos it has a level of history rarely found with American cars of this period. This is an opportunity not to be missed.

\$250,000 - 350,000

70.

1962 FERRARI 250 GT SWB BERLINETTA

Coachwork by Scaglietti - Design by Pinin Farina

Chassis No. 3337GT

Engine No. 3337GT

2,953cc SOHC V-12 Engine

Triple Weber 40 DCZ/6 Carburetors

280bhp at 7,000rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ *Sensationally restored example*
- ★ *Formerly owned by renowned collectors William "Chip" Connor, Steve Earle, Harley Cluxton III and Robert Bodin*
- ★ *Ferrari Classiche certified*
- ★ *100-point score at FCA and multiple-time Platinum Award winner*
- ★ *Multiple awards at Pebble Beach and other prominent concours events*



EVOLUTION OF FERRARI'S BERLINETTA

From nearly the inception of its sport-car racing history, Ferrari has been one of the foremost manufacturers of the Berlinetta, which transliterates to "small sedan." The Berlinetta was not merely a coachwork solution, but indeed an entire concept of approach to racing at the time. Closed racing sports cars not only offer better aerodynamics at high speed than most open models, but were considerably more comfortable in long distance events, where weather was frequently a factor. Perhaps most importantly, the idea of a racecar that could be driven to the event, compete in the race, and then be driven back home, not only appealed to the privateer customers on which the factory relied, but eventually facilitated the realization of a homologated Gran Turismo model. The first closed Ferrari witnessed in competition was chassis no. 003 S, an

Allemano-bodied 166 Sport that debuted and emerged victorious at the 1948 Mille Miglia. Typical of its builder, the coachwork featured a staid notchback roofline similar to concurrent Allemano-built Maseratis, and only barely hinted at the fastback Berlinetta designs that would appear in coming years.

Later that year at the Turin Motor Show, Maranello introduced two new 166 examples, one of which was a closed 4-seat coupe built by Touring. Touring soon became the primary coachbuilder for the 166 variants, and by chassis no. 017 S, a distinction began to develop between the Milan carrozzeria's Coupes and Berlinettas, the latter of which began to feature a Fastback roofline (perhaps influenced by similar designs emerging from Stabilimenti Farina).

As the early 1950s progressed, Touring's racing bodies were essentially considered coupes (e.g. the 212 Export), while the proper Ferrari Berlinettas were built by Scaglietti and mounted on the even-numbered racing chassis of the rarer purpose-built Lampredi-engined sports racers (e.g. 340 MM and 375 MM). After the tragedy at Le Mans in 1955; however, the FIA reorganized racing regulations with a new emphasis on homologated GT production classes. This development influenced Ferrari's shift to Berlinetta production on the 250 GT chassis, the company's most significant foray into mass production to date.

With a body design by Pinin Farina that was built by Scaglietti, the first 250 GT Berlinettas appeared in 1956, and the Marquis de Portago's car legendarily won the Tour de





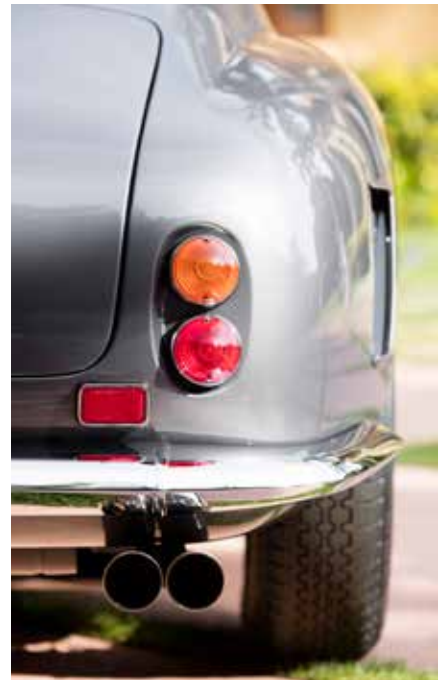
THE 250 GT SWB BERLINETTA

France Auto rally in September. The 250 GT Berlinetta was minimally produced in four discreet body styles over the next few years, and the model went on to win the French rally four times in as many years, earning it the moniker 250 GT Tour de France (TdF). With the inevitability of consistent development of racing models, the 250-based Berlinetta was to see one final distinct evolution through the early 1960s.

In the 1960 model year, Ferrari began to introduce a new production chassis shortened by 200mm, resulting in a so-called “short wheelbase” that would eventually be used across the entire 250 GT range. This development was presaged by a final series of 250 GT TdF Berlinettas campaigned during the 1959 racing season that featured rounded snub-nosed coachwork without fins of any kind. These so-called interim Berlinettas were the last of the long-wheelbase 250 GT Tour de France examples. In October 1959, shortly after the interim cars had contributed to Ferrari’s fourth romp at the Tour de France, a short-wheelbase 250 GT Berlinetta debuted at the Paris Salon. With the elimination of the interim body’s rear quarter-panel window, the latest Pinin Farina coachwork fit snugly onto the new 2,400mm wheelbase, and the model was appropriately dubbed the 250 GT SWB Berlinetta.

Generally equipped with the latest racing versions of the Colombo-designed short-block V-12 and developed from the successful configurations used in the earlier Testa Rossa and TdF racecars, the 250 GT SWB continued to dominate sports car racing. It handily won the 1960 and ‘61 runnings of the Tour de France Auto rally, bringing Ferrari’s consecutive yearly total to six victories.

Through early 1962, the SWB was ultimately built in a modest quantity of 165 examples, 91 of which were finished in the steel-bodied Lusso street-car configuration (74 examples wore alloy coachwork and were specified for racing use). With the advent of the 250 GTO in 1962, and a newfound emphasis on rear-engine prototypes, the 250 GT SWB became the final production iteration of the 250-based privateer Berlinetta. The model has



THE MOTORCAR OFFERED

now evolved into one of the most collectable vintage Ferraris; a regular concours winner with rewarding touring characteristics (due to advanced mechanical features like all-wheel disc brakes), and one of Pinin Farina's unquestionably immutable coachwork designs.

This exquisitely restored late-production SWB claims ownership by several respected names in the collector car niche, as well as a recent platinum-winning show career at the most prestigious events. More importantly, it is one of the most genuine examples in existence, retaining its original matching numbers engine and driveline, as well as bodywork and chassis. Chassis no. 3337 GT was dispatched to Scaglietti for coachwork in late December 1961, and is understood to be the first car officially assembled in 1962. The chassis was clothed with the final SWB coachwork configuration, well into production by then, and recognizable by the teardrop-style side marker lamps, the positioning of the fuel filler on the left rear fender, and the addition of the Pinin Farina badge below the fender vents. Equipped with a tipo 168/61 all-alloy SOHC V-12 engine, 3337 GT received

the larger Weber DCZ/6 carburetors for higher performance. The car was finished in Grigio Conchiglia (grey metallic) paint with a black leather interior.

Officially completed by the factory in early March 1962, the Ferrari was sold new to Steve Earle of Santa Barbara, the well-known Monterey Historic Races in Laguna Seca, California. Earle took delivery of the SWB at the Maranello factory in Italy, and went on to retain possession for as long as twelve years. Next, in 1974, the car was owned by Harley Cluxton III, the esteemed dealer in Phoenix, Arizona.

The Ferrari then proceeded through a short ownership chain over the next fifteen years, starting with Paul Chandler of Walnut Creek,



California. In 1976, the SWB passed to Dr. Robert Bodin of Minnetonka, Minnesota, and he housed the car for eight years. Bodin sold the car in 1984 to David Cronenberg, the respected Oscar-nominated Canadian filmmaker who created groundbreaking psychological thrillers (e.g. *Scanners*, *The Fly*, *Dead Ringers*, and *A History of Violence*). Registering 3337 GT to his Ontario address with plates reading “GTB 250,” Mr. Cronenberg occasionally entered the car in vintage events, and a period photo shows him pretending to lift the car over his head while it is raised on a lift for maintenance.

In 1988 the Ferrari was acquired by James Dougharty of Reno, Nevada, with whom the Ferrari remained for more than a decade, while being exercised at FCA events around the country. In November 2001, Mr.

Dougharty sold 3337 GT to Ken Rupp of Medina, Ohio, and he submitted the car to the Ferrari experts at Motion Products in Neenah, Wisconsin, for a cosmetic restoration, including a new paint finish in giallo (yellow). Rupp presented the car at the Cavallino Classic in January 2004, and at the Pebble Beach Concours d’Elegance in August 2006.

In 2008, the SWB was acquired by William “Chip” Connor, the esteemed award-winning collector of some of the finest collector cars in the world. Mr. Connor presented the car at the Pebble Beach Concours d’Elegance in August 2010 and the Rolex Monterey Motorsports Reunion at Laguna Seca in 2013. The 250 GT was also the recipient of full red book certification from Ferrari Classiche in December 2012, confirming that the car retains all of its original major mechanical

components, including the matching numbers engine and gearbox, as well as its original bodywork and chassis—in essence, 3337 GT received top honors from Ferraris Classiche department.

In August 2014 the Ferrari was purchased by the consignor, a renowned Ferrari collector residing in Beverly Hills, California, who had been searching for a top shelf, “no stories” SWB example to add to his collection. Knowing that Mr. Connor only owns and maintains top-quality examples of the finest models, a meeting was arranged and a sale was soon completed. The owner’s primary goal was to oversee an FCA platinum winner, and to this end he submitted the car for comprehensive restoration to original factory specifications to Rex Nguyen, an award-winning restorer and FCA judge based in Los Angeles.





As detailed in a feature article in the January 2016 issue of *Forza* magazine, Mr. Nguyen conducted a whirlwind refurbishment of the Ferrari, with sights set on the Cavallino Classic in January 2015, where the car later impressively won a Platinum award and the Excellence Cup for best restoration. Though the accomplishment was worth cherishing at length, the consignor was not yet satisfied, and immediately began to formulate a further strategy for the car. In concert with Mr. Nguyen, it was decided to bring 3337 GT back to its original appearance in grey metallic. Grigio Ferro—a color close to the original Grigio Conchiglia—was chosen, and the exterior was expertly refinished to the highest possible standards. Simultaneously, the interior color was tastefully and appropriately chosen to be done in red vaumol. To perfect this historically important

Ferrari, Mr. Nguyen dispatched a personal representative to the new Connolly concern in England. Here he selected some of the finest hides available and immediately returned them to Los Angeles on a domestic flight. The effort to authentically refurbish the components, and rebuild the original engine to factory specifications, was no less intense. Preferred Ferrari restorer David Carte supplied a period correct Abarth exhaust system, and numerous experts in the marque niche were consulted for utmost accuracy.

Debuting at the Greystone Concours d'Elegance in Beverly Hills in May 2015, 3337 GT won the Best in Show award. The following month, the car went on to receive the FIVA award for "The Car That Matters" at the nearby Rodeo Drive Concours d'Elegance. The awards continued to escalate



with an appearance at the Quail Motorsports Gathering in August 2015, where the SWB was voted best in the highly competitive “Great Ferraris” class. A few days later, at the FCA’s International Meet in Monterey, 3337 GT scored a perfect 100 points, earning another Platinum award and the “Best Road Car” award. In August 2017, the 250 GT was again presented at the Pebble Beach Concours d’Elegance and received a 2nd in class award.

In addition to the coverage in Forza, this 250 GT is depicted in one of the more seminal volumes on early closed Ferrari models, Dean Batchelor’s Ferrari: The Early Berlinettas and Competition Coupes. 3337 GT is documented carefully by noted Ferrari historian Marcel Massini and with the Ferrari Classiche red book certification, factory build sheets, vehicle histories, and a myriad of photos and invoices depicting the restoration work performed. For

any collector looking for arguably the most important vintage Ferrari Berlinetta model to present and enter at FCA events and niche tours and rallies, 3337 GT offers an out-of-the-box winner in this highly revered and competitive field. It also constitutes an ideally presented example of the ultimate mechanical and cosmetic development of the 250 GT SWB platform, the model that indelibly seared the Ferrari Berlinetta into the popular imagination.

REFER TO DEPARTMENT



71.**1989 PORSCHE 930 TURBO RUF CABRIOLET**

VIN. WP0EB0937KS070289

Engine no. 68K00536

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

Estimated 330bhp at 5,550rpm

5-Speed G50 Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Rare and desirable RUF-tuned and styled 930*
- ★ *Exquisite and highly original cosmetic presentation*
- ★ *Highly optioned example with the desirable G50 transaxle*
- ★ *Offered with Porsche COA, letter from RUF, books and service records*

**THE PORSCHE 930**

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

What set the 911 Turbo apart from its peers was the relaxed way this astounding performance was delivered. Comparing the

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

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

to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high-performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.



RUF AUTOMOBILE GMBH

Alois Ruf founded his eponymous automotive company in 1939, initially as a service station. After his passing, his 24-year-old son, Alois Jr., took control of the company and steered it squarely toward his passion: the Porsche 911. By 1977, RUF began producing their own models with unique RUF serial numbers, starting with bodies-in-white from Porsche. Perhaps their most famous model was the CTR, a heavily tuned version of the Carrera 3.2. Debuted in 1987, the twin-turbo CTR “Yellowbird” became the fastest car in the world, hitting an astonishing 211 miles per hour. RUF continues to produce their own models and offer upgrades to existing Porsches with the same pursuit of performance, styling, and innovation.

THE MOTORCAR OFFERED

On January 25th, 1989, this Porsche 930 Cabriolet was completed sporting Silver Metallic (S7) paintwork over a linen and marine blue interior. According to its Porsche Certificate of Authenticity on file, this particular Turbo Cabriolet was heavily optioned from new, including heated seats, a Blaupunkt Reno stereo, a limited slip differential, and a short gearshift lever. In the 1990s, this 930 was shipped to 911 performance specialist RUF in Pfaffenhausen, Germany to receive various performance and visual upgrades. According to their records, RUF endowed this 930 with a BTR engine kit, increasing horsepower to 330, along with a RUF intercooler and the distinctive 4-pipe exhaust system. Additionally, it was fitted with RUF’s iconic wheels, a RUF front spoiler, and a boost pressure gauge in the cockpit.

As it stands today, this RUF-modified Porsche has covered fewer than 57,000 miles since new and is in very good condition. Overall, this is an ultimate example of the iconic 930 because it benefits from the 5-speed Getrag G50 transmission, which was only fitted in 1989, the final production year of the 930 before the introduction of its successor, the 964. Additionally, it has the benefit of RUF performance upgrades, many factory options, and a very attractive color combination. Included in the sale are books, service records, a letter from RUF Automobile GmbH documenting the cars built by them, and its Porsche Certificate of Authenticity.

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

72.Ω

1963 PORSCHE 356B CARRERA 2 COUPE

Coachwork by Reutter

Chassis no. 123845

Engine no. 97236

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

- ★ *Exquisite example of the top-of-the-line 356 Carrera*
- ★ *One of just 27 Carrera 2's built with factory sunroof*
- ★ *Exceptional restoration gaining a feature in Classic Porsche magazine*
- ★ *Factory press and promo car*
- ★ *Documented with a Kardex, and factory correspondence*



THE CARRERA 2

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

Tested at various races during development, the high-performance dual-cam engine was also evaluated by the Porsche staff in their personal 356 examples, even though the motor was originally positioned for use in the 550 Spyder racecars.

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

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

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

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





THE MOTORCAR OFFERED

It's said that "Every car has a story", but of course, some stories are more interesting than others. The handsome 1963 356B Carrera 2 Grand Sport offered here indeed has an unusual story in that for the first two years of its life, it was in the custody of Porsche's best-known story-teller, the late Baron Huschke von Hanstein. The Baron, a title he enjoyed due to his family's having been titled land-owners prior to WWII, had been a pretty good amateur racing driver in his youth, and after the war landed on his feet with a position at the fledgling company founded by Dr. Ferdinand Porsche. Von Hanstein recognized the need for good marketing and with Porsche's full support, created an ambitious PR and racing program that would pay great dividends through the 1950s and 60s.

As a management employee, the always colorful von Hanstein enjoyed access to virtually anything the company produced. After this well-equipped Carrera 2 coupe emerged from the assembly line on the first of April, 1963, it was assigned to the Works Press Office as a "Werkseigenerwagen". Von Hanstein almost enjoyed some time behind the steering wheel. A period photograph shows this car parked in the snow outside the factory, and another, in von Hanstein's biography by Tobias Aichele, shows the Count installing skis to what is almost certainly this car. This car's factory Kardex, or build data card, contains numerous hand-entered notes on maintenance performed at Zuffenhausen through 1965 and into 1966, with the odometer recording some 62,000 km. By that time the car had been sold to its first private owner, Kar Krafft & Sohn GmbH

in Duren, Germany, where a Mr. Eberhard Hess used it for business travel. Hess soon noted that the factory engine consumed a lot of oil, so he returned it to the factory where a already-broken-in replacement was installed, thus resolving the matter. Alas, on one of his winter trips, Hess was involved in a crash on the A3 between Köln and Frankfurt. While he escaped injury, there was some front-end body damage, and after receiving an insurance settlement, Hess decided to sell the car. He'd only enjoyed it for a year.

Documentation then grows thin, but around 1970 or so, it appears the Carrera passed through the hands of a Mr. Kurt Kosel in Krefeld. Around this time, the engine was overhauled by H&H Borgmann, an air-cooled specialist in Krefeld. It was eventually sold to a Mr. Haron of New York City.



The sale included a spare two-liter four-cam engine, a set of steel 5.5" wheels, and a wood-rimmed steering wheel, which is perhaps the one adorning this car today. In 1978, this car returned to the UK, where it was inspected and issued a new MOT and registration papers. The Carrera may have spent some time in France before it came back to England and was placed in long-term storage.

Around 1998, it finally came into the hands of noted UK Porsche specialist Roger Bray in Exeter. A lengthy restoration ensued, including the shell being placed into a rotisserie and stripped to bare metal, with rusted panels replaced as needed, after which the car was resprayed in its original Light Ivory paint. Mr. Bray took great pains to retain as much of this car's factory-installed parts and trim; the black leatherette and Pepita cloth interior

with charcoal square-weave carpeting and black rubber floor mats is entirely original. The engine, which appears to be the third such unit fitted to this car, was fully rebuilt by noted northern California Porsche racing shop owner Bob Garretson and is described as being in fine running order. When it was delivered, this Carrera 2 coupe was fitted with an optional Eberspacher gas-electric auxiliary heater and retractable sunroof, three-point seatbelts for driver and front-seat passenger, an exterior thermometer, and a clock mounted to the glove-box door. There is a Blaupunkt multi-band radio, speaker, and antenna, a pair of driving lights, and of course, the Carrera's signature rear exhaust apron.

Soon after its completion, this car and its intriguing history enjoyed a six-page feature in the August, 2013, issue of Britain's "Classic Porsche" Magazine, and was soon after

purchased by the current owner. It is supplied with a large file of receipts and literature; a correct spare wheel dated 8-62, what appears to be its original jack and a partial tool roll. This very rare and desirable Carrera 2 needs very little to prepare it for the show field, or can be enjoyed as is.

\$650,000 - 750,000

73.

2006 FORD GT

VIN. 1FAFP90S56Y402009

5,408cc DOHC Supercharged V8 Engine
Electronic Fuel Injection
550bhp at 6,500rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Less than 14 original miles*
- ★ *Highly-optioned example*
- ★ *Very collectible and extremely powerful Supercar*
- ★ *Offered with its original window sticker*

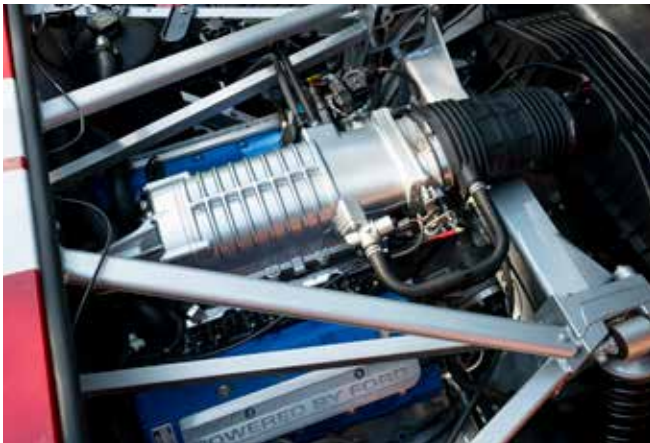


THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the established supercars.

The ultra-high-performance Ford GT showcases the finest in advanced technologies, constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power. With this prolific power, the Ford GT will accelerate from 0-60 in about 3.5 seconds, hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant collector's car.



THE MOTORCAR OFFERED

This stunning 2006 model year Ford GT is offered in incredible condition with fewer than 14, yes fourteen, total miles since new. The car finished assembly by hand, at the Wixom, MI based Ford plant during October of 2006. This capable American supercar was finished in racy Red and, adding to its desirability, it was specified with desirable four factory options- the luxurious McIntosh stereo system, lightweight alloy rims, red painted calipers and the bold painted 'Shelby-stripes' down the center of the car.

A copy of the official original window sticker, along with the original freight bill from Wixom, MI, reveals that the rare and hard to get Supercar was sold new at Spuceland Ford Sales, LTD in Whitecourt, Alberta, Canada to Ken Adams. Stored in a climate controlled garage from new, according to the CARFAX

issued for this car, it remained in Alberta for the first decade of its life. The Ford GT was acquired by the current owner in 2016 with a reported 6.5 miles on the clock. Covering only about double that much mileage in the last two years, this practically brand-new GT is ready join a new garage—maybe next to another brand-new (albeit 2018) GT.

\$250,000 - 350,000

74.

Ex-General William Lyon and Imperial Palace Collections

1937 MERCEDES-BENZ 540K SPORTS ROADSTER

Coachwork by Mayfair

Chassis no. 154080

Engine no. 154080

5,401cc OHV Inline 8-cylinder Engine with Roots Supercharger

180bhp at 3400rpm With Blower Engaged

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ A unique automobile, the 'Mayfair 540K'
- ★ Prominently featured in Jan Melin's 'The Supercharged 8-Cylinder Cars'
- ★ Unseen at public Concours events for more than a decade
- ★ Long term American history



THE MERCEDES-BENZ 540K

The magnificent Mercedes-Benz 540K represented the pinnacle of the pre-war achievements by the Stuttgart firm during the 1930s. A development of the 500K, whose independently suspended chassis it shared, the 540K was powered by a 5.4-litre supercharged straight-eight engine. The 540K was one of the first models developed under Mercedes' new chief engineer, ex-racing driver Max Sailer, successor to Hans Nibel, who had died in November 1934 aged only 54. Mercedes-Benz's new flagship model, it featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburetor. This system had been thoroughly proven on the preceding series of Dr Ferdinand Porsche-conceived S cars that

had dominated racing during the 1920s, and in effect the 540 K was the last supercharged production Mercedes until relatively recent times.

Presented at the Paris Salon in October 1936, the 540K was hailed by Mercedes-Benz as conjuring up 'visions of breath-taking exploits of racing cars and drivers of international fame, but also of superlative comfort and coachwork of exquisite beauty, fine paintwork, brightly polished metal, the finest hardwoods and leather - massive and yet outstandingly attractive bodies - in short: the car for the connoisseur.' It had an engine that developed 115PS un-supercharged or 180PS (178bhp) with the compressor engaged, while the gearbox was a four-speeder but with a direct top gear rather than the overdrive ratio used on the earlier 500K. With the supercharger

engaged, the 540K's blown straight eight gave it a top speed approaching 110mph (177km/h). Servo-assisted hydraulic brakes provided adequate stopping power.

Tested by Britain's Motor magazine, the 540K was judged to have less heavy steering and handling than its predecessor, the 500K, plus a more comfortable ride, even though the same all-round independent suspension layout with parallel links and coil springs at the front and swing axles at the rear was retained. The Motor's test car returned 102mph over the timed quarter-mile with the supercharger engaged and 85mph with it disengaged. The servo-assisted brakes came in for fulsome praise, the blower was found to be relatively quiet and the springing more comfortable than that of the 500K, while the steering and handling also compared favorably with that model.







The 540k in the 1950s, courtesy of Jonathan Sierakowski



THE MOTORCAR OFFERED

In May 1938, the 540K was tested by Motor's rival magazine Autocar and achieved the highest maximum speed of any road-test car up to that date: carrying three passengers, the car reached 104.65mph (168.5km/h) on the race circuit at Brooklands, Surrey.

'One's foot goes hard down, and an almost demonic howl comes in,' reported test driver H S Linfield. 'The rev counter and speedometer needles leap round their dials: there is perhaps no other car noise in the world so distinctive as that produced by the Mercedes supercharger.'

Late in 1938, a revised 540K made its appearance, with oval-section chassis tubes instead of channel frame members, while the adoption of sodium-cooled valves followed the company's highly successful racing

practice. The manufacturing record of the 540 K reveals its exclusive nature: 97 being produced in 1936, 145 in 1937, 95 in 1938 and 69 in 1939 before the war ended series production (though three more were built up to July 1942). In recent years, the rarity, style and performance of these big supercharged Mercedes have made them one of the most sought-after of all classic cars on the few occasions they have come on the open market.

Testament to the quality of the brand over other automobiles in the 1930s era, even as the decade progressed the unapproachable supercharged Mercedes-Benz remained extremely popular with their well-established British clientele. Numerous examples were delivered to the UK including this car.

Sources differ on the original order instructions for this car. A copy of the Mercedes build sheet shows order to Paris initially, and then transferal to British Mercedes-Benz Ltd. in London on March 3, 1937. While unquestionably it was eventually sent new to the U.K. One thought is that it was commissioned by noted UK agent of European makes, Charles Follett of Mayfair, for a French Racing driver. Another, more romantic view is that the car was one of a pair of cars, a Mercedes-Benz and a Lagonda,



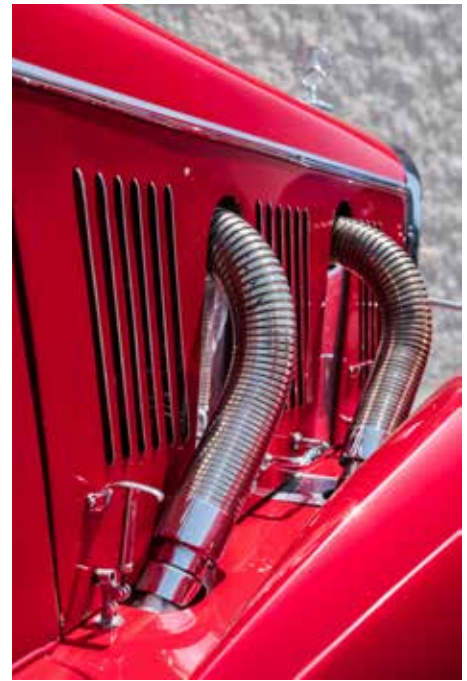
that were ordered by a youthful Eastern Prince. The tale goes that the Lagonda was finished first and so the Prince chose that car, leaving the Mercedes in the UK, or perhaps more credibly the Prince commissioned the cars through Follett, tying these two views together. Historian Jonathan Sierakowski who has assisted Bonhams with the research of the car believes that it is used to carry a Follett supply badge on its glovebox, from visual evidence and that perhaps, just perhaps, that the 'French racing driver' might have been Goffredo 'Freddy' Zehender, who was retained by Mercedes-Benz UK as their technical advisor and demonstration driver. In any event, the most remarkable aspect is that it is understood that the car was delivered very much as it can be seen today, as a flamboyant rakish two-seater roadster echoing the famed SSK of Count Trossi, with fender skirts and a plethora of louvers. Importantly, it was one of

the very rare examples to have been delivered with a 'zurückgesetztem Motor' or set-back motor, the specification reserved for the more sporting cars Mercedes built.

Its builder was the lesser known Mayfair Carriage Company Ltd., based in the locale of Follett in the Mayfair region of London. Founded as the "Progressive Carriage Company" in 1920, Mayfair is best known for its fine, high-quality coachwork. By 1929, the firm had changed its name to "Mayfair". One source states that "By the 1930s, (they) were responsible for creating some of the most luxurious and impressive coach bodies of their time." Nearly 400 Rolls-Royce chassis were clothed in Mayfair's coachwork, as were a few pre-war Bentleys, several open and closed Alvis Speed models, Lagondas, Armstrong-Siddeleys, at least one Sunbeam, a Buick, and we believe a pair of Mercedes-

Benz, a 500K, chassis 123689, and this car. After the war, the car was advertised by noted dealer J. Olding & Co. Ltd. in London, then later renowned Brooklands based dealers Thompson & Taylor. Its final UK ownership appears to have been with a John S. Truscott Ltd. again in London in 1955, at which point it was purchased by Peter Hessler of Canada.

Hessler brought the car home to Quebec City, Quebec, keeping it for a couple of years before it was sold to Gisbert von Bock, of Toronto, who would own it for most of the next decade. Von Bock sold the 540K to Paul Suckling in 1968. And so for the first 30 plus years of its life the car survived in this form, but very unfortunately tragedy struck in 1960, when while garaged in a car park and along with a Sunbeam of an earlier vintage both cars were the victims of an arson attack, it is said perpetrated by a jealous lover of the



owner. Or as can sometimes be the case, the gentleman's love or time spent with his cars exceeding that of his partner! The Fire Department were called, but between the fire and their work to extinguish it, the resulting damage was considerable.

In fact, the Mercedes may well have been lost, had it not been for Richard C. Mertz and his son, who were charmed greatly by its design and encouraged by David Holls, a Senior Member of the Design Team at General Motors. After a long pitch of offers on the car, Mertz secured it and over the course of the next two decades, and his son Stephen were able to return this striking automobile to its former glory. What remained of the bodywork, served as templates for the wood frame, and the metalwork was replaced by a talented bunch of newly patriated British craftsmen at Alcraft of Madison Heights in Michigan.

Luminaries in the American Mercedes world, such as Bud Cohn of Los Angeles were able to assist the Mertzzes with lost parts, including a steering box and wheel. At the end of a long journey, Mertz was able to debut the car at what was then one of the highest profile Concours in the nation, at Meadowbrook Hall. A series of photos of the car taken then, resplendent in a two tone scheme of black over silver are depicted in numerous books, not least being prominently featured at the start of Jan Melin's second authoritative work Mercedes-Benz - *The Supercharged 8-Cylinder Cars*. Its history in this period is well charted with features in Torque magazine, copies of which are on file.

It is not surprising that this put the Mercedes on the radar of noted collector Ralph Engelstad of the Imperial Palace Collection, in Las Vegas who acquired the car in 1995

Shortly after this, it was acquired by him, and as was the fashion of the day it was refurbished with a repaint in the single red scheme it remains today. It remained at the Imperial Palace until 2002, when it passed to General William Lyon, who retained the car until 2007, when it was sold at public auction to the current owner, where it has resided in a distinguished private collection. In this custody, the car has been shown at Pebble Beach in 2011 as part of the 125 Year Celebration of Mercedes and Benz.

Even among its peers, such as the factory bodied Spezial Roadsters, 154080 is a car that stands out for its extraordinary and unique design, it will no doubt be welcomed back into Mercedes and Concours circles.

\$3,500,000 - 4,500,000

THE WALTER & EMILY MEAD COLLECTION

One of the world's most well-curated collections of ultra-low mileage, single owner, air-cooled Porsches, in addition to other phenomenal European gems. All offered without reserve.



75.

1990 PORSCHE 911 CARRERA 4 COUPE

VIN. WPOAB2968LS451977

Engine no. 3L06240

3,600cc SOHC 6-Cylinder Engine

Bosch Fuel Injection

250bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

Without Reserve

- ★ From the Collection of Walter & Emily Mead
- ★ One owner from new
- ★ Fewer than 13,900 original miles
- ★ Highly optioned, custom order specification
- ★ *Recent service at Patrick Motorsports



THE PORSCHE 964

Representing a major step forward in the development of Porsche long-running and much loved 911 sports car, the Carrera 4 and Carrera 2 versions—code named “964”—were launched in 1989. The former marked the first time that four-wheel drive had been observed on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964’s chassis and suspension. Face-lifted, but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically (87% of parts being claimed as entirely new). The pair shared the same 3.6-liter, 247bhp, flat-six engine, while power-assisted steering (another 911 “first”), anti-lock brakes, and a five-speed manual transmission were standard on both, while the Tiptronic auto box was a Carrera 2-only option.

THE MOTORCAR OFFERED

This sleek 1990 911 Carrera 4 Coupe was ordered new by the Mead Family with Silver Metallic paint over a partial black leather interior. The car was completed at the factory on March 26, 1990. The Meads heavily option the U.S. bound car with model designation delete, supple leather seats, lumbar support L/R, dull power seat L/R, heated seat L/F, headlight washers, Porsche CD player, heavy duty windshield cleaning, and forged alloy wheels. Upon the car’s competition, the Meads went to Stuttgart where they would take factory delivery of the 911 prior to shipping it to Illinois. Once receiving the car in Illinois on August 27, 1990, the Meads proceeded to drive the new 911 to their home in New Mexico (picking up a ticket in Texas) where the car was first registered on September 25, 1990. With only 13,877 original miles at the time of cataloging, the car

is in phenomenal condition. In July of 2018, the car was sent to Patrick Motorsports where it received a thorough servicing and detailing, leaving the car in amazing mechanical and cosmetic condition. Included with the car are all of its service receipts, original books, tools, first aid kit, documentation pertaining to the tourist delivery and shipping, service receipts, and a Porsche issued COA. The 964 is a rapidly appreciating model and this example is sure to lead its brethren.

\$50,000-75,000
WITHOUT RESERVE



76.**1979 PORSCHE 930 3.3 TURBO COUPE**

Chassis no. 9309800718

Engine no. 6890514

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

- ★ From the Collection of Walter & Emily Mead
- ★ One owner from new
- ★ Fewer than 5,799 original miles
- ★ Highly optioned, custom order specification
- ★ Resent service by marque specialists

**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. It was the then FIA Group 4 homologation rules which required 400 road cars to be built and 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 (e.g. 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. Furthermore, 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 U.S. 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

This phenomenal 1979 Porsche 930 Turbo was purchased new by Walter and Emily Mead and has been a beloved part of their collection for the last 39 years. Completed in July of 1979, the car was finished with Black Metallic paint over a black leather interior. The Metallic Black paint is an extraordinarily complex color that really pops in the sunlight. The Meads optioned the Turbo with a limited slip differential, left and right sport seats, electric sunroof, black roofliner, right side plane electric mirror, loose fit foil protection, and Pirelli tires. The car is also fitted with a Ungo alarm system located in the glovebox. The Turbo was initially sent to Illinois where it was picked up and driven to Florida. After some fun in the sun at the Meads Florida estate, the Turbo made the journey to New Mexico in the early 1980s where it would live for the rest of its life. Having only covered

5,790 miles at the time of cataloging from new and having been stored indoors, the car has been incredibly preserved and even wears its original tires. To make sure that the car was running as well as the day it left the factory, it was sent to the Porsche wizards at Patrick Motorsports, where it received a thorough service. The car is accompanied by its service receipts, original manuals, warranty card, Porsche supplied touch-up paint, first aid kit, tools, jack and tire changing accessories in the original packaging. This super low mileage, single owner, Porsche icon presents an amazing opportunity for a collector to acquire a best of breed example. If you have ever lusted after a 3.3-liter Turbo, now is the time to strike.

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



77.**1997 PORSCHE 911 TURBO S**

VIN. WP0AC2996VS375847

3,608cc SOHC Inline 6-Cylinder Engine
 Electronic Fuel Injection with Twin Turbochargers
 424bhp at 5,750rpm
 6-Speed Manual Transmission
 4-Wheel Independent Suspension with Coil Springs
 4-Wheel Ventilated and Drilled Disc Brakes

- ★ From the Collection of Walter & Emily Mead
- ★ One owner from new
- ★ Fewer than 3,400 original miles
- ★ One of only 993 Turbo S models produced for the US
- ★ The last and ultimate iteration of the U.S. air-cooled 911s

**THE PORSCHE 993**

In 1993, Porsche introduced what is regarded by many as the most beautiful 911 of all—the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form. The Type 993's arrival marked a return to basic principles, being recognizably a 911, but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The 993-range offering was comprised of the familiar two- and four-wheel drive models, a Cabriolet convertible, the Turbo, but also included the new range topping 1997 993 Turbo S. All were powered by the latest, 3.6-liter version of Porsche's perennial flat-six engine.

Among the new features on the 993 Turbo S was an electronically controlled viscous

coupling all-wheel drive system—something Porsche had not offered on a turbocharged model since the 959—the system greatly improved the performance of the Turbo. Under the engine lid—now topped with a sculpted spoiler tail with downturned edges—resided the 3.6-liter flat six fed by twin KKK K16 turbos, each featuring integrated wastegates and two charge air intercoolers. Combined with bigger brakes, fatter tires, a wide body and stance, and specially designed “Technologie-Rad” cast alloy wheels, the 993 Turbo was one of the fastest cars on the planet. However, Porsche's Exclusive Department was not yet satisfied. On a mission to produce the world's highest performing, most technologically advanced 911 variant to ever leave Stuttgart, the 1997 993 Turbo S was created. Packing 424 horsepower for the U.S. and Global

markets, the Turbo S featured a myriad of updates throughout. The Turbo S was visually distinguished by vented rear fenders, yellow brake calipers, a special rear spoiler, four-tipped exhaust system, and an Aero kit front spoiler with special ventilation and fog-light placement. From its introduction, the Turbo S was—and remains—a tour de force as one of the most powerful and sophisticated Porsche models ever unleashed.

Thanks to its status as the final air cooled 911, popularity of the 993 has steadily increased as the years go by.



THE MOTORCAR OFFERED

This outstanding example of Stuttgart's highest performing 911 available to the U.S. of the period was completed on April 17, 1997 and destined for the U.S. It is reported that the car was originally built for the legendary basketball player Michael Jordan, but while visiting the factory, he sat in the car and felt that there was not enough room for his 6'6 frame. Having a close relationship with Porsche and having previously expressed interest in acquiring a Turbo S, the Meads were contacted by Porsche and given the opportunity to purchase the car. They were ecstatic and immediately jumped at the opportunity, purchasing the car on May 28, 1997. The car was exquisitely assembled with Artic Silver Metallic paint, and an intoxicating Midnight Blue leather interior. In addition to the beautiful livery, the car was optioned with supple leather seats, storage in place of rear

seats, carbon/leather steering wheel, lumbar support for the driver's seat, self dimming mirrors and rain sensors, matching Midnight Blue floor mats, and Bridgestone tires.

The ultimate 911 was first registered in the Meads home state of New Mexico on June 10, 1997. The car would remain in New Mexico's ultra-friendly car climate its entire life. Having covered less than 3,400 from new, the all original car is in truly immaculate condition, practically flawless. On its way from New Mexico to Monterey, the car took a pit stop at Patrick Motorsports in Phoenix, Arizona, where it received a compressive service and detail. Today, the all original car, still wearing its original tires, is in as-new condition appearing as if it were just rolling off of the assembly line. The car is accompanied by its factory accompaniments including

books, manuals, tools, and compressor, in addition to service receipts and a COA. When considering the cars ultra-desirable specification, über low mileage, originality, and single owner history, it becomes clear that this is the finest 993 Turbo S to come to market. It is likely that a better example will never be found.

**\$375,000 - 450,000
WITHOUT RESERVE**

78.**1989 PORSCHE 911 CARRERA SPEEDSTER**

VIN. WP0EB0910KS173116

Engine no. 64K05556

3,164cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

217bhp at 5,900rpm

5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ From the Collection of Walter & Emily Mead
- ★ One owner from new
- ★ Less than 2,990 original miles
- ★ Recent service at Patrick Motorsports
- ★ Extensive list of accompaniments and documentation

**THE PORSCHE 911 SPEEDSTER**

Porsche's first take on an open-top 911 had been the Targa model of 1965, a "halfway house" design chosen because of fears that a genuine soft-top would not meet U.S. federal safety regulations. By 1981, the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-liter form in 1982, the 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March. By the end of the 1983 model year, the 911 Cabriolet had sold over 4,000 units, a total some 50% higher than that achieved by the less expensive Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989 (the name previously having been applied to that most stylish of the many Type 356 variants). The 3.2-liter Speedster was launched immediately prior to the introduction

of the new Type 964 bodyshell; thus, was the last 911 model to feature the old-style body based on the original design of 1963. The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial "camel hump" cowlings behind the seats that concealed the stowed-away manual top, a simplified affair described by the factory as for "temporary" use only. From 1984, Porsche had offered the "Turbo Look" body style—flared wheelarches, large rear wing and deeper front spoiler—on its normally aspirated models. This option was extended to the Speedster and the vast majority were ordered with it. One of the rarest of the 911 family, the Speedster was only built during 1989, and a mere 2,065 cars were completed.



THE MOTORCAR OFFERED

This outstanding 1989 911 Carrera Speedster is part of Walter and Emily Meads world class Porsche collection. Mr. Mead ordered the Speedster new with Silver Metallic paint over a Black Leather interior. The car was heavily optioned for the U.S. with a limited slip differential, left and right sport seats with electronic height adjustment, a rear luggage compartment instead of rear seats, a raised hub steering wheel, Blaupunkt "Reno" radio, alarm system, black velour luggage compartment, and Goodyear Tires. The Speedster was completed at the factory on May 22, 1989 and delivered to Semersky Enterprises in Highland Park, Illinois. On August 21, 1989, an Illinois non-resident drive-away permit was issued, and the car made its way home to New Mexico. The Speedster was first registered in New Mexico on August 7, 1989.

Having been rarely driven throughout its life, the car has only covered 2,985 miles from the time it left the factory to the time of cataloging. The car had been continually stored inside a temperature-controlled garage at Mr. Meads home in New Mexico. The dry desert climate has kept the car in "time capsule" condition, the car is as original as they come. Prior to making its way to Bonhams, the Speedster was sent to one of the country's leading air cooled Porsche experts, Patrick Motorsports. At Patrick Motorsports, the car was serviced and detailed, before leaving with a clean bill of health.

This single owner, limited production 911 Carrera Speedster is offered with service receipts and an extensive list of accompaniments including virtually every

item that it was delivered with. Some of those items are: the original manuals in the original pouch (including the supplemental speedster manual with the letter from Porsche), the original jack, tools, and the first aid kit. A better example of the second series Speedster may very well never be found.

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

79.**1996 PORSCHE 911 TURBO COUPE**

VIN. WP0AC2997TS376227

3,608cc Air-cooled Twin-Turbo Flat 6-Cylinder Engine
 Electronic Fuel Injection
 408bhp at 5,750rpm
 6-Speed Manual Transaxle - All Wheel Drive
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ From the Collection of Walter & Emily Mead
- ★ One owner from new
- ★ Fewer than 5,200 original miles
- ★ Highly optioned, custom order specification
- ★ Exquisite color combination

**THE PORSCHE 993**

In 1993, Porsche introduced what is regarded by many as the most beautiful 911 of all—the Type 993. Over the years, the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form. The Type 993's arrival marked a return to basic principles, being recognizably a 911, but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling. The 993-range offering was comprised of the familiar two- and four-wheel drive models, a Cabriolet convertible, the Turbo, but also included the new range topping 1997 993 Turbo S. All were powered by the latest, 3.6-liter version of Porsche's perennial flat-six engine.

Among the new features on the 993 Turbo was an electronically controlled viscous coupling all-wheel drive system - something

Porsche had not offered on a turbocharged model since the 959. The system greatly improved the performance of the Turbo. Under the engine lid—now topped with a sculpted spoiler tail with downturned edges—resided the 3.6-liter flat six fed by twin KKK K16 turbos, each featuring integrated wastegates and two charge air intercoolers. Combined with bigger brakes, fatter tires, a wide body and stance, and specially designed “Technologie-Rad” cast alloy wheels, the 993 Turbo was one of the fastest cars on the planet. However, Porsche's Exclusive Department was not yet satisfied. On a mission to produce the world's highest performing, most technologically advanced 911 variant to ever leave Stuttgart, the 1997 993 Turbo S was created. Packing 424 horsepower for the U.S. and Global markets, the Turbo S featured a myriad of

updates throughout. The Turbo S was visually distinguished by vented rear fenders, yellow brake calipers, a special rear spoiler, four-tipped exhaust system, and an Aero kit front spoiler with special ventilation and fog-light placement. From its introduction, the Turbo S was—and remains—a tour de force as one of the most powerful and sophisticated Porsche models ever unleashed.

Thanks to its status as the final air cooled 911, popularity of the 993 has steadily increased as the years go by.



THE MOTORCAR OFFERED

This unique 911 Turbo Coupe was ordered new by the Mead family and has spent its entire life under their care. The car was completed on May 3, 1996 wearing Iris Blue Metallic paint over an absolutely stunning Provence/Midnight two tone leather interior. The U.S. destined car was heavily optioned with supple leather, lumbar support for both seats, self-dimming mirrors and rain sensor, model designation delete, rim caps with Porsche crest, rims and caps in the exterior color, front floor mats with "Porsche," Aluminum/chrome package, Midnite Blue cell phone console, carbon package, and Pirelli Tires. This 993 Turbo must be observed in person to fully appreciate the thought that went into the build of the car—it is absolutely breathtaking. Mr. Mead would also opt to take factory delivery of his newest Porsche, making the journey to Stuttgart where he would put

the first miles on the odometer. Included in the cars history file are photos of Mr. Mead taking deliver at the factory and the Porsche issued letter detailing the tourist delivery program.

Once arriving in the States, the car was first registered in New Mexico on November 11, 1996, where the Turbo would remain in the impressive Mead collection its entire life. At the time of cataloging, the car had only covered 5,122 miles, leaving it in incredibly original and preserved condition, right down to the original tires. To ensure that the car performed as well as it looks, it was sent to the leading West Coast 911 specialists at Patrick Motorsports, where it received a major service. Accompanying the car are its service receipts, original books and manuals, including the Porsche PCX cellular telephone

manuals, an open window sticker, tourist delivery papers, un-opened first aid kit, jack, and tire changing equipment and tools. This car checks every box that a collector could possibly want, it is an absolute show stopper and truly the best of the best.

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

80.**1993 MERCEDES-BENZ 500E**

VIN. WDBEA36E4PB949815

4,973cc DOHC V8 Engine
 Electronic port fuel injection
 315bhp at 5,700rpm
 4-Speed Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ From the Collection of Walter & Emily Mead
- ★ One owner from new
- ★ Fewer than 14,980 original miles
- ★ Incredibly preserved example
- ★ Unique Mercedes-Benz co-developed and built by Porsche

**THE MERCEDES-BENZ 500E**

First shown at the Paris Salon in 1990, the Mercedes-Benz's 500E sports saloon had been developed with assistance from Porsche. Indeed, it was hand built at Porsche's Zuffenhausen factory, and in recent years an example of the E500 Limited version has been on display in the new Porsche Museum in Zuffenhausen. The production process involved each and every 500E being transported back and forth between the Mercedes plant and Porsche's Rossle-Bau factory in Zuffenhausen; each car taking a full eighteen days to complete. Despite possessing all the luxury accoutrements associated with a range-topping Mercedes-Benz, the 500E was lighter than the 500 SL sports car. The 500E delivered shattering performance, reaching 100km/h (62mph) in 6.1 seconds and topping out at around 260km/h (162mph).

THE MOTORCAR OFFERED

This ultimate 90s Q-ship was purchased brand new in 1993 by the Mead family and has remained in their collection ever since. Following their Porsche regime, the Meads flew to Stuttgart to take delivery of their new super sedan. After being sent to the States, the car made its way to New Mexico where it was first registered on August 25, 1993. The car would make its way to Florida for a period, before returning to New Mexico where it has been kept for the majority of its life. Today, at the time of cataloging with an odometer reading of 14,974 miles, the car is in pristine condition.

The Anthracite Grey Metallic paint and grey leather interior are both in incredibly well-preserved condition. To ensure that the mechanics were equally as pristine, in July 2018, the car was sent to a Mercedes-Benz

specialist where it received a complete service. The car is sold with its service receipts, original manuals, first aid kit, and documents pertaining to the factory delivery. Appealing to both Mercedes-Benz and Porsche enthusiasts, the 500E is a rising star, with this particular example shining brightest.

\$40,000 - 50,000
WITHOUT RESERVE

81.**1991 PORSCHE 911 CARRERA 4 COUPE**VIN. WP0AB2965MS411518
Engine no. 62M112633,600cc SOHC 6-Cylinder Engine
Bosch Fuel Injection
250bhp at 6,100rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes**Without Reserve**

- ★ From the Collection of Walter & Emily Mead
- ★ One owner from new
- ★ Fewer than 4,830 original miles
- ★ Highly optioned, custom order specification
- ★ Splendid Violet Blue Metallic paint

**THE PORSCHE 964**

Representing a major step forward in the development of Porsche long-running and much loved 911 sports car, the Carrera 4 and Carrera 2 versions—code named “964”—were launched in 1989. The former marked the first time that four-wheel drive had been observed on a series-production 911. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the 964’s chassis and suspension. Face-lifted, but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically (87% of parts being claimed as entirely new). The pair shared the same 3.6-liter, 247bhp, flat-six engine, while power-assisted steering (another 911 “first”), anti-lock brakes, and a five-speed manual transmission were standard on both, while the Tiptronic auto box was a Carrera 2-only option.

THE MOTORCAR OFFERED

This stand out 1991 911 Carrera 4 Coupe was completed at the factory on May 17, 1991. The car was ordered new by the Mead family with Violet Blue Metallic paint over a black leather interior. The Meads heavily option the U.S. bound car with supple leather seats, lumbar support L/R, dull power seat L/R, heated seat L/F, headlight washers, rear window wiper, cassette radio, Porsche CD player, heavy duty windshield cleaning, on-board computer, and forged alloy wheels. Upon the cars competition, the Meads went to Stuttgart where they would take factory delivery of the 911 prior to shipping it to Illinois and driving it to their home in New Mexico where the car was first registered on August 30, 1991. With only 4,820 original miles at the time of cataloging, the car is in as-new condition with hardly any evidence of use. In July of 2018, the car was sent to Patrick Motorsports where it received a thorough

servicing and detailing which has left the car in its as delivered state. Included with the car are all of its original books, tools, documentation pertaining to the tourist delivery and shipping, service receipts, and a Porsche issued COA. Ultra-low miles, single owner history, time capsule originality, and its incredible color make this 964 the car to own.

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

Q

82.**1989 PORSCHE 930 TURBO SLANT NOSE CABRIOLET**

VIN. WP0EB0933JS070093

Engine no. 68J00223

3,299cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

282bhp at 5,500rpm

5-Speed Manual

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *From the Collection of Walter & Emily Mead*
- ★ *One owner from new*
- ★ *Less than 3,500 original miles*
- ★ *Incredible build specification*
- ★ *Extensive list of accompaniments and documentation*

**THE PORSCHE 930 SLANT NOSE**

By combining a turbocharged engine with open coachwork, modified in competition style, Porsche created what is considered today to be one of the most desirable late model 911s—the 911 Turbo SE (“Flat Nose” or “Slant Nose”) Cabriolet. Group 4 homologation rules, requiring 400 road cars to be built, had spurred the development of “Project 930”—the original 911 Turbo. In October of 1974, Ernst Fuhrmann officially unveiled the first Turbo production model. The Turbo married a KKK turbocharger to a completely reworked 3.0-liter engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo’s characteristic flared wheel arches and “tea tray” rear spoiler were carried over from the Carrera model, while the interior was the most luxurious yet seen in a 911. The engine was enlarged to 3.3-liters for 1978,

gaining an inter-cooler in the process. Power increased to 300bhp (265bhp for US models) and the top speed of what was the fastest-accelerating road car of its day went up to 160mph.

The 911 Turbo’s raison d’être—the racing 935—had pioneered what would come to be known as the “slant” or “flat” nose, and this new look was soon in high demand from 911 customers. Early on, Kremer Racing offered a conversion service that was later taken up by the factory’s own Customer Department for special order (Sunderwunschen) in 1981. The race inspired slant nose body work would not become an official Porsche option until 1986. The 930s equipped with the rare modified panels were modeled after the 935 race car. The converted front wings were steel, incorporating cooling vents and pop-

up headlamps (early examples had them in the air dam). The car’s side skirts lead to the rear which had extra cooling intakes ahead of the rear wheels. Along with the body modifications came an even more luxurious full leather interior. The interior was graced with luxuries such as air conditioning and special electrically adjustable and heated Recaro seats. Production of these modified 930s remained quite low due to the very high cost that they carried.



THE MOTORCAR OFFERED

This exceedingly rare Porsche 911 Turbo Cabriolet Slant Nose is part of Walter and Emily Meads world class Porsche collection. Mr. Mead ordered the Slant Nose new at Semersky Enterprises in Highland Park, Illinois. The car was specked with Dark Blue paint and top over a Dark Blue interior. The car was heavily optioned for the US with the \$28,422 Slant Nose option, an electronic cabriolet top, a limited slip differential, left and right heated sport seats with electronic height adjustment, a raised hub steering wheel, Blaupunkt "Reno" radio, alarm system, and Goodyear Tires. The Slant Nose was completed at the factory on September 17, 1987 and first registered in New Mexico on August 11, 1988.

Having been sparingly driven throughout its life, the car has covered fewer than 3,500

miles from the time it left the factory. The car has been continually stored inside a temperature-controlled garage at Mr. Meads home in New Mexico. The dry desert climate has kept the car in "time capsule" condition. The car is as original as they come, right down to the original tires. Prior to making its way to Bonhams, the Slant nose was sent to one of the country's leading air-cooled Porsche experts, Patrick Motorsports. At Patrick Motorsports, the car was serviced and detailed, before leaving with a clean bill of health.

This incredibly rare, single owner 930 Turbo Cabriolet Slant Nose is accompanied by a tremendous list of original items and documentation. Some of those items include service receipts, the original window sticker, manuals in the original pouch, including the

supplemental Slant Nose manual, the original jack, tool, and spare. As one of the rarest models in Porsches history, a better example is likely never to be seen again.

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

83.**1988 PORSCHE 930 TURBO CABRIOLET**

VIN. WP0EB0934JS070507

Engine no. 68J01194

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

★ From the Collection of Walter & Emily Mead

★ One owner from new

★ Fewer than 3,800 original miles

★ Highly optioned with code 99
Paint to Sample

★ Recent major service

**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.

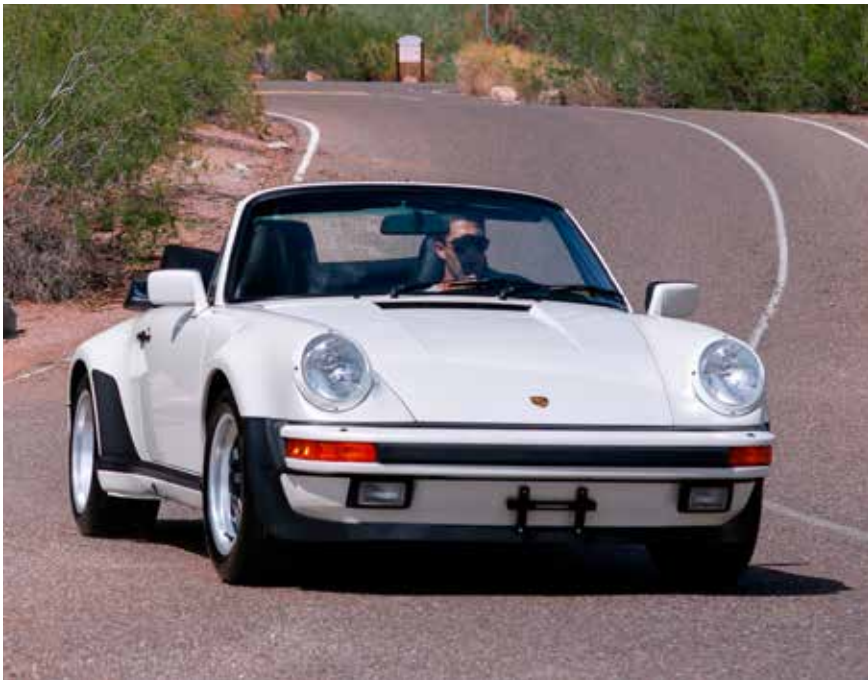
Much of the Porsche 911's development had resulted from the factory's racing program. It was the then FIA Group 4 homologation rules which required 400 road cars to be built and spurred the development of "Project 930": the legendary 911/930 Turbo. In production from April 1975, the Turbo married a KKK 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 (e.g. the Holman & Moody-tuned Cobra 427 and the Ford GT40), Motor's Roger Bell reckoned what made the Porsche so different was that:

[It]hurts you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car.

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. Furthermore, 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 U.S. 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

The Mead family ordered this exquisite 1988 911 Turbo Cabriolet brand new with an impressive list of options. The exterior is finished in a gorgeous code 99, metallic paint to sample Pearlescent White. The interior is finished in black leather, which is protected by a black convertible top. The car is equipped for the US with a steering wheel with raised hub, tonneau cover, Blaupunkt Radio "Reno," limited slip differential, electric cabriolet top, supple leather seats, lumbar support L/R, alarm system, and a luggage compartment in black velour. The PTS Turbo was completed on June 9, 1988. Upon its completion, Mr. Mead went to Stuttgart where he would take delivery at the factory before having the car sent home. Included in the cars history file are an impressive array of documents from the factory delivery: the tourist vehicles insert for owner's manual, Porsche touring pass,

Porsche VVD insurance pamphlet, and a Porsche issued "Walks through Stuttgart" guided map.

The car was sent to the Mead family home in New Mexico and first registered on September 7, 1989. With only 3,727 miles on the odometer at the time of cataloging, the Turbo Cabriolet is in immaculate condition, appearing as if it had never left the factory. Prior to arriving at Bonhams, the car was sent to the marque specialists at Patrick Motorsports where the car received an extensive, major service totaling over \$11,000. The car is offered with its original books, tools, first aid kit, a Porsche issues Certificate of Authenticity, and receipts from the very recent service.

The sale of this incredible, single owner paint to sample Turbo cabriolet presents an opportunity to acquire what may very well be the finest example in existence.

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

84.**1949 MG TC MIDGET**

Chassis no. TC 5475
 Engine no. XPAG 6178

1,250cc OHV Inline 4-Cylinder Engine
 Two SU Carburetors
 54bhp at 5,000rpm
 4-Speed Manual Transmission
 Front Beam Axle with Leaf Springs - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ *From the Collection of Walter & Emily Mead*
- ★ *In the current ownership since 1975*
- ★ *Elegant and desirable color combination*
- ★ *Recent mechanical sorting of the original engine*
- ★ *Final year of the ever-popular TC*

**THE T SERIES MG**

"The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest." - The Autocar

The right-hand drive TC appeared in 1946 and was almost identical in appearance to the pre-war Types TA and TB. The sporting little MG was brought to the U.S. in considerable numbers by GIs returning from England. It 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. Sales got a great lift when a Life Magazine photographer shot one being driven underneath a big lumber carrier on a Los Angeles Street. Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers in a TC.

THE MOTORCAR OFFERED

This striking end of the run TC has been part of Emily and Walter Meads collection since its acquisition from W. McMillan Reynolds on November 12, 1975. The purchase agreement shows that the car was bought for \$9,000. The car is attractively adorned with black paint, a green interior, and a beige top. Included in the cars history file is a letter from the M.G Car Club LTD., in which they confirm that the car retains the original, numbers matching engine that it left the works with on May 12, 1948. In preparation of the sale, the car was sent to Arizona Collector Cars where it was fully sorted and detailed, leaving it in fantastic condition. A nicely restored example, this is one of the most attractive available for purchase today.

\$25,000 - 35,000
WITHOUT RESERVE

1948 JAGUAR MK V DROPHEAD COUPE

Engine no. SL3046

3,485 CC OHV Inline 6-Cylinder Engine
 Dual Sidedraft SU Carburetors
 126 BHP at 4,250 RPM
 4-Speed Manual Gearbox
 4-Wheel Mechanical Drum Brakes

Front and Rear Rigid Axles with Semi-Elliptical Leaf Springs

- ★ From the Collection of Walter & Emily Mead
- ★ In the current ownership for over 50 years
- ★ Desirable 3.5 liter Drophead configuration
- ★ Recent mechanical sorting
- ★ First year of the MK V

**THE JAGUAR MK V**

Although Jaguar's new Mk V had a strong resemblance to its predecessors, much was also new. Most noticeably, the new model featured headlamps gracefully integrated into fenders that housed 16-inch steel wheels that were artfully covered by body-coded wheel covers. Thanks to those new wheels, it was now possible to fit full rear fender skirts which only increased the substantial elegance of the Mk V saloon or drophead. The standard saloon was attractive, but the three-position drophead coupe was truly magnificent. The lovely canvas top had working landau irons and could be fully fastened, folded half way back to give a sedan appearance, or lowered into a full convertible position. When open, it was easy to see the opulent leather and wood interior. What new owners and admirers couldn't see was that the pressed steel wheels completely hid a new hydraulically-activated braking system.

The chassis was entirely new and featured independent front suspension consisting of double wishbones, torsion bars and tubular shock absorbers. Power came from a 2,664cc straight six producing 104 horsepower or a 3,485cc six rated at 126 horsepower.

A 1949 Autocar road test stated, "The Mark V will trickle through slow traffic at under 10 mph on top gear and pick up smoothly and swiftly where an opening offers. It is smooth and quiet right up into the eighties. It is a car for long journeys that can put 50 miles and more into the hour, one in which 200 miles leave the driver and passengers unaffected, and in which a 400 or 500-mile day would be a pleasure. Yet it is thoroughly tractable for the short pottering or shopping expedition."

THE MOTORCAR OFFERED

This brilliant Jaguar MK V Drophead Coupe has been part of Emily and Walter Meads collection for over 50 years. Finished in the classic British livery of green over tan, protected by a tan hood, the car presents beautifully. The Drophead Coupe has spent the majority of its life in the magnificent New Mexico collection and has been lovingly restored while in the Meads care, with the bulk of the work taking place in 1972. Prior to making its way to the Quail Lodge, the MK V was serviced and sorted. Accompanying the car is a wonderful history file including correspondence between Mr. Mead and Jaguar Cars Limited Coventry, restoration documents and invoices, receipts from its very recent service, and an original instruction book.

\$70,000 - 90,000
WITHOUT RESERVE

86.**1974 RENAULT ALPINE A110**

Chassis no. BA0828

Engine no. 000784

1,289 CC OHV 4-Cylinder Engine
 Single Twin-Choke Weber Carburetor
 95bhp at 5,300rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- ★ *Highly original 2 owner example*
- ★ *Competition car from new*
- ★ *Fully sorted 1970s Rally Icon*
- ★ *Accompanied by original wheels, tool kit, and history file*
- ★ *Eligible for a wide variety of rallies, events, and tours*

**THE ALPINE RENAULT**

One of the great names in postwar French motorsport, Alpine was the brainchild of Dieppe garagiste's son, Jean Rédélé, who began in the early 1950s by developing a competition version of the popular little Renault 4CV, which won its class in the Mille Miglia three years running. By 1958 Redele was using a sophisticated tubular steel chassis, and in 1961 he introduced the A108 Berlinette Tour de France which featured a tubular backbone frame, double wishbone front suspension and a Renault Dauphine swing-axle set-up at the rear. It was developed into a potent - and often unbeatable - rally car, using a variety of Renault power units.

In 1963 Alpine launched the A110 Berlinette, which became the mainspring of production, its rearward weight bias giving

it outstanding cornering characteristics for rallying. In 1969 A110s finished 1-2-3 in the Coupe des Alpes and came 3rd in the Monte Carlo Rally. The following year, Alpines again came 3rd in the Monte Carlo and won the Greek Acropolis and Tour de Corse rallies. Alpine driver Jean-Claude Andruet became European Rally Champion. By 1971 the marque's competition record had endeared Alpine to Renault to such an extent that they were appointed as its official competition wing.



THE MOTORCAR OFFERED

According to the A110 registry, chassis BA0828 was completed in 1974 and enlisted for competition. The car's first owner was French rally driver, Bart L. Debruyne. The car would remain with Mr. Debruyne in France and see active rally participation for the next 40 years. Some of the car's later competition participation led by Mr. Debruyne include the 1 Rallye de Primavera in 2008, and the Normandie Rallye des Lions in 2011.

In 2013, while in Paris, the consignor acquired the rally legend, becoming only its second owner. Under its new ownership, the car continued to see active duty and in 2016, participating in the FCRA 24 hours du Le Mans Classique before immigrating to the United States where it has continued to rally in addition to

competing on the show field at events such as the Forest Grove Concours. Today, the car is in fantastic condition. The odometer reading of less than 20,000 is believed to be original, as is the majority of the car. The consignor has fastidiously maintained the French legend and recently refreshed the front and rear suspension while also overhauling the braking and cooling systems. All of the service receipts from the consignor's ownership are documented in the car's wonderfully detailed history file. In addition to the service receipts, the car is accompanied by its 5 original A110 alloy wheels, complete A110 factory tool kit, and factory maintenance manuals. As the most illustrious of the Alpine range, the A110 is a charismatic sports two-seater that rivaled the Porsche 911 for performance while being even more exclusive. This fully sorted,

competition bred A110 is a rare sight in the states and surely an opportunity not to be missed.

**\$75,000 - 95,000
WITHOUT RESERVE**

Please note, this vehicle is titled under the model year 1976.

87.

1938 LAGONDA V12 BROCKMAN

Coachwork by Brockman

Chassis no. 16019
Engine no. V12/151

4,480 cc SOHC V-12
195 bhp
Four-speed manual transmission
Four-wheel hydraulic drum brakes
Independent front suspension with torsion bars
Live rear axle with semi-elliptical springs

- ★ *Mighty V-12 restored by Dick Brockman*
- ★ *Superb condition throughout*
- ★ *Lovely Royal Blue over tan leather interior*
- ★ *Exhibited at the San Diego Automotive Museum, 'The British Invasion', 2016*



THE LAGONDA V12

Wilbur Gunn, an American opera singer living in England, established the Lagonda motorcar company in 1906 in Staines, Middlesex, with the 20hp six-cylinder Torpedo, which successfully ran the Moscow to St. Petersburg trail in 1910. Named for a Shawnee settlement in Springfield, Ohio, where Gunn was born, the Lagonda name became synonymous with high speed luxury automobiles. By 1938, the Lagonda had evolved into a large 4.5 liter *tour de force* with a 12-cylinder engine on a 3,150mm wheelbase summoning almost 200 hp. The mighty V12 was entered into the Brooklands 500-mile race and beat out all comers – including the Bentleys – with a top speed reported in excess of 100mph.

THE MOTORCAR OFFERED

This stunning Lagonda comes to us from a private collector complete with a fascinating and well-documented history. The paperwork included within the portfolio trace the car from its first registration in 1938 all the way through its provenance and restoration by Dick Brockman, the fabled Lagonda guru and coachwork master extraordinaire of Goring-on-Thames, Oxfordshire, England.

The British Registration Book #7830 clearly states that Lt. Marten of Wimborne, Dorset, first registered chassis 16019, a black saloon 2-axle rigid body sports car with license plate CKW444, on August 16, 1938. It appears that Marten kept the car until May, 1950, when it was sold to a fellow military man, Cpt. E.S. Coppen of Polzeath, Cornwall. The registration record goes on to

list several owners over the next few years, until February 4, 1957, when the automobile was last registered to the current family of ownership.

The new owner, an American Lagonda enthusiast, purchased only the original engine, chassis and frame without any of the body panels. Enthused with the challenge to rebuild the Lagonda, he assigned the car to Dick Brockman of Vintage Car Specialist, and through a series of transatlantic correspondence, consisting of many sketches and typed letters between the two gentlemen, the 1938 Lagonda V12 was totally rebuilt. As is stated by a family member, 'Dick Brockman and (the owner) designed the body that is currently on the car in the style of the French coachbuilders of the 1930s.'



The process began in October, 1990, when Brockman sent an invoice to the owner for £667 to 'cut body profile templates', 'cover templates with paper for photography to give idea of shape' and purchase fiber board and lengths of steel. Body panels were shaped by hand-beating aluminum over wooden templates fitted to the chassis, while hinges and bolts were created from scratch when they couldn't be sourced from various suppliers, to ensure the period correct installation.

Some £36,000 later, the Lagonda was fully fitted with a new body and painted in royal blue. Meanwhile Robinson Engineering of Bournemouth, Dorset, completed a full engine rebuild without modification and the Lagonda was fitted with racing tires and a superb tan full leather interior.

As testimony to Brockman's superlative work, the Lagonda was invited to the San Diego Automotive Museum in the Spring of 2016, to be exhibited in the museum's special presentation of 'The British Invasion', which was visited by more than 25,000 people.

This fabulous 1938 Lagonda V-12 comes with a complete restoration record including invoices, correspondence and photographic documentation, plus the original UK registration book. The accompanying Registration and Eligibility form of 1995 from the Vintage Sports Car Club clearly confirms that the car had the correct engine, gearbox and brakes for the chassis number 16019 with registration license CKW444.

Sadly, Dick Brockman passed away, but this superb Lagonda, with the Brockman Midas touch, is a unique representation of his excellence melded with the magnificence of the Lagonda marque. It has been owned by the current family since 1957 and presents today in superb condition, offering a great opportunity to own a fabulous and one-off automobile.

\$160,000 - 220,000

88.**1967 JAGUAR E-TYPE SERIES 1 1/2 4.2 ROADSTER**

Chassis no. 1E15925

Engine no. 7E14020-9

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

- ★ Largely original and preserved example
- ★ Fitted with factory-type hardtop
- ★ Numbers-matching example in the factory livery
- ★ In singular ownership for several decades

**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.

Facing safety and emissions concerns, largely from the United States, starting in August of 1967 Jaguar began producing what has been named the "Series 1 ¼ and ½" XKE. The differences were subtle, though important. The trio of SU carburetors that breathed life into the E-Type since its introduction were replaced with a duet of more efficient Stromberg Carburetors, the interior toggle switches were replaced with safer rocker switches, and the knockoff wheels were modified to have more center hubs without

wings. These changes, along with further evolutions that continued through the next series of XKEs, are the reasons that the Series 1 remain the most desirable examples.

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

Completed on July 11th, 1967, this open two-seater left Jaguar's production facility in Coventry as it appears today. The left-hand drive car was destined for the US market, and equipped as a series 1½ example, with the later headlights, yet retaining many of the early series one production features. A black plate California car, this E-Type benefitted from several decades with just one owner, who took great care to preserve this beautiful Jaguar.

After covering just over 50,000 miles, this Roadster was stored for years, away from environmental harm in a garage in Southern California. It was recently rediscovered and is very complete, still accompanied by its original Becker Europa radio, owner's manual, spare keys, jack, spare wheel, original hardtop, boot cover and a ladies foot rest. Sporting much of the original Carmen Red over black color

combination it had when it left the factory 51 years ago, the Jaguar is remarkably original throughout. The body appears quite straight and well detailed, save some inevitable wear from such an original car. The original black leather interior shows a lovely patina and remains intact and inviting. After its rediscovery, this E-Type was tended to mechanically to make it roadworthy after years in stasis and is in good working order. The 4.2-liter XK engine and fully synchronized 4-speed transmission perform dutifully and are original to the car. This particular E-Type Roadster offers great originality, completeness, and the added excitement of being one of the last Series 1 E-Types built.

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

Please note, this vehicle is titled under Chassis No. J671E15925.

89.

1954 ARNOLT-BRISTOL ROADSTER

Coachwork by Bertone

Chassis no. 404/X/3000

Engine no. 100D754

1,971cc OHV Bristol 6-Cylinder Engine

Triple Solex Carburetors

130bhp at 4,200rpm

4-Speed Manual Transmission

4-Wheel Hydraulic Drum Brakes

- ★ *The original factory prototype of the rare and legendary model*
- ★ *Recipient of a meticulous mechanical and cosmetic restoration*
- ★ *Exceptionally well-documented history, including period racing outings*
- ★ *Eligible for some of the most prominent tours and concours events worldwide*



THE ARNOLT-BRISTOL

Stanley "Wacky" Arnolt was definitely one of the more intriguing characters in American Automotive History. Having earned the nickname "Wacky" by crossing Lake Michigan alone in a 14-foot boat in heavy fog, a distance of some ninety miles in open water. Having made his fortune in WWII selling boat motors, 'Wacky' Arnolt was able to indulge his lifelong love of automobiles and by 1952 was a regional BMC distributor and US distributor for Bristol cars.

In 1952, a visit to Bertone led to Arnolt buying a stake in the Italian company and arranging manufacture of Bertone-bodied Arnolt MGs. His next venture made use of the Bristol connection, the UK manufacturer's 404 getting the Bertone designed body treatment in 1953. Despite being based on a Pre-war BMW design, the 328, the Bristol possessed

one of the finest chassis of its day and its 2.0-liter six-cylinder engine was one of the most efficient around.

The engine in D2 tune produced in excess of 150 bhp and before long the pretty Arnolts were making their mark in production sports car races in the USA. After class wins at Sebring and Le Mans in 1955 and 1956 the works team was disbanded in 1957, but returned to Sebring in 1960 to capture class and team awards yet again. Production ceased in 1963 after a total of 130 cars had been sold. Twelve cars were destroyed in a Chicago warehouse fire, and it is believed that just 90 survive.

Arnolt-Bristols were available in three different models; the Deluxe, the Bolide, and the Coupe. The deluxe was the more road friendly version and fitted with bumpers and folding top, while the bolide was more or less a race trimmed vehicle.





Walter Tormohlen in 404X3000 at the Louisville Fairground, 1957



THE MOTORCAR OFFERED

In 1953 Wacky successfully negotiated with Tony Cook to build specially bodied Bristols for the US market. According to the Wacky Arnolt ledger, chassis 404/X/3000 was the very first and prototype example of the rare model, and the chassis was dispatched to legendary Bertone coachbuilders in Turin Italy in 1953. Bertone had a few challenges when dealing with the Bristol chassis, the main problem was that the BMW based Bristol engine was very tall. Luckily for Bertone, the genius automotive designer Franco Scaglione, who had designed the ground-breaking Bat Cars, was well up to the task.

Once clothed in the sporty and elegant Spider Bertone bodywork, 404/X/3000 was sent to England for testing and remained there until it was shipped to New York and received there on February 1, 1954, before delivery to Columbus Sports Cars in Columbus, OH

followed in March. Wanting to demonstrate the looks and sporting capabilities of the new Spider, Bob Fergus (proprietor of Columbus Sports Cars) raced 404/X/3000 at the Andrews Air Force Base races, and several other Midwest sports car events in period. The car then passed to a Mr. Richard Ross of Columbus, Ohio, with whom records indicate the car remained with until 1957, when it was sold to Raymond Motors in Cincinnati. It was then purchased by a Mr. Walter Tormohlen, who was the first owner to register the car for road use.

Walter Tormohlen raced the car for a time with the Bristol engine, but later fitted a fuel injected 283 cubic inch Chevrolet engine. He also painted the car white, and in this trim the car he finished first in the novice race at the Louisville Fairgrounds. Walter retained the car through 1965 when it passed to a Mr. Bob

Schifrin. In his ownership the car was painted blue, and he added small bumpers to the grill, before parting with the car in 1968. The car passed through three other documented owners, before being purchased by a Mr. Matt Shuck.

In the early 1990s the previous owner, an ardent vintage car enthusiast, learned about the prototype Arnolt-Bristol Spider from a work colleague; the brother of Matt Shuck. After two years of persistent chase, Matt agreed to show the car to the interested buyer. The car was located in Joliet, IL and had been laid up in a shed for over 13 years. At this time the car was in barn find condition and missing its engine and transmission, but it was more or less complete. After his purchase, the new owner began an extensive and meticulous restoration, one that would take nearly two decades to complete.



To ensure the correctness of the restoration, a parts car was sourced, from which a correct engine, gearbox and rear axle were used. Of interest is that the gearbox actually came from one of the 12 Arnolt-Bristols that were lost in a warehouse fire, so as a result is close to brand new. Over the next couple of years, the engine was rebuilt from original parts sourced by the owner.

The body and chassis was sent to noted restorer Restorations Unlimited in Cary, IL, where it was comprehensively restored. The paintjob was trusted to the Appenzeller Brothers of Milford, IN, and the original color of red was chosen for refinishing. Lastly it was time for upholstery and weather equipment, and it was decided to trim the car in tan leather, and then use tan canvas for the top and tonneau cover. The end result of this

decade long restoration is truly stunning, as is evident in a close inspection of the car today. While in the hands of the consignor, further refurbishment and tuning work has been performed, in the effort to make this prototype Arnolt-Bristol Roadster ready for rallies and tours. This recent work was performed by Al Prueitt & Sons Restoration of Glen Rock, PA. With its period competition history, prototype credentials and extraordinary documented restoration, this is indeed an opportunity to acquire a very rare and special car from the Golden Era of sportscar manufacturing and racing. Eligibility to multiple prestigious motoring events worldwide, where in capable hands the car would be most competitive, as well as the finest Concours d'Elegance events.

\$375,000 - 450,000

90.

1986 ASTON MARTIN V8 VOLANTE

VIN. SCFCV81C8GTL15449
Engine no. V/585/5449/LFM

5,340cc DOHC V8 Engine
Weber-Marelli Fuel Injection
300bhp at 6,000rpm
5-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Desirable narrow-body, 5-speed manual LHD US-delivery V8 Volante*
- ★ *Sinister, triple black livery*
- ★ *Fitted with European chrome bumpers*
- ★ *Brute force sheathed in British refinement*



THE ASTON MARTIN V8 VOLANTE

Aston Martin had initially 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.

The V8 Volante received periodic upgrades and refinements as the Saloon or Coupe version did, adopting the era-defining BBS wheels in 1983, and then switching to Weber-Marelli fuel injection – and a flatter bonnet – in 1986. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', and counted a total of 849 cars. The last V8 Volantes were built in 1989.



THE MOTORCAR OFFERED

Factory records show that left-hand drive chassis number '15449' was manufactured for the United States market and delivered complete with the optional Vantage front air dam, while the original finish is recorded as 'Cannock Black – Masons'. Sold new to Texas, the triple black V8 Volante spent the first score of years in the US—with roughly the first decade spent in the Houston area and the split between Miami and upstate New York—before it was acquired by a German Aston Martin enthusiast and owner of a number of modern examples in February 2006. During its tenure in Germany, the bumpers were changed to the European specification. Keeping the car until 2013, it was garaged and serviced annually by a local specialist, with receipts for general mechanical and cosmetic services totaling in excess of €20,000.

Sold at Bonhams' Aston Martin Sale in 2013, it returned stateside and soon found its way into the current owner's garage. Driven less than 600 miles in the present ownership, it received a thorough mechanical and cosmetic service—including fresh oil, brake fluid, and anti-freeze as well and new air cleaners, spark plugs, differential lubrication, and extensive interior cleaning and leather treatment as well as paint detailing and touch-up—at the end of May of this year at a cost of over \$3200. This sinister, triple black, US-delivery example of the V8 Volante with the rare and desirable 5-speed from new—and now fitted with the attractive European chrome bumpers—is the perfect addition to any collection and no doubt represents one of the most sought-after varieties of the V8 among enthusiasts.

\$225,000 - 275,000

91.

1955 LANCIA AURELIA B24 SPIDER AMERICA

Coachwork by Pinin Farina

Chassis no. B24-1047

Engine no. B24N-1131

2,451cc OHV V6 engine

Single Weber 40 Carburetor

118bhp at 5,300rpm

4-Speed Manual Transmission

Sliding Pillar Independent Front Suspension and De Dion Rear Axle

4-Wheel Hydraulic Drum Brakes.

- ★ One of 59 Right-hand drive B24 Spider Americas built
- ★ La Dolce Vita encapsulated in a motorcar
- ★ Believed four owners from new
- ★ Matching numbers confirmed by Lancia Storico
- ★ Offered from an important private collection



THE B24 SPIDER AMERICA

Race developed V6 engine, superlative handling and sensational Pinin Farina styling: these are the ingredients of a sports car classic and the Lancia Aurelia B24S Spider America has them all.

Lancia's classic Aurelia, the first car ever to employ a V6 engine, was launched at the 1950 Turin Motor Show. An advanced unitary construction design, the 1.7-liter Aurelia featured all-independent suspension and a combined gearbox/rear transaxle on which were mounted the inboard brakes.

The sedan was joined the following year by the Pinin Farina-styled B20 Coupé, a fastback '2+2' on a shortened wheelbase which, with its combination of sports car performance and sedan-like practicality, can be said to have introduced the Gran Turismo concept

to the world. Introduced in 1953, the 3rd and subsequent series B20s were powered by a 2,451cc, 118bhp version of the pushrod V6, and this was adopted for the B24 Spider, also called the 'America', launched in 1954.

Acknowledged as one of Pinin Farina's masterpieces, the Aurelia B24 Spider combined sporting characteristics with an elegance that presaged another of the Torinese *carrozzeria's* great works, the Alfa Romeo Giulietta Spyder of 1955. For the B24 Spider the Aurelia B20 chassis was further shortened and came with a floor-mounted gearchange as standard. Its performance equaled that of the B20 Coupé, top speed being in the region of 115mph (185km/h).

Unusually clean lines enabled the Spider to achieve what was an exceptional performance

for an open car of the period, being unencumbered by external door handles (there were internal pull-cords) and benefiting from a gracefully curved wraparound windscreen, and the model's signature styling feature, split bumpers front and rear. Only 240 B24 Spiders were manufactured during 1954/55, and today the model is one of the most sought-after of post-war Lancias. Of those cars, 181 were to left hand drive, and the balance right hand drive, their nomenclature reflecting the difference, the 'S' suffix on B24S standing for 'Sinistra' or left, not 'Spider' as is sometimes suggested.







THE MOTORCAR OFFERED

This beautiful America Spider is understood to have been delivered new in July 1955 to the Italian home market to custodians who would retain the car for much of its life. It was supplied in right hand drive form as new, a configuration which was reserved for only one quarter of production of the model, a mere 59 units.

According to information provided by Tony Nicosia, factory records confirm this to have been supplied in grey livery with a grey interior. We are told that the original owner of this car was intent on campaigning it on the Mille Miglia, as one might wish to today, and that in preparation he would make nighttime high-speed exercises with the car, aided by auxiliary lights he fitted. The tale goes that this aspiration was rather dampened when one such evening landed he and the Lancia in the

Naviglio Grande Canal in Milan. While the car was apparently unscathed, and extracted with ease, this curtailed his intentions and the Mille Miglia wasn't pursued any further!

By the 1990s we are told that this treasured Lancia still rested with its original family, when it was acquired by Fausto Cammarata in Florence, Italy. By this stage, it is reported that although very original and still with its original engine, after 40 or so years of ownership the car deserved a 'birthday' in the form of refurbishment. Mr. Cammarata commissioned a full rebuild by noted Florence based restorers Officine Bartali, run by Duilio Bartali. The results of this extensive rebuild can be seen on the pages of the popular magazine *Routeclassiche* in October 2000, accompanying the car, where it now sported period correct Borrani wheels. Cammarata

passed the car on later to one further owner who in the mid -2000s would again return to Bartali for a freshening of its restoration just prior to its arrival in the present collection in 2008. Over the course of nearly a decade of the current ownership, the America Spider has been enjoyed for British and Continental driving on occasions, yet for what amounts to a modest accrual of mileage over this time. In recent years its interior was renewed, and a very rare Nardi performance kit was sourced and fitted, consequently, it has a little more power than it was born with. It remains tidily presented and ready to tour and enjoy.

One of the most iconic pieces of automotive design, these Lancias have rightly become increasingly coveted in the last few years.

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

92.**1977 PORSCHE 911 CARRERA 3.0 TARGA**

Chassis no. 9117610595

Engine no. 6671638

2,994cc SOHC 6-Cylinder Engine
 Bosch Fuel Injection
 210bhp at 6,000rpm
 5-Speed Manual Transaxle
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Rare and desirable model not available to the US
- ★ Recent mechanical and cosmetic sorting
- ★ Gorgeous Ice Green Metallic paint
- ★ Rebuilt matching numbers engine
- ★ The Carrera 2.7RS Successor

**THE PORSCHE 911**

Porsche revived the evocative “Carrera” name for its top-of-the-range 911 supercar in 1973. Designated “Carrera RS” (RennSport), the newcomer was intended as a limited-edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was later progressively extended, ending up at 1,590 units. Revised suspension and wider wheels improved the handling, while the Bosch mechanically fuel-injected, 2.7-liter engine’s 210 horsepower maximum boosted top speed to within a whisker of 150mph.

The next major development was the arrival of a new 3.0-liter engine, derived from that of the Type 930 Turbo.

Introduced in the autumn of 1975 as a 1976 model, the 3.0-liter Carrera was destined for a relatively short life, disappearing when the 911 range was upgraded to “SC” specification for 1978. Its introduction marked an important development in the 911’s production process: the adoption of Thyssen anti-corrosion zinc coating for the steel body panels, which was a vast improvement on previous methods. Also new was a five-blade cooling fan (replacing the preceding 11-blade unit) which ran faster to improve alternator output.

The 3.0 Carrera pioneered the new Bosch K-Jetronic CIS fuel injection and was one of the earliest Porsches to attain reasonable fuel consumption without a significant performance loss. In addition, the 3.0s have the six-bolt flywheel and a crank from the Carrera RS and became the basis for all future 911’s up to 1989, including the SC and 3.2 Carrera.





THE MOTORCAR OFFERED

Only 646 3.0 Carrera Targas were built in 1977. Of those, only 365 were left hand drive models—a rare car indeed. This intoxicating European specification example is finished in its original color of Ice Green Metallic over a black interior with Porsche factory plaid inserts. This is the successor to the 2.7RS and the Carrera that was never made available to customers in the US. The car's second owner imported it to the States in 1985. Since being imported, the car has lived a pampered life in the hands of marque enthusiasts.

Under the care of the consignor, the Euro 3.0-liter Targa has recently been treated to an engine rebuild by Rennwerke Porsche of Elmsford, New York. While the engine was out for the rebuild, the car had many other items refreshed including the Koni shocks and new bushings all around.

The accident and rust-free body was taken down to bare metal and resprayed in its original Ice Green Metallic color. Moreover, the interior received a freshening with new carpets and reupholstered seats. The rare and desirable "Fatty" steering wheel, which is thicker than the standard wheel with a lower center hub allowing better visibility of the gauges, has also been fully restored. The factory Fuchs alloy wheels were sent to Harvey Weidman where they received a factory RS style finish before being fitted with new Pirelli tires. The car has been gone through from top to bottom to ensure that it is sorted and ready to be enjoyed by its next fortunate owner.

The Carrera 3.0 is a historically significant model, bringing together elements of two of Porsche's most legendary cars. It was the new incarnation of the 1973 Carrera 2.7 RS and was the only Porsche to share the awesome new 930 Turbos die-cast aluminum engine case and gearbox housing. The 3.0 Carreras represent one of the best kept secrets in the Porsche market. They are not only a limited production model, but also offer incredible performance and driver feedback.

**\$115,000 - 145,000
WITHOUT RESERVE**

93.

1913 ROLLS-ROYCE 40/50HP SILVER GHOST LONDON-EDINBURGH TOURER

Replica Coachwork in the London-Edinburgh style by Kenneth Neve

Chassis no. 2371

Engine no. 10K

7,428cc L-Head Inline 6-cylinder Engine

50bhp at 1,500rpm

Single Updraft Carburetor

3-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

- ★ Originally supplied to noted Parisian Jeweler Albert Janesich
- ★ One of only 188 London-Edinburgh Silver Ghosts built
- ★ Comprehensively restored inside and out
- ★ Ideal long-distance touring car eligible for many exclusive events



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. The 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. 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 miniscule 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, perhaps Rolls-Royce’s most serious rival for the luxury car market. That Rolls-Royce were more effective in their marketing exploits and their engineering-excellence is substantiated by Edge’s retirement from Napier in 1912. Shortly after, Napier withdrew 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; 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, only 188 of the "London-to-Edinburgh" cars were built. The first production models were 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. Much like 1701, it 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.

[In addition, there are] multiple Brooks trunks, presumably fitted to the rear and accessories include 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." As 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," 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!

Like with many of these cars, the history became unknown until its rediscovery 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 were 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. Pain 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 arrived 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, 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 it on to the most recent custodian in 2014. Cosmetically the restoration stands up well today, with exquisite leather and stunning paintwork

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 - 850,000

94.**1973 PORSCHE 911E 2.4 COUPE**

Chassis no. 9113200635

Engine no. 6230907

2,341cc SOHC Flat 6-Cylinder Engine

Bosch Fuel Injection

165bhp at 6,200rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Extensive 2-year restoration
- ★ Numbers matching in original Bahia Red
- ★ Desirable end-of-the-run 2.4-liter 911
- ★ Last of the sought after "long nose" 911s
- ★ Brilliant tour and event car
- ★ Rare sunroof from the factory

**THE PORSCHE 911**

Porsche developed a reputation early on for their surprising performance from their small displacement rear-engine sports and racing cars. These "giant killers" could outperform cars with much higher horsepower figures by making light cars with incredible handling. This combination gave Porsches their truly unique driving characteristics and solidified their dedicated following of Porsche enthusiasts.

Starting in 1964 with the original 911, Porsche has produced a line of six-cylinder rear-engine sportscars that could compete with much more powerful cars thanks to their low weight and superior handling. The 911 quickly became an icon of performance and handling, offering a driving experience unlike anything else. The 911 has continuously evolved into a more sophisticated, powerful, and capable driving machine, as well as a reliable and usable car.

1969 ushered in the first major changes to the iconic Porsche 911. Retaining the unique and successful rear engine layout as well as the same basic styling, the majority of the changes to the 911 were internal. Dimensionally, the rear track and wheelbase grew, while the overall length stayed the same as the earlier cars. Mechanical fuel injection debuted this year as well as in top-of-the-line 911S and the new 911E. The 911E received its name from *Einspritzung*, the German term for injection. Slotted between the base-model 911T and the 911S, the E, which replaced the 911L "Luxus," featured improvements including a leather wrapped steering wheel, velour carpeting, vented brake discs, and golden script on the rear deck.





THE MOTORCAR OFFERED

This stunning 1973 Porsche 911E Coupe is the recent recipient of an extensive 2-year restoration. Beginning with a very solid and original car, the body was completely stripped before being finished in its original color of code 13, Bahia Red. The interior has been completely refinished with new carpets, headliner, map pockets, refinished gauges, and a new dashboard. During the interior restoration, the car was tastefully upgraded with RS Sport Seats containing Houndstooth inserts. Mechanically, the original matching numbers engine has been fully rebuilt and resealed in addition to the MFI injection system being re-freshened and re-calibrated. Under the car, new Koni shocks have been installed and all bushings and suspension parts have been replaced or freshened. Rounding out the restoration, the five original date stamped Fuchs alloys wheels have

been restored in California in the correct anodized factory finish by a well-known wheel specialist. New Dunlop 195/65 R15 tires have been fitted to all five wheels and new aluminum lug nuts have been installed.

In accordance with its COA, this U.S. delivered example retains its factory fitted electric sunroof and Blaupunkt radio. The car is fitted with S trim that includes aluminum rocker trim panels and S style factory front Spoiler. The U.S. required rubber bumperettes were removed in the front and earlier chrome bumperettes were used in the rear. European H4 Bosch Headlamps have been installed along with factory Bosch front and rear Euro marker lenses. Accompanying the car are its original manuals, factory tool kit, restoration invoices, and a COA. This well sorted, beautifully finished 1973 911E offers

an opportunity to acquire the final year of the highly desirable long hood, air cooled MFI 911 that is fully sorted and ready to be enjoyed.

**\$125,000 - 150,000
WITHOUT RESERVE**

95.

1946 DELAHAYE 135M COUPE

Coachwork by Van Leersum

Chassis no. 800311

3,557cc OHV Inline 6-Cylinder Engine
Single Solex Carburetor, 113bhp at 4,000rpm
4-Speed Cotal Pre-Selector Automatic Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

- ★ *Believed to be one of only three Delahayes bodied by this coachbuilder*
- ★ *Offered from a prominent Private European Collection*
- ★ *Not shown for many years*
- ★ *A CCCA Full Classic™*



THE DELAHAYE 135

Based initially at Tours, and from 1906 in Paris, Delahaye built its first automobile in 1894, and grew to become one of the most successful and innovative French luxury car manufacturers of the pre-war period. Delahaye started with building quality, belt-driven single and twin cylinder horseless carriages. His designs were so successful that he quickly needed significant investment to keep his business going. He was able to secure funding via some enthusiastic partners but, sadly, Delahaye did not live long enough to see his company's successes, and he died in 1905. But before he died, he hired some very influential and creative engineers who carried on his legacy with some truly spectacular machines. Many patents were issued to Delahaye prior to World War I and perhaps the most important were for a V6 cylinder layout as well as a twin-cam multi-

valve engine. For the 1910s, Delahaye as a company had quite amazing foresight

Its early products tended to be rather pedestrian, but then in 1935 came the first of a new generation that would change the marque's image forever: the T135 Coupe Des Alpes. A fine sporting car, the T135 was powered by an engine which, although designed for car use, had first appeared in a Delahaye commercial vehicle. The 3.2-liter, six-cylinder, overhead-valve unit produced 110bhp on triple Solex carburetors, while the chassis featured transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, center-lock wire wheels and Bendix brakes.

Delahaye improved on the formula the following year with the 3.6-litre, 120/130bhp

T135MS, and the sports version was soon making a name for itself in competitions, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1937 and 1938 respectively. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example and went on to take victory in Brooklands' "fastest road car in England" race against some formidable opposition.

The model reappeared post WW II as the 135M with the 3.6-litre engine and lasted in production until 1951. By this time Delahaye was in serious financial difficulty as a result of the French government's taxation policies, which heavily penalized cars of over 3.0 liters, and in 1954 was taken over by Hotchkiss. Delahaye had no in-house coachworks, so



THE MOTORCAR OFFERED

all its chassis were bodied by independents, which created some of their most attractive designs on the Type 135. It was a most fortuitous partnership, resulting in memorable automotive sculpture from the likes of Saoutchik, Henry Chapron, Franay, Graber, Pennock and Figoni et Falaschi.

One of the more popular markets for Delahaye was the Netherlands, where a number of the cars received convertible bodies by the English sounding Pennock after the war. This striking Delahaye Coupe is understood to have been built by one of the more obscure names in European coachbuilding, Van Leersum of Hilversum in the Netherlands. This company took the name of its designer, the visionary Jan van Leersum, who established his company in 1919 and remained in business until 1952.

Leersums's designs were generally rather avant garde, and through the 1930s he was focused on the vogue of streamlining, not only for cars, but also coaches and commercial light vehicles. He also addressed detail problems in his own inimitable style, with various novel accessory features such as

sunroofs and aerodynamic trunks. The Coupe would therefore have been one of the last cars that he created, and echoes some of the styling of a more well-known Delahaye that he bodied the year before.

According to research made by Jean-Paul Tissot of the Delahaye Club and respected author Richard Adatto, chassis 800311 would date from approximately 1946, and is therefore a transitional model, as for many of these cars they would have been constructed using parts that had been created before the war and then stored before revival of business operations. Whether it was delivered that year with the new Van Leersum bodywork, or whether that took some time is not known, but by February 1949, the car was registered as "9277 RQ 7" in the Paris, Seine registration region. Later on in its life it was in the hands





of Mr. Ennio Gianaroli, a noted Italian collector domiciled in Belgium, where it would have shared a stable with a number of Ferraris, such as a 340 America. He is thought to have parted with it around 1980. A photo from this period is depicted in the Tissot authored book *Delahaye – La Belle Carrosserie Francaise*. After various ownerships, the car joined the present collection in the mid-2000s, where it has been part of a collection including some of the greatest automobiles that its nation built and numerous examples of its breed.

Prior to this ownership the Delahaye underwent some restoration work, which has cleverly focused its attributes on the dividing “fin” on the trunk lid, with the addition of a divided rear window trim piece, and generally glamorized it with its disc wheels upgraded to chrome wires and bumpers replaced

with Figoni-style “blades”. A two-tone color scheme has been used to play up the side moldings which were always accented with staggered chrome trim pieces. The effect of this is certainly a success.

The concours lawns are frequently graced with examples of collaborations between Delahaye and the multitude of European coachbuilders that exercised their craft on the Delahaye chassis, but even among those cars this will likely stand out as an intriguing and individual design.

\$450,000 - 550,000

96.**1972 VOLVO P1800 ES SPORT WAGON**

Chassis no. 1836353-002451

Engine no. 2375

1,986cc OHV 4-Cylinder Engine

Bosch Fuel injection

124bhp at 6,000rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ *Highly-collectible 1970s Sport Wagon*
- ★ *Gorgeous light blue metallic exterior*
- ★ *Desirable manual shift model with overdrive*
- ★ *Recent sympathetic restoration maintaining the car's authenticity*
- ★ *Just over 56,000 original miles*

**THE VOLVO P1800 ES**

Introduced in 1960 and popularized by *The Saint* television series, Volvo's stylish P1800 sports Coupe, was something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built by Jensen Motors until production transferred to Sweden in 1963. Breathing through twin carburetors, the sporty Volvo was a true 100mph-plus car. Fuel injection was standardized in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes arriving at the same time. By the end of the 1960s, the model was beginning to look dated, but the introduction of the 1800 ES sports estate extended its lease of life into the early 1970s. These remain among the most collectible and iconic station wagons ever produced.

THE MOTORCAR OFFERED

The 1972 P1800 ES is considered, by Volvo aficionados, as a highly desirable model with its small bumpers and sport wagon coachwork, featuring the frameless all-glass tailgate. This exceptional example was ordered from factory with special options of electric overdrive and AC. The car was originally owned by a Volvo collector in the Mid-West. It was then acquired by a marque devotee who cared for the car until he stopped driving in his 80s. In 2017, this P1800 ES was purchased by the consignor, who was specifically drawn to the car's low mileage and original condition. He orchestrated a sympathetic restoration, maintaining the best original components wherever possible, including the original dash pads, seats, door panels, headliner, handles, mirrors, and glass.

The brightwork was professionally polished and the AC system serviced, while the radiator received a rebuild and the bumpers were replaced. Finally, the P1800 ES was re-dressed in its original color—stunning light blue metallic. As close inspection will corroborate, the standard of the paintwork is exceptional—creating a mirror-like finish.

These fabulous P1800 ES sports wagons are renowned for their longevity and stamina, with several examples showing original miles in the upper six-digit figures. This Volvo has only 56,000 miles on the odometer and, in its current mechanical condition (complete with functional factory optional overdrive), is likely to run for many years with continued care and maintenance by an appreciative marque enthusiast.

\$60,000 - 80,000
WITHOUT RESERVE

97.

1952 JAGUAR XK120 FIXED HEAD COUPE

Chassis no. 680278
Engine no. W6463-8

3,442cc DOHC Inline 6-Cylinder Engine
Twin SU Carburetors
160bhp at 5,000rpm
4-Speed Manual Transmission
Independent Front Suspension – Live Rear Axle
4-Wheel Drum Brakes

Without Reserve

- ★ *Lovely “Barn Find” condition XK120*
- ★ *Numbers-matching example delivered new in British Racing Green*
- ★ *A great base for a concours restoration*
- ★ *Timeless styling and elegance*



THE JAGUAR XK120

The XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking Jaguar caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile - maybe even more so in the Fixed Head Coupe form. The heart of the XK was the newly developed DOHC straight-six engine which offered much power and torque and would later become the powerplant used in both the C and D-Type sports racing cars. The XK120 remains one of the most collectible Jaguars of all time.

THE MOTORCAR OFFERED

This XK120 Fixed-Head Coupe was completed on November 3rd, 1952, sporting British Racing Green paintwork over a tan leather interior and was destined for the US market, originally sold through Hornburg Jaguar in Los Angeles, California. Early in its life, a Motorola AM Radio was installed, and the exhaust system was customized, abandoning the single exhaust for a twin exhaust that intriguingly exits through the rear fenders. Additionally, the British Racing Green paintwork was replaced with the red hue it wears today. Later, the car sat undisturbed and forgotten for years in a storage contained before being rediscovered just recently. Today, this “barn find” Jaguar represents a wonderful base for a comprehensive restoration.

The original tan interior remains, along with the original engine and many mechanical components. Importantly, this numbers-matching Coupe is largely complete, making this an excellent candidate for restoration. One can imagine this XK120 Fixed-Head Coupe being fully restored back to its original British Racing Green livery, and once again used as intended for high-speed, spirited drives and to be proudly displayed at car shows. Its Jaguar Heritage Trust Certificate is included in the sale.

\$55,000 - 75,000
WITHOUT RESERVE

Please note, this vehicle is titled under the model year 1953.

98.

2016 FERRARI F12TDF

VIN. ZFF81BFA6G0217723

6,262cc DOHC V-12
769bhp at 8,500rpm
7-Speed Dual Clutch Transmission
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ 1 of only 799 examples produced
- ★ Exquisite special order livery with extensive options
- ★ Ferrari Classiche Certified
- ★ Strikingly beautiful limited production Ferrari



THE F12TDF

Introduced to the motoring public at the 2012 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. Evo magazine declared:

The company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds. It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability.

Ferrari's gorgeous new Berlinetta was soon garnering critical accolades, being voted "Supercar of the Year 2012" by Top Gear magazine. Furthermore, in 2014 it received the coveted "Premio Compasso d'Oro ADI," one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that "the heart of every Ferrari is its engine." and the F12's 6.3-liter, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the "Best Performance" and "Best Engine above 4.0-liters" categories in the 2013 "International Engine of the Year Awards." With 730bhp on tap, this class-leading power unit—one of the most powerful ever installed in a Ferrari road car—delivers stupendous performance, propelling the F12 to 100km/h (62mph) in 3.1 seconds on its way to a top speed of 211mph. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo. Even the hardcore 599 GTO was slower.

But these days even a supercar has to make the odd concession in the interests of fuel economy, and with this in mind, the F12 incorporated Ferrari's HELE stop/start system that reduces consumption when idling. Paddle shifters mounted on the steering wheel—an innovation pioneered by Ferrari in Formula 1—had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the F12's steering wheel, while improved carbon-ceramic brakes helped keep things in check.

The engine/transmission package was mounted in an aluminum spaceframe chassis—developed by Ferrari's close neighbors and long-time collaborators,





Carrozzeria Scaglietti—that represented significant gains in rigidity and weight reduction when compared with the preceding 599 GTB. As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.

Styled by the Ferrari Styling Centre and Carrozzeria Pininfarina, the F12's voluptuous body restated the traditional “long bonnet, small cabin, short tail” look in a manner suggesting muscular horsepower, while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. A significant aerodynamic development was the “Aero Bridge”: an under-body air channel running from front to rear that increased down

force while exerting less drag than an external wing. Moreover, “Active Brake Cooling” ducts had been adopted for the same reason, opening only when the brakes required cooling while remaining closed at other times to reduce aerodynamic drag. The result was a remarkably low-drag coefficient of only 0.299. Based on that of the Ferrari FF, the “Frau leather” interior featured aluminum, Alutex, and carbon fiber trim. The F12's optional accessories were extensive, though pricey. Who would have thought that a carbon fiber cup holder could cost £2,112?

In October 2015, Ferrari announced a limited-edition variant, the F12tdf. Its nomenclature referencing a competition variant of the 250 GT, so named following the latter's many victories in the “Tour de France Automobile” in the late 1950s/early 1960s. Like its illustrious

predecessor, the F12tdf was a lightweight, track-focused model aimed at wealthy connoisseurs and gentleman racers; only 799 were built during the 2016 and 2017 seasons.

The F12tdf used the same 6.3-liter V12 engine as the standard car, albeit modified to produce 769bhp, while deleting much of the leather/aluminum interior trim in favor of Alcantara and carbon fiber. Together, with swapping many exterior aluminum panels for carbon fiber, this helped shed some 110kgs from the total weight. The result was a reduction of the 0-100km/h to 2.9 seconds while the claimed top speed was now “in excess of 211km/h.” Around Fiorano, the F12tdf was 2.0 seconds quicker than its standard sibling.



THE MOTORCAR OFFERED

This limited production Ferrari F12tdf was custom ordered through a North American Ferrari driver dealer where its original owner took delivery of his masterfully specked supercar. The exterior is adorned with special order Grigio Ferro Metallic paint with extensive carbon fiber throughout. The interior is extensively swathed in matt carbon fiber and Blu Scuro Alcantara with Blu Sterling accents. The custom specifications added well over \$100,000 to the car's original sticker price. Upon viewing the completed work of art, it was clearly money well spent. To protect the stunning paint and carbon, the majority of the exterior was wrapped in a clear protective material to ensure it was protected from the elements.

From the time of delivery to the present moment, the original owner has only put

4,602 miles on the car. Throughout that time, all recommended services were carried out at Ferrari. In 2016, while in parking garage, the front-end received some minute damage to the bodywork. Photos of the car following the incident are on file. Rather than taking the easy and inexpensive way out and having the bodywork repaired, wanting to keep the car unmolested with original factory applied paint, the owner made the commendable decision to commission Ferrari to re-manufacture the complete specialized front bumper and fender and apply the Grigio Ferro Metallic paint to them at the factory. After the parts were replaced, the car was Ferrari Classiche Certified where it received a spotless certification. Currently, the car is in immaculate condition with hardly any discernable evidence of use.

Accompanying the car are its original factory supplied accessories, window sticker, and Ferrari Classiche Certification with book. The F12tdf is truly a modern-day collectible that will continue to be held in high esteem by collectors and enthusiasts alike. This F12tdf is surely one of the most well thought-out and desirable builds to leave Maranello. As such, the sale of this beautifully sculpted limited production supercar presents an incredible opportunity that should not be missed.

\$775,000 - 975,000

99.

1948 ALFA ROMEO 6C 2500 COMPETIZIONE

Chassis no. 920002

Engine no. 921002

2,443cc DOHC 6-Cylinder Engine

3 Weber 35 DCO Carburetors

Estimated 160bhp at 5,500rpm

5-speed manual gearbox (original 4-speed included)

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *The only original survivor of three Competizione Berlinettas*
- ★ *Consecutive years of Mille Miglia and Targa Florio competition*
- ★ *Nestled among Michel Dovaz's "Sleeping Beauties" for 40 years*
- ★ *Matching numbers and exceptional, well-documented provenance*
- ★ *Exceptional 69-year file of original documentation*



THE 6C 2500 COMPETIZIONE

Alfa Romeo scrambled to rebuild its Portello factory after WW2 and adjust to a new world without German competition or its own racing department Scuderia Ferrari, which would soon become an archival.

Aerodynamic advances meant that closed Berlinettas were superseding open Spiders and the result was the aggressive Tipo 46 6C 2500 Competizione, which pointed the way to the future. Alfa Corse shortened and lightened pre-war 8C 2900 frames in 1948 to produce three elegant coupes, which were bodied by Alfa themselves.

The new 6C 2500 Berlinetta had a wheelbase of only 100 inches and the old 8C 2900 frame was cut in front of the rear wheels. It kept the original suspension points, and cross members of the 2900B frame were

drilled to save weight. The independent front suspension was adapted from the Tipo 308 monoposto, but the rear used the 2900's transverse spring, with trailing arms and the brakes were adapted to fit Borrani wire wheels.

The car was designed to win the Mille Miglia, Italy's most prestigious automotive event from 1927-1957. It defined Grand Touring and attracted as many as 5 million spectators over 1,000 miles of racing along coastal and mountain roads and through small towns around Italy.

The first post-war Mille Miglia in 1947 had been won by Clemente Biondetti and Emilio Romani in an Alfa Romeo 8C 2900 Berlinetta. They beat a record field of 150 entries, including a hard-charging Tazio Nuvolari in

a Cisitalia 202 SMM Spider, who was 2nd. Encouraged by this result, the first of the 6C 2500 Competizione coupes 920001 was prepared for Consalvo Sanesi and Zanardi Sala for the 1948 Mille Miglia as #1047. Sanesi was an Alfa Romeo works driver and the car showed much promise, but he crashed it severely, tearing off the roof.





920002 at the Mille Miglia



THE MOTORCAR OFFERED

Meanwhile, privateer Franco Rol brought the second 6C 2500 Competizione Coupe, 920002 to the 1948 event, which had 167 entries. Rol was an Italian aristocrat, a successful chemical manufacturer and a competitive racer, and 920002's extensive photo file even shows the delighted buyer taking delivery of his new car. Rol and co-driver Alessandro Gaboardi entered the Mille Miglia as #20, but did not finish, also running off the road, though not as seriously. Undeterred, Rol entered the Coppa d'Oro delle Dolomiti and won his class, finishing 5th overall.

Franco Rol began 1949 on March 19 at the Targa Florio in Sicily. He and co-driver Vincenzo Richiero had gained a commanding lead until slowed by a broken fuel line, ultimately finishing a commendable 2nd

overall. On April 24 the pair returned to Brescia for the Mille Miglia. Entries had swelled to 303, the largest ever field, but the pair were encouraged by their performance in Sicily and managed a class win and a spectacular 3rd place behind two Ferraris. Rol's 6C carried #648 in the race, which is the number it wears today.

The proud owner followed up with a 3rd place in July's Coppa d'Oro delle Dolomiti and finished his season by winning the Circuito di Pescara in mid-August. When Rol couldn't make it to a race, he was apparently inclined to lend his car to friends. Thus in 1950 Giovanni Alessi took 920002 to the Vittorio Veneto-Cansiglio race (3rd), Treponti-Castelnuovo race (2nd) and Trieste-Opinica (5th). Mario Bornigia (who had won the 1950 Targa Florio) finished 9th in the 1951 Coppa d'Oro delle Dolomiti.

Rol started the 1950 season at the Targa Florio again and finished 2nd in his class and 6th overall, a strong result for a car in its 3rd season. He and Richiero entered the Mille Miglia again in April as #720 but luck wasn't on their side and they DNF'd. However 920001 had reportedly been rebodied by this point to closely resemble 920002, and Juan Manuel Fangio and Augusto Zanardi scored a podium finish for Alfa Romeo by finishing 3rd as #730.

The third of the competizione coupes, 920003, was bodied later by Touring in a somewhat similar style, with a 3-liter engine, as the 6C 3000 C50. It was also entered in the 1950 Mille Miglia, driven by Sanesi, who crashed catastrophically, once again! The car was deemed un-rebuildable by the factory, though the engine survives in its museum.



Rol would enter the Mille Miglia once more with 920002 in 1951, partnered by Gino Munaron but they did not finish and Rol decided to move on. He and Munaron would campaign a Siata 208S in 1952, finishing 12th in the Giro di Sicilia and 11th in the 1952 Mille Miglia, after which Rol bought a Ferrari 250MM.

In July 1951, Rol sold 920002 to Dennis Spagnol in Lausanne, Switzerland who campaigned it locally and modified the grille with vertical bars and driving lights. Spagnol passed the car on to Jean Charles Munger of Thonex, Switzerland in October 1953. Thonex overhauled the coupe mechanically and reconfigured the nose and grille to resemble a Ferrari egg crate.

The next sale was to guarantee 920002's

survival, but hardly to preserve it. In November 1954 Swiss car collector Michel Dovaz bought the 6C 2500 and condemned it to a leaky horse barn with 50 other unrestored classics at his chateau outside Paris - for the next 30 years. Surrounded by equally desirable Bentleys, Ferraris, Rolls-Royces, a Cord and a number of Bugattis, the Alfa Romeo collected dust and mice until photographer Herbert W. Hesselmann immortalized the collection in his 1983 coffee table book *"Sleeping Beauties"*.

Alerted that his secret was out, Dovaz began to move his collection to the more discreet setting of a museum in Bordeaux. Then he transferred 25 cars to the Chateau Sarlat-la-Caneda museum in southwest France, without actually restoring them, merely displaying them in distressed tableaux. The one exception - more or less - was the

6C 2500 Competizione, which was quickly prepared by the Club Alfa Romeo de France for the 1984 Mille Miglia Storica.

When 920002 was prepared for the 1984 Mille Miglia, it was mostly fixed up to be driveable, as numerous repairs and modifications had been made over the years. It wasn't until 1995 that Alfa Romeo specialist Raoul San Giorgi was able to buy it - the first time it had changed hands in 40 years - that the car's luck changed. San Giorgi sold it to Nicholas Springer in Germany but bought the car back later and restored it in Milan, exhibiting it at three prestigious events in 2003, the Concours Villa d'Este, Louis Vuitton Classic and the Concours Paleis Het Loo in the Netherlands.



Shortly afterwards, San Giorgi sold it to Washington State collector David Smith. Smith, a stickler for detail and authenticity, set out to restore 920002 in its original configuration. Having been raced and damaged over the years the 6C had undergone at least three different grille configurations, been fitted with the wrong size headlights (necessitating re-shaping the front fenders for the correct, smaller Carello units) and even lost its original engine.

Smith commissioned a third restoration, this time to be as accurate as possible to the car's original design. He recovered many of the pieces which had been removed or copied in various restorations and reinstalled them in 920002. The doors, rear body and inner structures are considered to be the original panels which left Portello in 1948. The current

hood is an even smoother creation than the original. Smith tracked down the original engine, rebuilt it and refitted it in the final stages of the restoration.

The car's design remains impressive, most particularly for the period of its construction. It's all business, but with wires, lines and hoses routed neatly, or out of sight. Raw aluminum panels decorate the engine compartment with evenly spaced rivets, and a spare set of spark plugs decorates the firewall. An examination of the underneath of the car indicates how the smooth panels assist its low wind resistance. The (conservatively estimated) 145 bhp engine was a masterpiece in its time and is still impressive, a double overhead cam 6-cylinder with an alloy cylinder head and triple side-draught Weber carburetors.

The driver's seat was reconfigured with a Porsche shell and leather padding, but the original seat is included. An internal luggage rack has been added to confine any items that need to be carried during modern competition. The car is currently fitted with a 5-speed gearbox from an early Alfa Giulietta, but the original 4-speed gearbox is included. The dashboard is a mix of elegant contemporary gauges and additional items, like a period stopwatch and kill switch which refer to the car's competition history.

The proof was in the pudding at Pebble Beach Concours in 2005 when the car scored 100 points and only missed out on a 1st in Class award because the brake light switch failed at a crucial moment. However all documents and original parts now accompany the car – far more than it could carry.



The car's enormous files include 84 pages of extensive newspaper magazine reports of all the car's races, hundreds of photos from competition to restoration – every period of its life, including some pictures of its lesser-known siblings. There is an original Alfa Romeo booklet with detailed specifications and a leather-bound Alfa Romeo binder. Also included is the original key fob from the 1949 Targa Florio race, surely unobtainable today.

Works race cars rarely survive, especially in times of duress, when the manufacturer is scrambling to keep the doors open and literally patching cars as fast as possible to maintain a presence on the circuit. Considering how hard this car was run in its early years, its survival probably can be credited to Michel Dovaz who hid it until its value could be appreciated, and it could be

painstakingly restored and appreciated, as it deserves.

All the evidence indicates without a doubt that this is the best documented and most original 6C 2500 Competizione model in existence and it is bound to be joyfully welcomed by organizers and spectators at any event for which it is eligible.

\$3,000,000 - 3,500,000

100.

1955 SWALLOW DORETTI

Chassis no. 1292
Engine no. TS5666

1,991cc Inline 4-Cylinder Engine
Twin SU Carburetors
90bhp at 4,800rpm
4-Speed Manual Transmission with Overdrive
4 Wheel Drum Brakes
Independent Front Suspension – Live Rear Axle

- ★ *Exquisite, nut-and-bolt restoration*
- ★ *The last recorded Swallow Doretti ever built*
- ★ *Extremely rare, one of 276 produced, 80 in existence*
- ★ *Excellent Sports car styling with aluminum bodywork*



THE SWALLOW DORETTI

In an effort to capitalize on a growing U.S. sports car market, the Swallow Doretti was conceived by a group of sports car enthusiasts, including Dorothy Dean who sold sports car accessories through her Italianized brand name "Doretti." On January 6th, 1954 the completely new, tubular framed, aluminum bodied, handmade Swallow Doretti was delivered to Dorothy Dean, who proudly displayed it in the Embassy Room at the Ambassador Hotel, Los Angeles, California. The Doretti was an instant success and returned to the UK with a long list of potential buyers, production began later that year in Walsall, England, where an 18-man workforce managed to hand-build five cars per week.

While the name Doretti deliberately suggests Italian machismo, this car is a true-blue Brit, as is evidenced by a cursory glance under

the bonnet. Comprising of an aluminum body over a tubular Moly chassis, the Doretti featured the reliable OHV TR2 engine, as well as the gearbox, rear axle, front and rear suspension, and most of the interior instruments and switches of that same model. The fenders were subtly flared, exuding an exotic racing stance, and were embellished with an appropriately Ferrari-style emblem, while the car actually offered all the reliability, simplicity, and availability of parts from the Triumph pedigree. American sports car enthusiasts were awed by the impressively throaty soundtrack, low-end torque, and race ready push-button start, a Swallow Doretti was "on the grid" at the inaugural SCCA sports car race held on September 10th, 1955 at Road America.

THE MOTORCAR OFFERED

Chassis 1292 is believed, by marque specialists, to be the last recorded production Swallow Doretti ever built. Moreover, it is certainly one of the most exquisite examples of the estimated eighty remaining examples left. The car was owned by an Air Force serviceman, who eventually placed it in dry storage in Riverside, California, complete with black California license plates dated 1963. Untouched for almost 50 years, the car was finally sold by the gentleman's daughter in October 2010 to the current owner. As an original, complete, and rare example of the Swallow Doretti marque, it was submitted for a first-class restoration. Over a period of three years, the car was disassembled, refurbished, restored, and renewed as necessary, with meticulous attention to the preservation of its authenticity. The Body work was painstakingly performed by Belnap of Lake Barrington IL.,



while the interior and upholstery work was entrusted to Ogden Top and Trim, Berwyn IL., whose restorations have won at Pebble Beach, Amelia Island, and the coveted Platinum Award at Palm Beach's Cavallino Classic Show. The engine was rebuilt with bigger valves, thus allowing for larger SU carburetors and an overall upgraded driving experience. The final engine tuning and dyno work was performed by Barry Sale of PHP race engines Wauconda IL., resulting in a 25% increase from the stock rating. Invoices, correspondence with marque specialists, and records pertaining to the car since 2010 are available to the prospective buyer.

Upon completion, the owner entered the Swallow Doretti in several shows and won numerous awards, including Amelia Island Concours, The Milwaukee Masterpiece, The Geneva Concours, the Concours d'Elegance

of America, where it was awarded the HVA "this car matters" award and an impressive "First Place" at the Vintage Triumph Register National Convention, held at Lake Geneva, Wisconsin in 2015.

This lovely award winning Doretti is accompanied by the original owner's manual, tool kit, and period sales brochure, in addition to the original carburetors, TR2 cylinder head, convertible top, hood sticks cover and tonneau. The factory identification plate stating the chassis, body and engine numbers is still riveted to the body panel, assuring the discriminating collector that this is a matching numbers car.

As one of only 276 Swallow Dorettis built, and the last production chassis recorded, this superbly restored example is rare and highly collectible. It is indeed the finest example

we have ever had the pleasure to offer. Described in the Doretti brochure as, "Power Graced by Elegance," this lovely example, in its beautiful factory livery with an upgraded engine configuration for an improved driving experience, is equally primed and prepped for the green of the concours, as it is for the grit of the road.

\$125,000 - 175,000

101.**1959 MERCEDES-BENZ 190SL**

Chassis no. 121042-10-015341

Engine no. 121921-10-015429

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

- ★ *Exquisitely restored numbers matching example*
- ★ *Elegant and desirable colors*
- ★ *Sold new to Paris*
- ★ *Nimble two-seat roadster*
- ★ *Iconic, forward-styling*

**THE MERCEDES-BENZ 190SL**

In 1954, Mercedes displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop. This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL 'Gullwing'. While the 190SL features a carbureted 1.9 liter inline 4-cylinder engine compared to the 300SL's direct-injected 3-liter slant six, they share basic engine design, suspension system, and level of detail and craftsmanship that defines Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, was paired with dual Solex carburetors and produced 120 horsepower. This powerplant was paired with a fully synchronized 4-speed transmission that sent power to the rear swing axles. The 190SL implemented the same suspension systems as the 300SL, affording it confident

handling and drivability.

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and through yet restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL as well, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels.

While the 190SL did not quite offer the performance of other sports cars of the era, the impeccable quality and attractive styling made the 190 a massive success- selling over 25,000 units before production ceased in 1963. Many of these models were delivered to the United States, where its driving demeanor and elegant styling were highly valued. The 190SL is an important part of the culture of small roadsters in the 1950s, as

it demonstrated how luxurious the platform could be.



THE MOTORCAR OFFERED

This gorgeous 190SL is beautifully presented in black (original color) over a tan leather interior, topped with a tan canvas soft-top. The combination oozes class, while really accentuating the car's elegant and understated design.

The car's first owner is reported to be a woman who had a residence in both Europe and the U.S. According to the Mercedes-Benz data card, the car was sold new to Paris on November 13, 1959, but also equipped for the U.S. The original owner would put the car's first miles on the odometer in Paris, before eventually sending the car to the states. The roadster would make its way into a serious Mercedes-Benz collection where it and its 300SL stablemate were treated to a comprehensive, nut-and-bolt restoration. Since the restoration was completed, the car has lived a pampered life and seen very limited

use. Today, the car is in outstanding condition, appearing as if it was just being picked up from the factory. The paint and brightwork is incredible, appearing to have infinite depth. The interior and engine bay are equally as impressive. The restoration was clearly carried out by a marque craftsman.

This gorgeous numbers matching 190SL will provide a lifetime of enjoyment for its next lucky owner. Whether you are looking to enjoy your favorite scenic roads in open motoring fashion or to compete in the most prestigious and competitively judged events, this superbly restored 190SL will do it all. Truly a great opportunity to purchase an outstanding example of this charming and iconic roadster.

**\$125,000 - 150,000
WITHOUT RESERVE**



102.

2011 FERRARI 599 GTO

Design by Pininfarina

VIN. ZFF70RCA9B0176914

5,999cc 48-Valve DOHC V12 Engine
Electronic Fuel Injection
661bhp at 8,250rpm
6-Speed F1 Electrohydraulic Transaxle
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ *Just one enthusiast owner from new*
- ★ *Rare and desirable, top-of-the-line model*
- ★ *Serviced and maintain, and offered with books and tools*
- ★ *Elegant livery, with many optional factory extras*



THE FERRARI 599 GTO

Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano was the first of Ferrari's 599 family. Taking its name from Ferrari's famous test track, it was the latest in a succession of models named after places associated with the marque, such as Modena and Maranello. Its immediate predecessor—the 575 Maranello—had met with a mixed reception, disappointing those that had so admired the 550 Maranello. Therefore, Ferrari had some catching up to do in designing the 599.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-liter V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Weighing a claimed 1,690kg, the 599

has a power-to-weight ratio of 362bhp per ton, far eclipsing the 291bhp/ton of its 575 Maranello predecessor. Developed as part of Ferrari's Formula 1 program, the paddle-shift gearbox had become a feature of its range-topping sports cars and was in its latest form for the 599. A conventional six-speed gearbox was available also.

Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological "semi-active" dampers. The latter's damping fluid changes in viscosity almost instantaneously when a magnetic field is applied, thereby altering the suspension characteristics. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and

stability, as was the starter button. The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior. In April 2010, Ferrari announced the 599 GTO, a road-going version of the track-only 599 XX. Reviving an evocative model designation from Ferrari's past, the new GTO came with 661bhp on tap and weighed almost 100kg less than the standard GTB, a combination that delivered a 0-100km/h time of less than 3.3 seconds and a top speed in excess of 335km/h. Production was limited to 599 cars, which were reserved exclusively for Ferrari's most favored customers.



THE MOTORCAR OFFERED

This exclusive 599 GTO has had the pleasure of being under the ownership of just one individual, a renowned Southern California based vintage Ferrari collector and enthusiast, for its entire life. Custom ordered, and hand built, at the legendary Maranello-based Ferrari factory in October of 2010 as a 2011 model-year car, the new 599 GTO was finished in new as it appears today, in a stealth black exterior, topped by a silver roof and red competition-style nose band. The interior was trimmed in the finest black Italian leathers, neatly accented by a red touch to the steering wheel and seats. The potent 670-horsepower Ferrari has been cared for at the highest level and serviced by Ferrari of Newport Beach as necessary. At the time of cataloging, just 7,753 miles were recorded on the odometer, or an average of just over 1,000 miles per year. Factory accessories such as tool kit and gloves, and the factory books and manuals

still accompany the well-kept Ferrari. Due to the supercar being sparsely used, both the exterior and interior present with very limited wear.

The 599 GTO, at the time of release, was the fastest road car Ferrari had produced and would lap the Fiorano test track a second faster than the formidable Enzo. With the vehicle being produced in such limited numbers, it will surely continue to be a desired commodity by Tifosi around the world.

\$550,000 - 650,000

103.

2002 BMW Z8 ROADSTER

Design by Henrik Fisker

VIN. WBAEJ13412AH61379

4,941cc 32-Valve DOHC V8 Engine
Bosch Motronic Fuel Injection
400bhp at 6,600rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Rare and exclusive limited-edition model
- ★ Stylish Henrik Fisker designed aluminum coachwork
- ★ Supplied with Hardtop, Books, Tools, Z8 coffee table book and Motorola/BMW flip phone
- ★ Striking Titanium Metallic over Black interior
- ★ Just over 7,400 miles from new



THE BMW Z8

"That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question." – *Car & Driver*

In recent times, many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this "retro" trend, commencing in 1996 with the Z3 Coupe and convertible, the styling of which brilliantly recalled its fabulous "328" sports car of pre-war days. Its next effort along similar lines—the "Z07" concept car of 1997—took its inspiration from the post-war Alfred Goetz-designed "507," a luxurious limited-edition roadster which, despite its

sublime looks and superb performance, all but bankrupted the struggling German company. The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW decided to press ahead with a production version: the Z8. Some of the Z07's less practical features were deleted, including the four-spoke steering wheel, "double bubble" hardtop, and driver's headrest fairing, but for the most part, the Z8 remained remarkably faithful to the original concept. For instance, retaining the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8. *Car & Driver* was moved to remark, "In truth, the Z8's visual charisma is so powerful that just sitting in this car with the engine off is more fun than driving many other cars.

Then when you press the starter button – set apart, also a tribute to the past – another level of excitement begins."

The Z8's body paneling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminum, while the 32-valve 4,941cc V8 engine—shared with M5 saloon—was built by BMW's Motorsport division. With 400bhp on tap, the Z8 raced to 100km/h (62mph) in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h (155mph). Power reached the run-flat tires via a Getrag six-speed manual gearbox. Needless to say, the Z8 also came with all the modern appurtenances one would expect of a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control, power operation of the seats, and steering wheel and convertible hood all being included in the package.



THE MOTORCAR OFFERED

Completing production at the Munich-based Bayerische Motoren Werke in October of 2001 as a 2002 model-year car, this Z8 was one of just 2,543 Roadsters destined for the U.S. market. The first owner purchased the vehicle in Ohio and would maintain possession for nearly 10 years. Over this time the vehicle gained the largest portion of its mileage, was registered to California, and later New Hampshire. Eventually in 2012, the second owner took custody of the BMW while the car was in New England, using the car sparingly over the next five years. Remarkably, just about 7,400 miles are currently displayed on the dashboard today.

As one would expect from such limited use, this Z8 appears in very good condition. Finished in the attractive combination of Titanium Silver Metallic over soft sport black

leather, both inside and out show with the most minimal signs of wear.

This BMW carries many of the extras that accompanied the vehicle upon delivery: the hardtop, boot cover, wind stop, tool kit, owners and service manuals, an entire set of keys with leather pouch, the Z8 coffee table book, and the factory Motorola/BMW flip phone.

The Z8 hails from an era many consider to be a high-water mark for BMW. Its combination of a potent, torque-rich V8 and retro styling will ensure that this Roadster will continue as a desired collectable. This stunning Z8 presents in wonderful condition and should be seriously considered by any true BMW enthusiast.

\$175,000 - 225,000

104.

1955 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198.040.5500543

Engine no. 198.980.5500564

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240bhp at 6,100rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Outstanding preserved condition, retaining factory-original paint and interior
- ★ Just two owners from new and in current ownership since 1967
- ★ Matching numbers example factory-fitted with Rudge wheels
- ★ Just over 58,700 miles from new



THE 300SL GULLWING

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

The 300SL coupe was the direct descendant of Mercedes Benz’ Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes Benz historian W. Robert Nitzke writes that company management wanted to jump back into Grand Prix racing, where it had been so successful

before the war, but lacked the time necessary to design, build, and develop a new single-seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the strong in-line SOHC six-cylinder engine from its luxurious 300 series. Because the engine and drivetrain were relatively heavy, the chassis would have to be extremely light. Test Department manager Rudolf Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: there was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to raise the entry so that the doors cut into the roof, but that meant hinging them from the top, thus giving

birth to this car’s timeless signature design feature.

The 300SL’s first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco’s open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third Coupe had gone off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race.

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea in its pocket for future use. After the grueling



24-hour epic, a pair of 300SLs had finished in the top two positions...and were then driven back to the factory!

Mercedes Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car. But, the SLs weren't done. they reappeared in 1955 as the airbrake-equipped 300SLR, utilizing that feature and numerous more of the advancements were successfully tested on the company's Formula One racing cars. The year would bring triumph and tragedy: 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia—where Stirling Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour—the Nurburgring, Spa, Zandvoort, Aintree, Kristianstad, Monza, Dundrod, and Sicily's Targa Florio. The only setback, and one

that would have devastating consequences, occurred at Le Mans, where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes Benz to withdraw from racing for many years.

New York imported auto entrepreneur Max Hoffman, credited with urging Mercedes Benz to build a production sports car based on the 300SL racing car. The 300SL Gullwing, in final form, was unveiled at the New York International Motor Sports Show in early February 1954, and actual production began that fall. The new coupe was slightly changed in appearance from the racing coupes and featured Bosch direct fuel injection. This prompted the factory to claim it was, "the fastest German production sports car." Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers,

and in 1957, the elegant and improved 300SL Roadster appeared. These proved to be even more successful from a sales standpoint, with 1,858 units produced.



THE MOTORCAR OFFERED

Hand-built at the Mercedes-Benz works in July of 1955, this exceptional Gullwing was completed exactly as it appears today. The car was painted in the stealth color of DB 40 Black, with the interior completed in code 1079 Red, and has retained these original finishes until this day. According to Mercedes-Benz records, this Gullwing had the factory remark Special Order, and was fitted with the desirable Rudge wheels from the factory. The new Mercedes-Benz 300SL Gullwing was destined for the US market, more specifically Max Hoffmans legendary New York dealership, Hoffman Motors. All of these dates and records are neatly documented in several books, and on the copies of the factory build sheets, which can be found in the car's history file.

The Gullwing's first owner was a local New Yorker, who kept the car until 1967, when he sold the luxurious car to the consignor. Impressively, when adding this up, the car has remained with in the current ownership for over 50 years! When purchased in 1967, the consignor reports that the car was a well-kept automobile, in original condition throughout. At the time, the consignor lived in New York, but relocated to California some decades later, bringing the car with him. It is evident, that he has used it sparingly and always kept it in very good storage. The odometer reads just 58,714 miles today, which matches the condition of the original and preserved car perfectly. Numerous 300SL experts have recently inspected the Gullwing, all utterly impressed by the cars incredible original and pampered condition.

A close look reveals the black exterior paint being largely original throughout. There are light door dings and small imperfections in areas, but all-in-all the factory paint has survived extremely well and should be left just as it is. The red interior—including the beige headliner—is original and shows an absolutely lovely patina. The original ivory-colored steering wheel is in place, as is the original VDO gauges and switch-gear. Chrome and brightwork, as well as lights and lenses, are equally original and preserved, showing very light aging. Furthermore, the factory chassis, body, and paint tags are all original and unaltered. The Rudge wheels are all marked "5/55" (May 1955), perfectly matching the cars completion date at the Mercedes-Benz factory. Even the spare wheel appears to be original, also stamped 5/55, and fitted with a very old, yet lightly used, bias ply tire. Neatly



affixed in the trunk is the factory jack. The engine compartment has retained its factory finishes, and, keeping with its authenticity, the engine is the matching numbers unit, which appears to never have been opened up or out of the car.

This exceptional 300SL Gullwing stands out and is among the finest preserved examples Bonhams have ever had the pleasure to offer. This is not a “Barn Find” car, which has been neglected or left out in the elements. This is a well-cared for example, preserved in its original condition. A real “Time-Capsule,” ready to be shown in Preservation Class at the most prestigious Concours d’Elegance events around the world. With just over 58,700 miles from new, this Gullwing has only been driven a little more than 1,000 miles a year. The car has seen little use in the past three decades,

and a mechanical service is recommended, ensuring proper performance, and safety for the next owner. In current owner ship for more than 50 years, this extremely original Gullwing is a true opportunity for the connoisseur of original, unrestored cars.

\$1,250,000 - 1,500,000

105.Ω

1934 HORCH 780 B CABRIOLET

Coachwork by Gläser of Dresden

Chassis no. 78380

Engine no. 50321

4,944cm Inline 8-Cylinder

100bhp at 3,400

5-Speed Manual Transmission

Semi-Elliptical Leaf Spring Suspension

4-Wheel Vacuum-assisted Mechanical Drum Brakes

- ★ One of only 82 examples produced
- ★ Restored and preserved by Horch Classic
- ★ Getrag five-speed all-synchromesh gearbox
- ★ Schloss Dyck concours award winner



'Jewels in the Park' Concours d'Elegance Dyck, Germany, 2013



THE MOTORCAR OFFERED

This superb Horch is a 780 B cabriolet, rare by any measure, but especially collectible as it is one of even fewer examples dressed by the celebrated coachbuilder Gläser of Dresden. It was ordered in this elegant two-door convertible body in 1934 by its initial owner and then was acquired by a wealthy businessman in Belarus around the early 1940s. The intermittent history of the car is unknown, until 2005, when, according to the consignor, it was discovered dismantled in a dry and enclosed barn with minimal deterioration or corrosion. Chassis '78380' was acquired by Horch Classics and returned to Germany.

Recognizing the significance of such a rare find, Horch Classics set about preserving the cabriolet for posterity.

Despite its storage in a barn, this octogenarian was in well-preserved condition, including the timber frame, body panels and hood frame, thus enabling the restoration team to keep these original elements. The timber frame was cleaned and where necessary damaged sections were replaced with seasoned ash or oak. The body panels were inspected and almost all original pieces were able to be reinstalled. According to restoration documentation, only the two bonnets and running boards required replacement. The frame for the top was fully restored and a new hood fitted with a rich woolen velour liner in stately grey. The glazing was replaced with laminated glass, while the headlamps, chromed trim, all the seat and door mechanisms, plus all the driving lights were refurbished, rather than replaced. The interior was redressed in grey leather and the Horch

was finally painted in stunning Königsblau (Royal Blue) with a premium clear topcoat.

Meanwhile, the running gear of the car was fully dismantled and the front and rear axles, differential, gearbox and steering systems were all overhauled as necessary, with an emphasis not only on preserving originality, but drivability. Subsequently, safety critical elements such as the brakes and steering were renewed. Upon inspection, it was determined that several key features could be maintained exactly as original, including the radiator, the horn in the engine bay, the carburetor and the exhaust manifold.

The engine was dismantled and inspected and fitted with new seals to the valve guides, new bearings and pistons. The camshaft drive was overhauled, and the crankshaft



was balanced together with the flywheel. The engine was then reassembled and tested on a dynamometer for over 20 hours before finally being reinstalled to the car. According to the consignor, the car runs smoothly and without hesitation.

To maximize drivability, a new Getrag five speed gearbox was installed to facilitate shifting, and although this is not the original specification for the 780 B, the 5-Speed transmission was a feature on the subsequent Horch 853 and is considered the preferred gearbox by marque devotees.

Chassis 78380 finally received new chrome wire wheels rendering this 1934 Horch 780 B Cabriolet absolutely magnificent in every respect.

The entire process, from disassembly to completion, was a labor of love which lasted seven full years.

In 2013 the car was presented at the Jewels in the Park concours d'élégance at Classic Days, Schloss Dyck, Germany, and received the award for 'Best Restoration' – a tribute to the car's significance and the exceptional quality of the work completed by the Horch Classic team.

After the concours the Horch was carefully stored in a climate-controlled facility and never driven. It was eventually sold in 2016 to the current consignor, a private collector, with a passion for highly valuable and significant automobiles. Within that collection the car has been meticulously maintained, regularly started, but never driven, with only a few delivery miles on the restoration.

Largely original and superbly preserved by Horch Classics, this gorgeous 1934 Horch 780B Cabriolet is a remarkable representation of the Golden Era of automobiles, a rare and highly collectible fully operational model with the Horch pedigree and a supreme example to add cachet to any fine vintage collection.

\$600,000 - 775,000

106.

1956 PORSCHE 356A CARRERA GS

Coachwork by Reutter Customized by Dean Jeffries

Chassis no. 56083

Engine no. P93046 (see text)

1,600cc DOHC Flat 4-Cylinder Engine

2 Dual-throat Solex Carburetors

125bhp at 7,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ *Original Carrera with documented history.*
- ★ *Customized in period by the legendary Dean Jeffries.*
- ★ *A significant car from the Golden Era of Custom Cars.*
- ★ *In current ownership since 1971.*
- ★ *Current FIVA identity papers. Number 072874*



THE CARRERA GS

Originally introduced at the 1955 Frankfurt Motor Show, the 356 Carrera was the first edition of Porsche's long-running prestige performance car, featuring a special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with determining just how much power the classic Porsche flat-four motor could develop, and in this pursuit, he made some fundamental engineering adjustments over the basic pushrod engine. These modifications included the addition of twin ignition, two twin-throat carburetors, and dry-sump lubrication. The most important development; however, was the implementation of dual-overhead camshafts. With precision and reliability being the two main goals for an engine destined for competition, normal chain or belt driven timing was curbed, instead, and a complex system of shafts and bevel gears kept the valves moving.

The 550's originally fitted with this motor were true giant killers. The verified combination of light weight and supreme power proved to be an immense advantage over the heavier, larger displacement opposition; it allowed the nimble racers to carve up the competition all across Europe. Victories were scored at famous events, such as the 1000km of Nürburgring and even the notorious Targa Florio. With many private owners of the 550 being able to drive to the tracks, compete, and then arrive home, all in the same car, the reliability of the dual-cam engine proved useful enough for road use.

Porsche factory staff arrived at a similar conclusion and began to test the engine as an alternative to the pushrod motor in their own personal cars. Eventually determining that the 356-based road car was the most

opportune platform for the type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, aptly named after the famously grueling Mexican road race, at which Porsche had dominated the 2-liter class. From the factory, the full range of 356s body styles, Coupe. However, only 225 of these Coupes were produced during the initial production run, making them a rare sight on the roads. The motor even allowed the 356 to further remain a competent racer on the track. Many owners took part in motorsport events in anything from near stock examples to fully specified race cars. Porsche would continue to produce the Carrera, eventually increasing the displacement all the way up to 2-liters.



THE MOTORCAR OFFERED

There are many icons from the Golden Age of hot-rodding. One of these was Dean Jeffries, a talented custom painter and car builder in the Los Angeles area. In 1957, Jeffries was renting space from another legendary customizer, George Barris, and working as a contract painter where his resume included painting such notable Barris classic custom cars as the A La Kart, the R&C Dream Truck, and the Aztec. Jeffries was also friends with many Hollywood screen legends including James Dean who enlisted Jeffries to paint the numbers, on his fateful 550 Spyder.

Dean Jeffries acquired the Carrera from the original owner in 1957. Wanting to be known as more than a painter. He removed the bumpers, extended the nose, added frenched headlights, a rear scoop with custom grille, handmade taillights, and roof vents. It does seem that everyone in the Barris shop pitched in to work on the car.

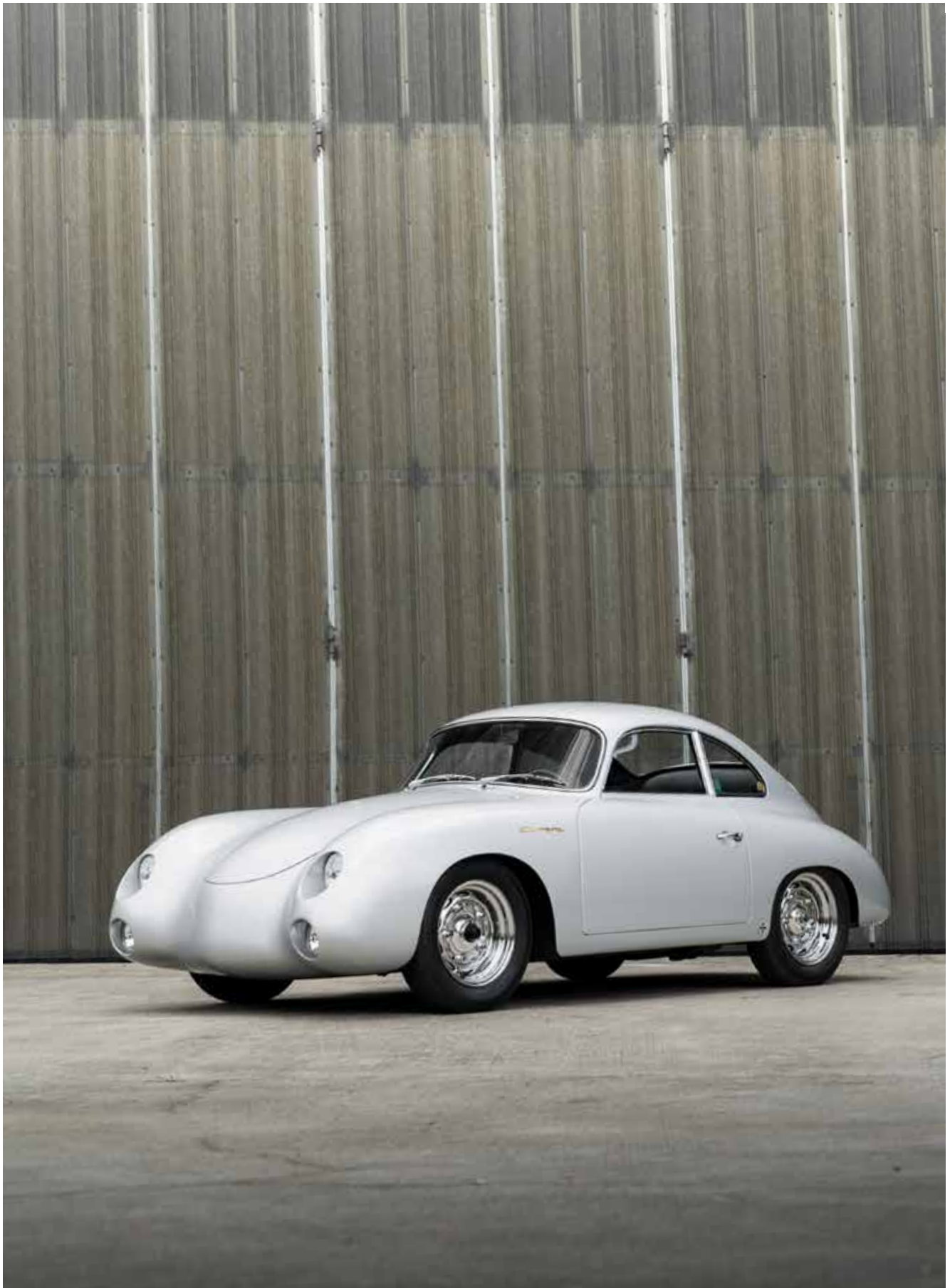
Dean was one of the pioneers of new painting techniques, including the use of pearls and metal flake; the car was painted in pearlescent silver and used aircraft clear as a topcoat. He also applied silver leaf to the dashboard, built turned aluminum panels for the door jambs and engine compartment, and chromed the sheet metal on the engine.

The car won over thirty first place trophies at car shows in southern California during the late 1950's and early 1960's. Dean's own admission was that the Carrera was the car that effectively launched his career. The Carrera was featured in many of the magazines of the era, including the cover of the October 1959 Rod & Custom.

The Dean Jeffries sold the Carrera to Albert Nussbaum, at the time painted gold, some-time in early 1962. Mr. Nussbaum,

had completed a string of successful bank robberies and was on FBI ten most wanted list. Nussbaum used the car to drive to Florida, where it was seen in his sister's driveway. The Carrera then disappeared for a few years, likely in a government impound facility.

The car resurfaced in 1966, when it was purchased by Mr. Randy Toole. Mr. Toole had the ailing 4-cam engine replaced with a conventional pushrod engine, and painted the car white. He retained the car until 1968. The Porsche was then purchased in 1969 by Sandy Hunter, in Florida, and driven to Atlanta. In 1970, Sandy sold the car to Margaret Daole. It was at this time that the consigner first saw the Carrera, and it was love at first sight. The car was acquired in 1971.





Dead Jeffries with the Carrera



The consignor drove the car regularly for a few years, and even auto-crossed in a few events. The Porsche was repainted white with a blue stripe and a replacement 4-cam engine from a 550 Spyder was installed.

The Carrera would remain nearly unchanged until the consignor began his restoration in the late 2000's. The 4-cam engine fitted was discovered to be the original race engine for Porsche Spyder 550-0022 that raced at Sebring in 1955. The Spyder's owner offered to trade a freshly rebuilt 1600cc plain bearing engine from a 1959 Carrera in exchange. The engines were exchanged and the current 4-cam unit installed.

In 2007, the consignor was introduced to Mike Marcelic, a true craftsman whose has won multiple first place awards. The restoration was started in 2008, and was

completed in 2011, after the Glasurit Corporation was persuaded by Bill Warner to donate the materials to the restoration. A Glasurit representative went to Dean's shop in Hollywood, where Dean personally selected a match for his original color. The car was unveiled for the first time at the Amelia Island Concours in 2011, in front of Dean Jeffries.

In 2016, the Jeffries Carrera was invited back for its second appearance at the Amelia Island Concours and again in 2018. In recent months, the Carrera was filmed for an episode of Caffeine and Octane where Magnus Walker interviewed the consignor about the history of the car that is said to have inspired the entire Outlaw Porsche movement.

This particular 356 Carrera is a unique piece of American motoring history. Modified in period by one of the most legendary

customizers and hot rodders from the Golden Age of custom cars and presented with a current FIVA passport. It is also offered with an extensive history file. The opportunity to purchase this unique piece of German and American motoring history should not be ignored.

\$450,000 - 600,000

107.**1977 PORSCHE 930 3.0 TURBO COUPE**

Chassis no. 9307800407

Engine no. 6870425

2,994cc SOHC Turbocharged 6-Cylinder Engine

Bosch Fuel Injection

245bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *With the current owner since 1978*
- ★ *Highly original and impeccably maintained*
- ★ *Striking Desert Beige over Brown leather factory livery*
- ★ *Fastidiously maintained matching numbers engine*
- ★ *Extensive history file with original purchase documents and 40 years of service history*

**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 was not just about top speed, it was also the best-equipped 911 and amazingly flexible—hence only four speeds in the gearbox—being capable of racing from a standstill to 100mph in 14 seconds.

What set the 930 Turbo apart from its peers was the relaxed way this stupefying performance was delivered. Comparing the Turbo to similarly quick "he-man" cars (e.g. Holman & Moody-tuned Cobra 427 and the Ford GT40), Motor's Roger Bell reckoned what made the Porsche so different was that:

[It] hurls you forward with similar velocity but in an uncannily quiet and effortless way. To be shoved so hard in the back that you need high-back seats to keep your head on, yet neither to feel nor hear anything more than a muffled hum, is a very odd sensation indeed in a car.

The Turbo's characteristic flared wheel arches and "tea tray" rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen

in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3-liters, gaining an intercooler in the process. Power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Due to strong emission regulation in the U.S., the Turbo was not imported for the U.S. market between 1979 and 1984, but returned in 1985, now equipped with upgraded Motronic engine management systems. Targa and Cabriolet versions were also introduced. More refined than hitherto, yet retaining its high-performance edge, the Porsche 930 Turbo sold in the thousands, arguably becoming the definitive sports car of its age.



THE MOTORCAR OFFERED

Bonhams is honored to offer this phenomenal 3.0-liter Turbo Carrera on behalf of its 40-year caretaker. After an exhaustive search for a very specific build, the consignor's car broker was able to locate this 1977 example that had covered just over 5,000 miles at Carlsen Porsche in Redwood City, California. The car was adorned with code 516 Desert Beige paint over a brown leather interior with dark brown carpets (a requirement of the consignor). The period color scheme is spectacular. The car was optioned with a limited-slip differential and an electric sunroof. As part of the purchase, the consignor traded in his 1974 911 Targa.

Throughout its entire life, the Turbo has lived in Northern California and been maintained to the highest standards. Regular services have been consistently carried out and are

extensively documented in the car's immense history file. Less than 1,000 miles ago, the car received an extensive engine service, refreshing any worn items with correct specification parts. Having always been protected by multiple layers of protective coatings, both the original paint and interior are in fantastic condition. At the time of cataloging, the car had covered just 88,567 miles, although thanks to the impeccable and continuous care it has always received, presents, and drives as if it were 1977.

In addition to 40 years' worth of service receipts, the car is accompanied by its original dealer's price label, purchase agreement, COA, Jack and tools, and manuals. The 3.0 Turbo Carrera's are highly sought after by the collector community, and for good reason as few—if any—cars can offer the thrill that the

Turbo provides. Finding an example in such unique colors that has been maintained by a 40-year caretaker and enthusiast to this level is not something that is easily replicated.

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

108.

1934 ROLLS-ROYCE PHANTOM II CONTINENTAL DROPHEAD COUPE

Coachwork by Freestone & Webb

Chassis no. 203RY

Engine no. NZ45

7,668cc OHV Inline 6-Cylinder Engine

Single Carburetor

120bhp at 3500rpm

4-Speed Manual Transmission

4-Wheel Servo-assisted Drum Brakes

- ★ *Desirable one-off PII Continental built to the Freestone & Webb Drophead Coupe design*
- ★ *Top-of-the-line chassis with elegant and desirable custom coachwork*
- ★ *Purchased new by A. Sainsbury Esq. of Sainsbury's supermarket chain*
- ★ *A highly-collectible Rolls-Royce that presents beautifully*



THE ROLLS-ROYCE PII CONTINENTAL

During the development of the Phantom II, the majority of the long-distance testing was carried out on the long straight roads surrounding Chateauroux in France. This fact and Mr. Henry Royce's many journeys between the South of England and the South of France no doubt opened his eyes to the type of motoring not available upon England's narrow and windy roads. With long distance high-speed motoring in mind, the Phantom II Continental chassis was created, the project being personally overseen by Henry Royce with assistance from Ivan Evernden.

The whole car was conceived by Royce to be a more sporting and compact four-seater owner/driver motor car when compared to the long wheelbase standard Phantom II. Just 281 such chassis were produced, and they differentiated themselves from their standard

cousins with thicker springs and a six-inch shorter chassis, measuring 144 inches. With lightweight coachwork being fitted, the final result was a motor car capable of carrying four people in comfort at high speeds for many hours at a time over great distance.

The Continental is rightly considered by many to be one of the finest pre-war Rolls-Royces. The majority of Phantom II Continentals were fitted with close-coupled four-door closed coachwork. However, a small number were fitted with more stylish designs and few possessed the exquisite elegance of the Drophead Coupe by Freestone & Webb.



THE MOTORCAR OFFERED

This stunning 1934 Rolls-Royce Phantom II Continental comes with a copy of its original build sheet clearly stating that the automobile was ordered by A. Sainsbury Esq. of Sainsbury's - the second largest supermarket chain in the UK, founded in 1869 by John James Sainsbury, grandfather to Alan. Alan Sainsbury lived on Park Lane, London, and became the joint manager of the chain in 1938.

The build sheet - a rarity in a car over 80 years of age - offers some fascinating information, for example, this automobile was ordered on the rare and desirable, high-speed Continental chassis, specifically built for 'town work and touring' in the 'UK and Continent'. It used a short 'Continental wheelbase' with a two-door body, featuring a fully opening top. The springs were especially set for the load of four to five passengers, plus two pieces

of luggage weighing 2 CWT or 214 pounds, and the 'close coupled drophead de Ville coupe body' weighed 10.5 CWTS - or 1,176 pounds. Chassis 203RY was dispatched on June 12, 1934, and delivered the following day to Freestone & Webb, the London based coachbuilder renowned for coaching prestigious marques such as Bentley and Rolls-Royce. The Continental was completed and delivered in June of 1934.

This marvelous Rolls-Royce Phantom II presents today in two-tone paint with deep blue for the upper-bonnet and running boards, which arc elegantly over the wheels in a single curvaceous sweep the full length of the automobile. The body and rear cowl of the Continental present in sophisticated silver grey, coordinating with a lavish interior also dressed in light grey.

The retractable top is grey and features a small glass window in the rear. The dash comprises highly varnished burl wood, all the gauges and switches are polished chrome, and the car sports white-wall tires with two spares embedded in the wheel arches over the front fenders. Chassis 203RY retains the original engine (NZ45) that was built for the car in 1934, as is designated by the factory-stamped plate in the engine compartment and the factory built sheet.

This delightful Phantom II Continental is in beautiful condition and complete with the build sheet for verification and its remarkable celebrity ownership, chassis 203RY represents one of the most collectible and rare examples of the model in existence today.

\$350,000 - 450,000

109.

1913 MERCEDES 28/60HP PHAETON

Engine no. 16352

7,240cc T-Head 4-Cylinder Engine Cast in Pairs, with Lateral Camshafts
Single Daimler Carburetor
60bhp at 1,300 rpm
4-Speed Manual Gearbox
Front and Rear Semi-Elliptic Leaf Spring Suspension
2-Wheel Pedal Operated Mechanical Drum Brake

- ★ Owned by the same family for over 40 years
- ★ One of the earliest motorcars to feature a universal-joint propeller-driveshaft
- ★ Comprehensive two-year restoration completed in 2008
- ★ Extensively used for touring on HCCA events
- ★ Subject of cover feature in September/October 2009 issue of *The Star* (MBCA magazine)



EVOLUTION OF THE EARLY SHAFT-DRIVEN MERCEDES

While today's Mercedes-Benz is a global behemoth of vast renown, the brand's early teething years, which were characterized by racing success and small-volume production, are far less chronicled. In 1890, the now legendary engineers Gottlieb Daimler and Wilhelm Maybach left their positions at Deutz AG Gasmotorenfabrik to found an independent eponymous engine concern, Daimler Motoren Gesellschaft (DMG). Initially surviving on engine sales and licensing, the pair steadily promoted the concept of automobile production despite the difficulties of securing financing. During the initial years, DMG built a smattering of irregularly produced motorcars to individual order, delivering their first chassis to the Sultan of Morocco in 1892.

In 1894, Maybach designed a new 4-cylinder motor arranged in pairs of two. Dubbed the Phoenix, the engine featured a number of advanced elements, including a patented spray-nozzle carburetor and camshaft-actuated exhaust valves. The Phoenix unit was utilized in a variety of capacities ranging from automobiles and commercial trucks to marine applications.

In 1897 Daimler finally found lasting financial help from customer Emil Jellinek, an Austrian businessman who also served as his country's Consul General. Particularly interested in racing, Jellinek ordered two Daimler competition cars to be equipped with the Phoenix engine, and this constituted the first appearance of the important 4-cylinder engine in a DMG automobile. Over the next few years, Jellinek developed a lucrative side

business of buying DMG cars and re-selling them to high-profile racing clients on the French Riviera. By 1900 he had bought 29 such chassis, but his involvement with the company was about to become even more significant.

With the death of Gottlieb Daimler in 1900 it was obvious that DMG would require fresh direction, and around this time Maybach began to seriously consider a proposal by Jellinek for the company to build a new sub-brand of sports cars to be named for the diplomat's young daughter, Mercedes. By this time Jellinek had already been entering events at the Nice Week races in France under the name Monsieur Mercedes.

In April 1900 DMG struck a deal to build the proposed Mercedes, which was to feature



a new Maybach-designed engine called the Daimler-Mercedes motor. This development of the Phoenix 4-cylinder unit was enlarged to displace 5.9 liters for a rating of 35 hp. The Mercedes chassis was equally advanced, with a low center of gravity, a pressed steel frame, and a revolutionary honeycomb radiator.

Jellinek's customers were quite happy with the Mercedes' performance at the 1901 Nice Week, as Wilhelm Werner's car won the Nice-Salon-Nice race at an average speed of 58.1 kph. Werner was also the first of a one-two finish for the model in the two-seat racecar class at the Nice-La Turbie Hillclimb, and Claude Lorraine-Barrow separately set a new world record in his car with an average speed of 79.7 kph over the standing-start mile. Competition highlights continued for the Mercedes at the 1903 Gordon Bennett Cup when Belgian driver Camille Jenatzy won the

race in a car liveried in German colors, and he placed second a year later at the 1904 Gordon Bennett.

With Wilhelm Maybach's departure from DMG in 1909, the manufacturer continued to grasp for market-share in the face of competition from Great Britain and France. While most automobiles of the era were chain-driven, Rolls-Royce had experimented with a shaft-driven system in the Silver Ghost model, and the success of this component prompted other manufacturers to engineer their own versions. To this end, in 1908 Daimler began to offer a so-called Cardan drive on its entry-level 21/35 model. Purportedly named for the Italian mathematician Gerolamo Cardano, this component was a forerunner of the universal-joint drive shaft architecture that is common in modern vehicles today.

Initially the Cardan drive was equipped solely on smaller displacement Mercedes models, but around 1910 the prop drive unit was offered on the new 28/60, which featured a 7.2-liter version of the 4-cylinder Daimler-Mercedes engine (utilizing the then-standard German nomenclature convention of listing both the taxable and true metric horsepower ratings).

Offered as a rolling chassis for bodywork to be built by the customer's preferred coachbuilder, the 28/60 was also available with three forms of factory coachwork built at DMG's Unterturkheim plant, a two-seater sports car, a phaeton, and a landaulet. In production through 1920, the Cardan-drive Mercedes 28/60 was a benchmark design that cemented Daimler's technical supremacy during the brass era, and a centrifugal component of the company's identity prior to the important 1926 merger with Benz & Cie.



THE MOTORCAR OFFERED

This impressive early Mercedes claims over 40 years of care by a single family and a highly authentic restoration completed in 2008, resulting in one of the best presenting examples in the world. According to Mercedes-Benz Classic, this 28/60 Phaeton was delivered to London on June 27, 1913 and believed to have been sold through the official British distributor, Milnes-Daimler-Mercedes, Ltd. in London, as suggested by an original owners manual featuring the dealer's name.

In the mid-1950s, the 28/60 was reportedly purchased in London with several other cars by Norm Viney of Cleveland, Ohio, and he may have commissioned some restoration work in the UK. In the early 1960s the phaeton was sent for additional refurbishment to Tom Lester, proprietor of Lester Tires and

Lester Restorations in Florida. Around this time the rear end of the bodywork, which had been partially removed for unknown reasons, was rebuilt using hand-formed coachbuilding techniques.

After Viney's passing in the mid-1970s the car was sold by his widow to their good friend, Solon Sprinchorn, and he shipped the minimally driven car to Jamestown, New York. The Mercedes was domiciled there for the next twenty years without being used until Mr. Sprinchorn decided to make car operational for some touring, for which he enlisted the assistance of his son-in-law. Completed by mid-1997, the freshened phaeton ran the VMCCA's 30-day Trans-Continental Reliability Tour, stretching over 2,500 miles from El Paso, Texas, to Banff, Canada, and on to Spokane, Washington. Following completion

of the tour, the 28/60 was returned to the son-in-law's home in Santa Maria, California. Sadly, Mr. Sprinchorn's first tour in the Mercedes was also his last, as he passed away just six months later. His son-in-law decided to keep the car in honor of the former owner, and it officially passed into his possession in 1998. Interested in "touring and tinkering," he drove the Mercedes on numerous Horseless Carriage Club of America (HCCA) tours on the West Coast, and during one such event in Napa Valley the motor developed a bad bearing. In 2007 the owner entrusted the car to the awarded Robin Onsoien and his Early Motors in Nipomo, California, to professionally rebuild the original T-head Daimler-Mercedes engine, and a more comprehensive refurbishment was soon commenced. In addition to a complete chassis freshening, the coachwork was



carefully stripped and refinished in a two-tone scheme of black and red, and Loren Burch of Pasadena rebuilt the soft top and properly reupholstered the seats in black leather. The restoration process is extensively documented with detailed photographs.

After completing restoration in 2008, the Mercedes was used on at least another 12 tours, and the owner estimates he has accrued approximately 1,000 miles of annual use while fastidiously maintaining the antique car. As detailed in a cover feature in the September/October 2009 issue of *The Star* (the MBCA magazine), he has run the racing engine with abandon, achieving freeway speeds during event use. Though the 28/60 remains mostly original, it has been tastefully upgraded for improved mechanical function with a modern starter; a single switch for the magneto, battery, and buzz-coil; and an

alternator to provide power for an electric fuel pump, electric lights in the acetylene headlamps, and electric taillights with a directional signal.

Accompanied by side curtains, a boot, tonneau cover, and spare parts, this exquisite early Mercedes presents beautifully with period details like the Ducellier brass headlamps, wood-spoke artillery wheels, and a wicker-woven rear luggage piece. The phaeton would make an ideal candidate for further use on vintage tours, and as the current longtime owner had no interest in attending exhibitions the car is virtually unknown to the show circuit, portending a warm welcome at regional Concours d'Elegance, Mercedes-Benz Club of America events, and Mercedes gatherings. In all likelihood one of but a handful that remain extant worldwide, this charming Cardan-drive

Mercedes 28/60 is a superlative example of the revolutionary engineering that emerged from DMG in the early 1900s. It would make an important acquisition for any enthusiast, particularly suited to brass-era collections.

\$800,000 - 1,000,000

Please note, this vehicle is titled under the model year 1911

110.Ω

1996 PORSCHE 911 GT2 CLUB SPORT

VIN. WP0ZZZ99ZTS392151

3,600 SOHC Turbocharged 6-Cylinder Engine
Bosch Motronic Engine Management
KKK Twin Turbochargers
430bhp at 5,750rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ One of just 20 "Club Sport" GT2 Examples
- ★ The pinnacle of street legal, air-cooled Porsche's
- ★ German market vehicle equipped with Air Conditioning and Power Windows
- ★ Accompanied with Porsche COA, Service Records, and Tools



THE PORSCHE 911 GT2

The Porsche 911 GT2 was produced in a very limited production run between 1995-96 and took the flagship 993 Turbo to a new level, while reverting from the 959-derived 4-wheel-drive to a traditional rear-wheel-drive configuration. By eliminating the front-wheel-drive system, rear seats, power-adjustable front seats, and various other items, over 500 pounds was trimmed from the GT2's curb weight, while in racing form, the M64/60R engine with its twin intercooled turbochargers developed 480 horsepower; the street version dialed that back just a whisker, to 430bhp, along with a massive 457 foot-pounds of torque. This equated to only 6.6 pounds per horsepower, a figure that actually surpassed the fabled 959. All this power was fed to the rear wheels through a new six-speed transaxle and an asymmetrical 40/60 limited-slip differential (ABD).

The GT2's performance-oriented bodywork featured lightweight aluminum doors, front trunk lid, and a very aggressive spoiler package, with a front air splitter including up-turned canards and a huge bi-plane rear-deck-mounted wing incorporating air ducts that fed the intercoolers. Model-specific 18-inch multi-piece Speedline alloy wheels with aluminum outer rims and magnesium centers filled the wide bolt-on fiberglass wheel arches. The GT2-cocktail made for utterly stunning performance, including a 0-60 mph sprint in less than four seconds, and a top speed of nearly 190 mph.

The 993 GT2 was really conceived to meet homologation rules so Porsche could campaign the cars on tracks around the world such as the Le Mans 24 Hours, Sebring and Daytona events. Therefore, Porsche had to

construct and sell at least 200 examples. The GT2 immediately proved itself to be extremely competitive on the racetrack. One early example enjoyed high podium finishes at the Sebring 12 Hours in both 1995 and 1996, as well as at Watkins Glen and Daytona. In the hands of expert drivers, the GT2 was indeed a very efficient racing machine. The street versions were equally brilliant performers, but many owners specified various comfort options, and as a result, the GT2 was the most expensive model within the 993 line-up. Today the model is regarded as one of the most collectible modern-era Porsche supercars ever produced.



THE MOTORCAR OFFERED

Penned by Porsche's brilliant design team of Michael Maurer, Pinky Lai and Harm Lagaay, the Type 993 GT2 Turbo was king of the hill in its day. About 57 examples were said to have been built for road use, and among that small group was an even more exclusive fraternity: 20 uprated "Clubsport" versions. These too appropriated the body shell of actual GT2 racing cars with more power than standard, but retaining, as noted above, some comfort options added to make road driving palatable.

According to its factory-issued Certificate of Authenticity, this stunning Clubsport variant was completed January 17, 1996, departing the factory wearing P5 Grand Prix White, an understated color best lent as a calming hue for very fast cars that were going to be driven on the street. It was equipped for the West German market, with an extensive number of options which included the OBD II diagnostic system, power steering, a

40/60% locking differential, a graduated green-tinted windshield, a higher-output battery, racing safety equipment that included a body-color-painted roll cage and Nomex-covered Kevlar racing bucket seats, Schroth competition harnesses, a radio-delete package, Michelin tires, and a handsome Momo 930S-styled leather-wrapped steering wheel with painted center crest. Because its first owner apparently expected to put this car into occasional street usage, he asked that an air-conditioning system be installed, along with fog lights and an anti-theft system. Befitting such a competition-flavored machine, the car's interior was almost entirely stripped of weighty and unnecessary items. However, while the standard 911 door cards were replaced with light-weight RS-style components, electric windows were included. Beneath the front trunk lid can be found a multi-piece light-alloy strut brace.

PORSCHE
Porsche Production Specifications
 This Porsche vehicle with the identification number listed below was manufactured with the following assembly specifications:
WP0ZZ99ZTS392151

Model Year / Type 1996 911 Turbo GT2	Engine Number / Type A1703 132 (3464-90)
Production Completion Date 1/17/1996	Transmission Number / Type 3021102 (900-03)
Manufacturer's Suggested Retail Price (MSRP) Information Not Available	Exterior Paint Color / Code Grand Prix White 919
Optional Equipment Equipment by Category: Painting (Delta Equipment) Radio (Antenna System) Rearview Side Protector	Interior Material Color / Code Description Not Available Yet
	Team (Customer Test Measurement) No Qualifying Mileage: 100

Wolfgang Pichler
 Klaus Zöllner
 President and Chief Executive Officer
 Porsche Cars North America, Inc.

Q





After delivery, this Clubsport was exported to Japan, where a devoted community of Porsche enthusiasts has an affinity for exotic automobiles with left-hand controls. During its early life, an entertainment system was installed.

Documents accompanying this automobile show that it enjoyed regular maintenance, including visits to the Japanese Porsche distributor MIZWA Limited in Tokyo and several other establishments. A MIZWA label in the engine bay shows a service visit on November 10, 2009 when the car had been driven just 21,261 kilometers, and included invoices show the car was more recently serviced at about 39,000 km, just prior to its shipment to the United States for re-sale. A repair order dated 8-22-2016 shows a four-wheel suspension re-alignment.

This Clubsport, which shows 39,529 km as of cataloging, presents virtually as new, and is supplied with its original collapsible spare tire and a partial tool roll. With its thundering otherworldly performance, projector headlamps, aggressive front air splitter, large bi-plane rear wing, huge wheels beneath wide bolt-on flares, and simple "911 GT" engine cover badging, the 993 GT2 Clubsport remains an over-the-top statement more than two decades after it was built. It issues a fair warning to the unwary: "Don't mess with me!" This potent and exciting example would be a fitting capstone to any collection of fine Porsches.

\$1,500,000 - 2,000,000

It should be noted that the car was imported under show and display laws, as the vehicle was originally not intended to be sold in the U.S. market. While this makes the car an exceedingly rare sight on the road stateside, new owners will have to apply and be granted show and display status with the NHTSA. This is subject to change once the car achieves its quarter century in 2021.

111.

1936 ALVIS SILVER EAGLE SG SPORT TOURER

Coachwork by Cross and Ellis

Chassis no. 12720

Engine no. 13172

2,653cc OHV Inline 6-Cylinder Engine

3 SU Carburetors

86bhp at 4,800rpm

4-Speed Manual Gearbox

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

- ★ *Well-preserved and maintained professional restoration*
- ★ *Recognized as a CCA Full Classic™ automobile*
- ★ *1 of 15 built and 9 known survivors with Cross and Ellis Sport Touring body*
- ★ *Offered with comprehensive history file*



THE ALVIS CAR AND ENGINEERING CO

Engineer T. G. John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminum pistons— “Alvis.” Beginning in 1922, newly appointed Chief Engineer Captain G. T. Smith-Clarke and Chief Designer W. M. Dunn created the car that effectively established Alvis’ reputation—the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,496cc, which, on its competition debut at Brooklands in 1923, secured a legendary victory in the premier 200-Mile event crewed by Harvey/ Tattershall.

Pre-war development saw Alvis produce powerful six-cylinder models, based on cruciform-braced chassis they embodied the kind of advanced thinking long associated with the marque. Independent front suspension and a four-speed, all-

synchronesh gearbox was standard, as was the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. The Silver Eagle was Alvis’ definitive pre-war road model, with the name applied to two distinct groups, beginning with 1,498 “Vintage” Silver Eagles built 1929–1932. As few as 677 “Post Vintage” (PVT) Silver Eagles followed, with production during 1934 and the cars sold 1935–1937. Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders’ art. However, the upper-end price point meant that ownership was confined to wealthy connoisseurs.

THE MOTORCAR OFFERED

Two Post Vintage Silver Eagles were offered: the “SF” with a 2,138 cc six-cylinder engine and the higher-specification “SG” with a more-powerful 2,653 cc unit. Out of about 500 SG cars, only fifteen were built with 4-passenger, 2-door Sport Touring bodies from Cross and Ellis, including this wonderful example—one of just nine known to survive today.

The new car was delivered by Alvis Ltd. to Bampers of Leeds, on April 4, 1936, where it was purchased same day by Mr. Grange Sheard. It is believed the SG was placed into storage during Mr. Sheard’s ownership of the car and following his eventual passing in 1951, it changed ownership for the first time in 1967. According to documents on file, the Alvis received a safety inspection by the UK Ministry of Transport on June 4, 1966. In July 1967, it was purchased by Elazar Behar of Seattle from Jack Bond of Vintage Autos Ltd.



in London, England. It was loaded onto the Royal Main Line freighter SS Loch Loyal on August 23, 1967 and shipped to Los Angeles, where it cleared customs prior to arriving in Seattle on September 12, 1967. Alvis Ltd. parts records show Mr. Behar purchased a head gasket for the car in early 1968. In October 1972, Mr. Behar sold the Alvis to Paul Lutey of Freeland, Washington, through whom it passed in January 1976 to George Raab of Sammamish, Washington.

In 1984, Mr. Raab entrusted the Alvis to Greg Soter's Phantom Restorations in Seattle for a full restoration. The restoration was completed over a five-year period with several thousand hours of work performed to high concours-quality standards. Soon after completion, Mr. Raab stored the Alvis and after his passing in October 2013, the current owners acquired it from the Raab estate.

Given its excellence and rarity, the new owners submitted the Alvis to the rigorous application process for CCCA Full Classic™ recognition. In January 2014, their efforts were rewarded when the car accorded this coveted status. The Alvis has been shown at the following: Concours d'Elegance at The Wood in Lynnwood, Washington, the Crescent Beach Concours d'Elegance in Vancouver, British Columbia, and the Pacific Northwest Concours d'Elegance at the LeMay – America's Car Museum, where it was subsequently placed within a special Custom Coachwork exhibit.

Recently, the car was serviced mechanically, and received a tune-up. Offered with exceptional documentation, the Alvis was recently the subject of a Summer 2015 feature the CCCA Pacific Northwest Region magazine.

An elegant car, which would be welcomed to the most prestigious Concours d'Elegance events around the world.

\$140,000 - 180,000

112.**1937 LINCOLN MODEL K CONVERTIBLE SEDAN**

Coachwork by LeBaron

Chassis no. K8222

Engine no. K8222

414ci L-Head V12 Engine

Single Dual-Throat Carburetor

150bhp at 3,200rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Power-Assisted Drum Brakes

- ★ Former exhibit at the National Automobile Museum
- ★ Superb LeBaron coachwork finished in enticing livery
- ★ Best Original award at the CCCA National Competition
- ★ One of very few examples built

**THE LINCOLN MODEL K**

Edsel Ford employed the genius of Bob Gregorie to help reestablish the Lincoln marque in 1931. The launch of the new Lincoln K Series featured a 385 ci V8 seated on a 145-inch wheelbase, offering two and four door Phaetons. The following year, Lincoln offered a V12 version of its Model K, in addition to the V8. However, Lincoln consolidated its offering by 1934, producing the various body styles all based around the same superbly configured flat-head 414 ci (6.8 liter) V12 motor. Celebrated coachbuilders bodied the Model K to meet the discriminating demands of the sophisticated Lincoln clientele.

THE MOTORCAR OFFERED

This magnificent Lincoln LeBaron Convertible Sedan is ultimately rare, as it is believed to be one of only thirty-seven built. This highly original example is a 363A model built upon a 145" wheelbase. Furthermore, it sports the highly competent 414 ci V-12 motor, coupled with a three-speed manual gearbox—the last adaptation of the K-Series before it was superseded by the Continental. The ostentatious coachwork by LeBaron coachbuilders over the four-door convertible sedan blueprint, renders the motorcar an imposing and impressive standard-bearer for the Lincoln brand, with its restyled butterfly grille, teardrop headlights, spilt windshield, dual side-mounted covered wheels, and elegant greyhound hood ornament. The early provenance of this lovely Lincoln convertible is largely unknown. That being said, the current owner has documentation

that the car sold in 2007 from the National Automobile Museum at Harrah's Hotel in Reno, Nevada. The museum exhibited the Lincoln among its peers as a preserved and superlative example of 1930s automotive excellence. Not only has this car received the Grand Classic Award from the Classic Car Club of America for Best Original Automobile, but this fabulous Lincoln has been meticulously maintained and lovingly cared for. Moreover, it presents today with fewer than 26,000 original miles on the odometer, a figure believed to be original. An octogenarian in largely original condition, this honest and impressive classic will add prestige to any collection and facilitate memorable Sunday drives for the entire family.

\$70,000 - 90,000
WITHOUT RESERVE

113.

1949 CADILLAC 2-DOOR COUPE SEDANETTE

Coachwork by Fisher

Chassis no. 496107358

Engine no. 496107358

331ci OHV V8 Engine

Single Carburetor

160bhp at 3,800rpm

Hydra-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Striking fastback Club Coupe 'Sedanette' model
- ★ Early iteration of Cadillac's iconic tailfins inspired by the P-38 fighter plane
- ★ Beautiful Green Metallic paint scheme
- ★ Classic and elegant Frank Hershey styling



THE POST-WAR CADILLAC

In 1949, Cadillacs were still very much Cadillacs. The division had its own brand-new overhead-valve engine, its own identity, and a clientele that thought of its products as the very best. It didn't matter much that the body designs differed only in detail from the '48s. These were America's best and there was that silky-smooth V-8 engine under the imposing hood.

While the V-8 engine produced only moderate power, it was incredibly smooth, had gobs of torque, and was only at the very beginning of its development potential. Frequently mated to the optional (\$174) Hydra-matic automatic transmission, the 1949 Cadillacs were effortless cruisers and conveyed an image of success and discerning taste. Indeed, none other than famed American sportsman Briggs

Cunningham drove a Series 62 Cadillac himself, and in 1950 a Cunningham-entered Cadillac Coupe De Ville finished tenth at Le Mans 24 Hours that year driven - in lounge suits - by the Collier brothers. Although the body style featuring GM styling chief Harley Earl's Lockheed P38-inspired tailfins had made its debut the preceding year, the 1949 Cadillacs are nonetheless landmark models.

THE MOTORCAR OFFERED

This 1949 Cadillac Series 61 Club Coupe is a beautiful example of Cadillac's fastback Sedanette model. Offered from a prominent Utah-based collection of exceptional motorcars, this handsome Cadillac benefits from a comprehensive restoration carried out in the 1990s, which has been cared for and maintained beautifully. The metallic green paintwork suits the car nicely and shines brightly like the extensive chrome work adorning the exterior. Inside, the period-correct striped tan cloth interior is in very good condition and retains some original pieces as well. This Series 61 Cadillac Club Coupe is a striking example of the legendary marque's elegant fastback model, ready to be driven and enjoyed by its next owner.

**\$50,000 - 65,000
WITHOUT RESERVE**

114.

1913 PIERCE-ARROW MODEL 66 SEVEN-PASSENGER TOURING

Chassis no. 66667
Engine no. 66667

824.7ci T-Head inline 6-Cylinder Engine
4-Speed Manual Transmission
Front Drum Brakes and Rear-Wheel Hydraulic Brakes
Three-Quarter Elliptical Leaf Spring Suspension

- ★ *Icon of the Golden Age of Automobiles*
- ★ *Largest engine for its era, as per the Guinness Book of Records*
- ★ *One of 14 remaining, presenting in correct 1913 coachwork*
- ★ *Superb refit by experts, preserving its authenticity and collectability*



THE PIERCE-ARROW MODEL 66

Pierce-Arrow was originally known for designing birdcages - a far throw from the company's later fame for building some of the world's most elegant and significant motorcars. The Pierce-Arrow Motor Car Co. of Buffalo, New York, made its first foray into automobile production just after the turn of the 20th Century and soon became renowned as the most prestigious supplier of six-cylinder cars in the United States. The Pierce-Arrow atelier attracted some of the most innovative engineers in the nascent auto-industry and their motorcars were the first to employ power braking, power steering, hydraulic tappets and light alloy in their construction. Superb craftsmanship coupled with avant-garde engineering were the expectation whenever you saw the marque's distinctive bow and arrow.

The Model 66 was launched in 1910 and at its time of conception, it was regarded as the quintessential embodiment of opulence. It was the most outrageously magnificent, powerful and stately offering of the Pierce-Arrow lineage and held court alongside flagship models of the Golden Age of automobiles. Only 14 known Model 66 classics exist today of the original 1,250 that were hand-built between 1910 and 1918 - making it one of the most collectible and highly desirable automobiles in the world today.

The Model 66 named for its rated horsepower, debuted touting a behemoth power plant with 714 cubic inch displacement. It was then upgraded in 1913 to 824.7 cubic inches and although the new model produced almost 100 more horse power, Pierce-Arrow decided

to keep the Model 66 designation building upon the enormous kudos garnered from the original 1910 version. With the distinction of having the largest engine ever fitted to a passenger vehicle, The Model 66 entered the Guinness Book of World Records. The added horsepower coupled with increased torque provided by the longer stroke, helped to top 80 miles per hour, despite the heavily laden chassis typically dressed in Pierce-Arrow's extravagant 1/8 inch cast aluminum panels. So impressive were these vehicles, they were the chosen mode of transport for the rich and famous, including President Woodrow Wilson who remained in the White House from 1913 through 1921 and was often spied on official business in his Model 66.



THE MOTORCAR OFFERED

According to a longtime marque specialist and reputed oracle on the Pierce-Arrow brand – this Model 66 is one of the better Pierce-Arrows in existence today. Only 14 remaining engine platforms of the Model 66 have been identified and very few are truly correct, as most have been forged from various non-matching components, using bus engines, dump-truck transmissions and newly constructed frames to create a hybrid with the Model 66 demeanor.

This example is one of the last Pierce-Arrows to be built with drum headlights, as the later models featured the headlamp-in-fender design, which became the standard for all future Pierce-Arrow offerings. But most importantly, chassis 66667 was born a passenger touring car and remains as such to this day – a fact that makes it unique and ultimately collectible.

The early provenance of this lovely Model 66 is largely undocumented, but it was ordered with seven-passenger touring coachwork and first delivered to an owner in Chicago. Around 1922 it is believed that the touring body was dismantled and the Model 66 became a pumping engine for the Minneapolis Fire Department. In an effort to replace its horse drawn transport with motorized vehicles, the Fire Department consolidated a collection of some 40 automobiles between 1920 and 1924, many of them Pierce-Arrows. Despite the cost of such haute gamme automobiles, the Pierce-Arrows were considered ideal fire vehicles with their extreme speed, enormous torque and horsepower, even though the Model 66 was capable of a paltry 9.2 miles to the gallon. In 1927, after several years of service as a Fire Department automobile, including a stint as the Chief's limousine, this

Pierce-Arrow was involved in an accident with another Fire Department vehicle and required a part rebuild. Documentation suggests that the automobile was fitted at that time with the radiator and front fenders from another vehicle and went back into service in Minnesota until 1948 when it was retired. Almost immediately a smaller Fire Department in the same area acquired chassis 66667 and continued to run it in service for another decade. In the late 1950's the Pierce-Arrow was admired and purchased by Ben Saunders, then owner of KICD radio station in Spencer, Iowa, where it became a famous and recognizable promotional icon for the radio station.

Eventually the 1913 Pierce-Arrow fell into disrepair and Saunders decided to donate the automobile to Shriners of Sioux City. Not sure what to do with a non-running



vintage automobile, Shriners' executives sought out Irving Jensen, a classic car expert and historian to ask his advice. Jensen agreed to purchase the Model 66 with a view to restoring it to its former glory as a 7-passenger touring car and promised to allow Shriners to use the car in local parades for a period of 10 years.

Jensen was a purist when it came to restoration and consulted many experts to ensure that the Model 66 was returned exactly to its former glory. Ray Graber of San Diego, the former body specialist employed by the Harrah's Automobile Collection, was able to recreate the original 7-passenger coachwork, while the fenders and hood were recrafted by Red's Metal Shaping. Lief Drexler of Quakertown, Pennsylvania, created a complete new interior including all the

upholstery, carpets, top, side-curtains and the top boot.

The 1913 Model 66 emerged from its refurbishment sporting glorious claret paint with superb accent pinstriping over the fenders and hood. The top is black with the small glass rear window, over sumptuous quilted black leather upholstery, with ample seating for seven, thanks to two flip-up jump-seats in the rear. This right-hand drive model comes with a wooden steering wheel and a chromed instrument panel sporting enough gauges to equip an aircraft. The engine bay sparkles with brass and chrome which belies the running/driving condition of the car. The Model 66 is adorned with several stamps and engraved insignias throughout to demark its designation – leaving the onlooker in no doubt of the lineage of this remarkable automobile.

Almost immediately, Jensen showed the Model 66 at the Pierce-Arrow Society's National Meet in Minneapolis, the AACA meet in Wisconsin and most impressively at the Pebble Beach Concours d'Elegance, in Carmel California.

Then in 1999 Jensen offered the car to Dan Gernatt of Collins, New York – himself a marque specialist and collector, who benefitted from the fact that this superb Pierce-Arrow was the best Model 66 to be made available for over 25 years. Shortly thereafter the Pierce-Arrow served as the Poster Car for the 2001 Concours d'Elegance of the Eastern United States in Bethlehem, Pennsylvania, winning both the Chief Judges Award and the Bethlehem Star Award. In 2009 it returned and again took the Bethlehem Star Award at the 20th anniversary celebration of the concours.



For all its accolades, this fêted Model 66 was no trailer queen. Jensen drove the automobile regularly and particularly enjoyed touring over various terrain, including a 2014 event in Michigan which required more than 1,200 miles of challenging driving. It was noted by the owner that there was not a car on the tour that could pass the mighty 1913 Pierce-Arrow. Several tours were completed by Jensen and when not out on the open road, the car was always meticulously garaged and maintained in superb running condition. To facilitate regular use, the ignition was upgraded and an electric starter installed, although the original compression starter is fully operational.

After 16 years in the stewardship of one of the most knowledgeable Pierce-Arrow specialists in the world, this rare Model 66 was acquired by the current owner and consignor who has

maintained it faithfully in a private collection alongside many other rare and significant automobiles. Chassis 66667 has not been driven since 2015, but is started regularly, brought up to temperature and checked for fluid levels. It has not been modified or altered - only polished and revered.

Thought by many to be the greatest touring car of its era, the Pierce-Arrow will always represent the zenith of luxury, opulence and power. This Model 66 was one of a very limited production in 1913, but today it is one of only 14 automobiles known to exist. Of those 14 it is quite possibly one of - if not the most authentic example that remains. This Model 66 was hand built as a 7-Passenger Tourer in 1913 and appears today in the exact and correct coachwork of its inception. It also retains the original engine, transmission,

chassis and integral components that were delivered as chassis 66667 from the manufacturer over 100 years ago and is marked for being one of the final Pierce-Arrows manufactured with drum headlights. Considered to be the greatest touring car ever built, this is quite possibly the only opportunity for many years to come - if not decades - that an automobile of this significance will be offered for sale.

\$600,000 - 800,000

115.

1938 LINCOLN MODEL K COUPE Coachwork by LeBaron

Chassis no. K9314
Engine no. K9314

414 cu. in. L-head V12 engine, 150bhp
3-Speed Manual Transmission
Semi-Elliptical Leaf Spring Suspension
4-Wheel Vacuum-Assisted Mechanical Drum Brakes

- ★ *Final example of only 12 built*
- ★ *Believed to have been owned by King Hussein of Jordan*
- ★ *Striking bodywork by LeBaron*
- ★ *In beautiful overall condition*



THE MOTORCAR OFFERED

Among 1938 Lincolns, the Model K was decidedly more conservative than the streamlined Zephyr that had debuted two years earlier, but it was no less handsome for having a more traditional appearance. Updated continuously since its 1930 introduction, the Model K had by 1938 seen its headlights integrated into the fenders rather than set alongside the grille, and the fenders themselves were better integrated with the body. The windshield had acquired a more rakish profile thanks to new V-shaped glass introduced in 1937.

The car offered here exudes an assertive self-confidence thanks to custom coachwork by LeBaron. Established in New York in 1920, the LeBaron Carrosserie was purchased by Walter O. Briggs in 1926 and operated as a subsidiary of his Briggs Manufacturing

Company thereafter. Though LeBaron's New York office and Bridgeport, Connecticut body plant remained in operation through 1930, the entire LeBaron operation was located in Detroit from the end of that year until the Briggs family sold the company to Chrysler in 1953. Throughout its existence, LeBaron was known for elegant yet energetic designs, and for the high-quality coachwork it built for premium carmakers like Duesenberg, Packard, Cadillac, and Chrysler's Imperial line.

Atop the 136-inch Model K chassis, LeBaron designed this car as a genuine two-seat hardtop. The cockpit is set slightly rearward between the two axles, with a long hood emphasizing the powerful V-12 engine at the front of the machine. The roofline is aggressively low, covered in matte black cloth that provides an elegant contrast to the

gloss black finish of the body. Beneath its long, gently sloping rear sheet metal, the car features a trunk rather than a rumble seat, leaving no chance that its perfect lines will be disrupted while the car is in motion. Though chrome plating has been applied to the grille, headlight surrounds and bumpers, the body is relatively unadorned, impressing with its beautiful proportions and high-quality fit and finish rather than excessive brightwork.

The car features mechanical drum brakes at all four corners, aided by the vacuum booster introduced on Model K cars in 1937. The engine is Lincoln's 414-cubic inch V-12, which delivers 150 horsepower to the live rear axle through a three-speed manual gearbox. The engine bears the matching K9314 serial number to the chassis, confirmed as original by documents at the Benson Ford Research



Center. The documents also note that the car is body number 12, making it the final of 12 LeBaron Coupes built, and confirming that it was painted and upholstered in black before being assigned to Lincoln's New York sales office.

Though its early ownership history is unknown, this LeBaron Coupe was reportedly purchased by King Hussein of Jordan for inclusion in his superb automobile collection at the Royal Museum in Amman, Jordan. Following the King's death in 1999, his daughter, Princess Alia, gave the car identified as "engine no. K9314" to Mr. Said Abd Alkareem Rasheed Mohamed Rasheed, as documented on December 18, 2002. The LeBaron Coupe was registered to him in 2004, identified again as K9314 but with no indication of its purchase details, having been

received as a gift. A few years later, the car was purchased by the Paul and Chris Andrews Collection of Fort Worth, Texas. Father Paul and son Chris Andrews treated the car to engine work by Hatfield Restorations of Canton, Texas, which returned its V-12 to as-new condition. Much of its exterior chrome was replated, as well. The paint and interior remain in excellent condition, with just enough patina on the interior trim to give this car an authentic yet impeccably cared-for appearance.

Sold by the Andrews Collection in 2015 along with 77 other cars, this 1938 Lincoln Model K Coupe by LeBaron is available once again, presenting an unexpected opportunity to own one of the most beautiful Lincolns of the 1930s. As the last of only 12 such cars

built, and as one of the last Model Ks built before production was halted in 1940, its rarity ensures that it will be a standout on any concours lawn, or in any vintage driving event.

\$200,000 - 300,000

116.

1973 FERRARI 365 GTB/4 DAYTONA

Coachwork by Scaglietti - Design by Pininfarina

Chassis no. 16519

Engine no. B2280

4,390cc DOHC V12 Engine

6 Weber Carburetors

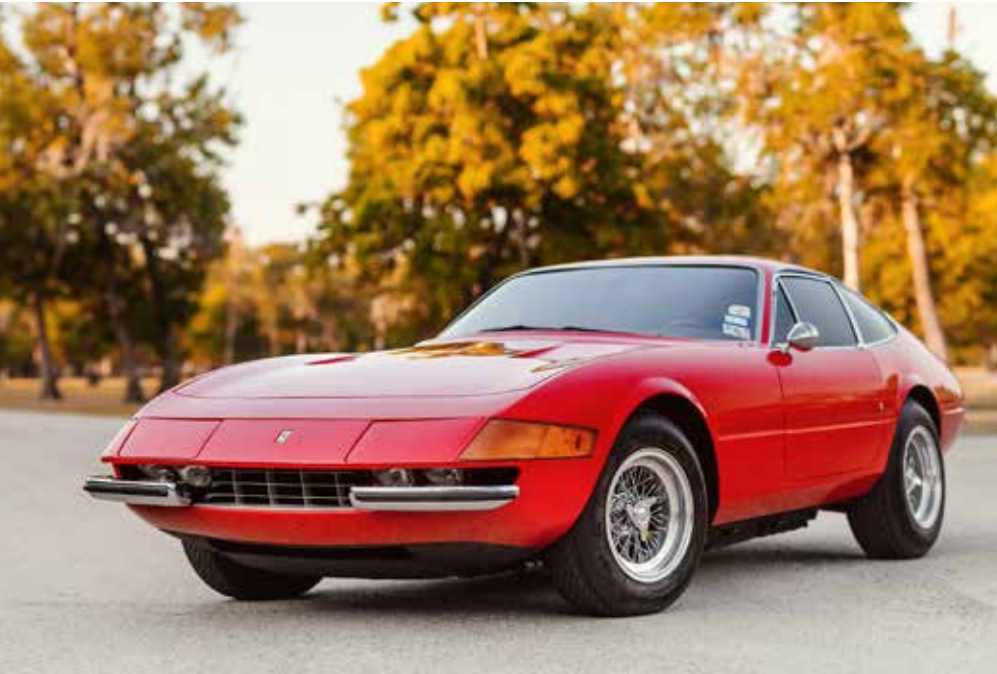
352bhp at 7,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Ferrari Classiche Red Book Certified*
- ★ *Matching numbers engine and original coachwork*
- ★ *Shown successfully at some the most discerning Concours events*
- ★ *Stunning example of the legendary Daytona Berlinetta*



THE FERRARI 365 GTB/4

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

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

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

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

The mechanical ensemble, comprising engine, torque tube and rear-mounted five-speed

transaxle was attached to the tube chassis at four points – two on the engine and two on the transaxle – and the familiar 2.4-meter wheelbase was retained, which dated back in unbroken line to the 250 GT SWB. To clothe the new 365 GTB/4, Pininfarina created a classical and now legendary design, which combined Maranello tradition with modernity. Only the prototype body was actually built by Pininfarina and as with the preceding Berlinettas it was Scaglietti who actually made the bodies in steel (with opening panels in aluminum) for the production examples.

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



THE MOTORCAR OFFERED

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.

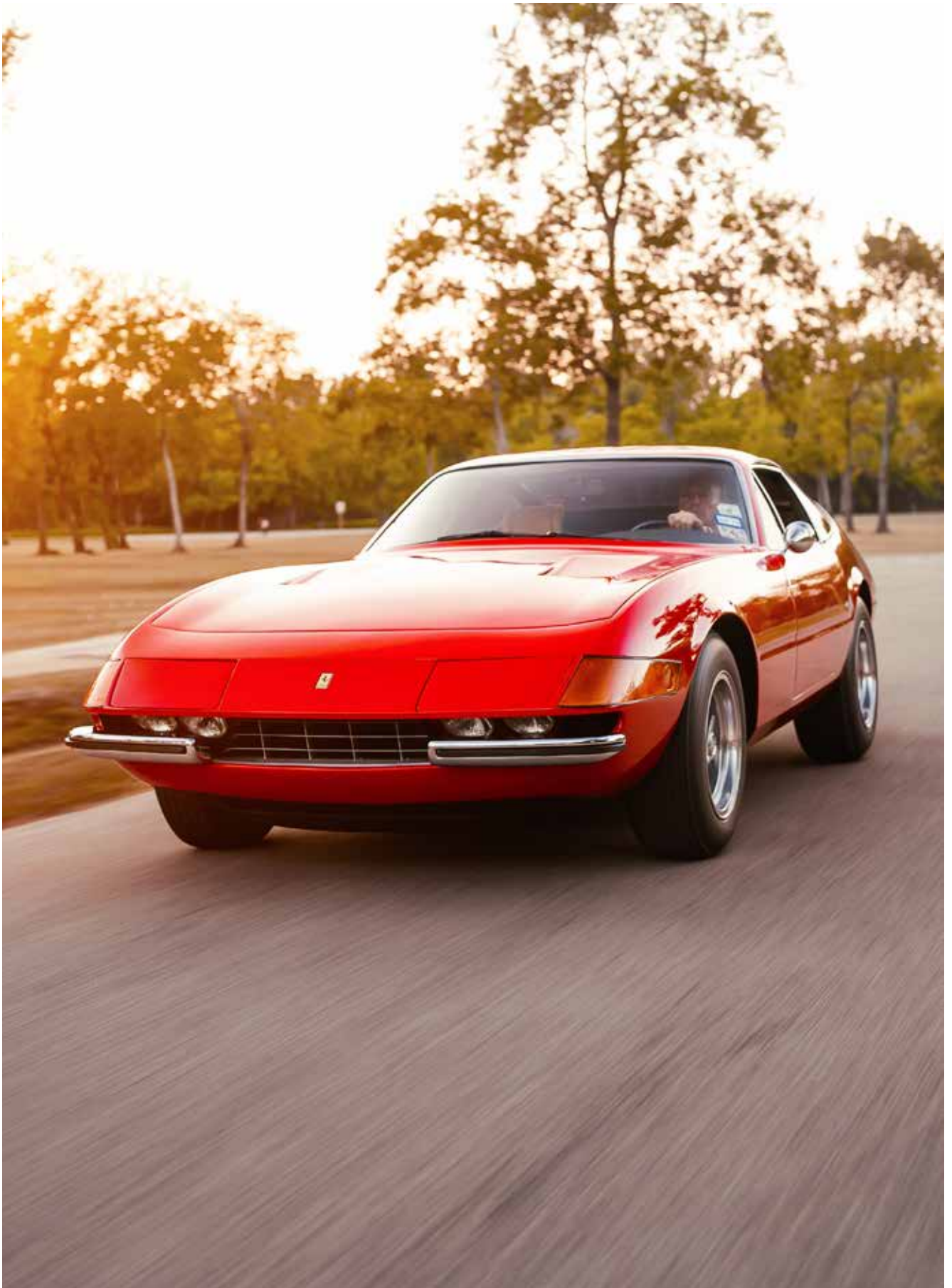
Capable of achieving 278km/h (172mph) in standard form, the new Ferrari was the fastest production car in the world at that time.

This gorgeous example of the legendary Ferrari 365 GTB/4 Daytona was completed on March 20, 1973 in Clear Red (Rosso Chiaro 20-R-190) over a black interior (Nero VM 8500) in Connolly leather. It is a left-hand drive European version with air conditioning and extensive research shows that chassis 16519 was number 1,029 in the assembly sequence, bearing Scaglietti body number 1063.

Within a few weeks of completion this Ferrari 365 GTB/4 was delivered to Geneva, Switzerland and sold to a private collector. Documentation is incomplete, but it appears that the Ferrari spent a brief spell in Portugal before making its way to Sweden in 1976, where it remained for seven years, after which it was exported to the United States by a Ferrari enthusiast in Virginia. In 1986, the Daytona was purchased by Stanley Cohen of

Windsor, Connecticut, who registered the car with the Ferrari Owners Club and retained it for his personal collection until June of 2000. With only 13,000 kms on the odometer and now sporting a new tan leather interior, the car was acquired by Herb Chambers, CEO of The Herb Chambers Companies – the largest automobile dealership in New England, based in Somerville, Massachusetts. According to correspondence with Chambers which accompanies the car, he purchased the Ferrari Daytona for his own private collection and personal use and added a new set of Borrani wire wheels.

The current owner acquired the car in 2005 with just around 15,000 kms on the odometer – a figure indeed believed to be the cars actual mileage - and immediately exhibited it at the Quail Motorsports Gathering in Carmel





Valley, California. The Daytona went on to garner several awards at various events, including Best of Show at the Highland Village Ferrari Festival in Houston.

Since 2005, the current owner has driven the car less than 10,000 kms and stored it in an air-conditioned garage. Most recently the Ferrari has undergone a full inspection and compression test by Ferrari of Houston in preparation for the Cento-Miglia in New Orleans, and is deemed to be in very good condition – a testament to over 30 years of meticulous care and maintenance. This Ferrari Daytona has never been modified or compromised, and is a matching numbers car, as is testified by the Ferrari Classiche Certification – or Red Book – which accompanies the car. The sale also includes the original owner's manuals, books and tools,

plus a set of Cromodora wheels. Dressed in an iconic robe of Pininfarina design and Scaglietti craftsmanship, it has become a standard bearer for the legendary Ferrari marque.

\$600,000 - 800,000

117.Ω

1950 VERITAS SCORPION CABRIOLET

Chassis no. 5095

Engine no. 73095

1,988cc OHV Inline 6-Cylinder Engine

2 Solex Carburetors

Estimated 90bhp at 4,750rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Extremely rare post-war German coach-built sports car*
- ★ *Elegant custom coachwork in aluminum*
- ★ *Sophisticated BMW 328 powerplant*
- ★ *Supplied with a comprehensive file of recent BMW Classic service*



THE VERITAS SCORPION

Veritas-Arbeitsgemeinschaft für Sport und Rennwagenbau (Veritas-Joint Venture for the Construction of Sport and Racing Vehicles) was launched in March of 1947 in the village of Hausen am Andelsbach, near Hockenheim. Its principals were Ernst Loof, the former head of BMW's racing division when the BMW won the Mille Miglia in 1940; long-time sales manager Lorenz Dietrich; and former BMW motorcycle champion and pre-war Auto Union Grand Prix racing driver Georg "Schorsch" Meier. Their goal was to build a new sports and racing car to succeed the hugely-successful pre-war BMW 328. It was an idea they'd been discussing since meeting in Paris during WWII.

Their first prototype racer was built in a corner of BMW's Allach factory, which was being used for vehicle maintenance by the

allies. Disallowed from building any sort of new car or engine in the American Zone of Occupation, the project moved to the French zone, and the team concentrated on what it knew best, the Type 328, with its unique overhead-valve six. Right from the start the Veritas Rennsport was competitive, winning the German 2-Litre sports car championship three years on the trot from 1947 to 1949..

Desirous of building a road car, Veritas introduced the Comet in 1949, followed by a two-seat convertible with the interesting name of Scorpion, and then the Saturn – a coupe with three-abreast seating. The Scorpion and Saturn were both built on a 2600mm wheelbase and featured fully-independent front suspension with upper and lower control arms, longitudinal torsion bars, and telescopic shock absorbers. The rear drive

and suspension comprised a deDion axle with triangular links, longitudinal torsion bars, and telescopic shock absorbers. Steering was by rack-and-pinion. Brakes were four-wheel hydraulic drums. The engine was a BMW 328 of 1988 cc with overhead valves operated by a quite effective system of transverse rocker arms that gave the motor the appearance of having overhead cams. The five-speed transmission was of the company's own design.

After several reorganizations, Ernst Loof moved the remains of Veritas to the Nurbürgring and produced a small number of expensive cars of the same name, but funding had dried up for the perpetually-undercapitalized concern. By In 1953 the firm was absorbed by BMW, the company that had spawned it. Best estimates are that Veritas produced no more than 78 cars in all.



THE MOTORCAR OFFERED

An intriguing fusion of pre-war mechanical components and post-war style, the BMW-based Veritas model dates from the late 1940s, a period when the scarcity of readily available competition cars led to the creation of numerous interesting 'specials'. This Veritas Scorpion received a restoration in the early 1990's where it was finished in the beautiful blue exterior and tanned leather interior it is presented in today. More recently this motorcar was recommissioned by BMW Classic. With BMW Classic, the Scorpion received a sympathetic cosmetic restoration retaining as much of the originality from its 25-year-old restoration as possible. The body was repainted where necessary while the chrome, glass, and interior were kept intact and renewed to functional cosmetic standards.

BMW Classic sorted through the mechanical components of this Scorpion to bring it to road worthy condition, successfully registering and TÜF approving the car in December 2017. The car is equipped with a modern radiator, electric fans, and updated oil cooler, installed during previous ownership to accommodate regular road use.

Due to prevailing economic conditions forcing a continual lack of resources and organization with Veritas, BMW cannot date chassis 5095 to its delivery specifications and ownership history. This car is presented with updated German registration, invoices listing the work completed by BMW, and a thorough inspection report received April 2018. Today, this magnificent example of post-war German

design and coachwork presents beautifully throughout, and would make a fine addition to any pre or post-war collection.

\$500,000 - 700,000

118.

1950 DELAHAYE 135 M CABRIOLET ATLAS

Coachwork by Carrosserie Guilloré

Chassis no. 801636

Engine no. 801636

3,557cc OHV Inline 6-Cylinder Engine

3 Solex Carburetors

113bhp at 4,000rpm

4-Speed Cotal Pre-Selector Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Shown at the Paris Auto Salon
- ★ One of five four-seater examples constructed
- ★ Believed to be the sole remaining Atlas Cabriolet
- ★ Recently owned by the Delahaye Club founder
- ★ Displayed at the Pebble Beach Concours d'Elegance
- ★ Exquisite French styling



THE MOTORCAR OFFERED

This exquisite example of the venerable 135M boasts a number of superlatives, from rarity of its body style to a recent life with some of the Delahaye niche's most luminary collectors. In mid-1949, chassis no. 801636 was sent to Courbevoie-sur-Seine for bodywork by Alphonse Guilloré, a lesser-known coachbuilder active between 1937 and 1954. Known for no-frills formalism and an overwhelming use of heavy steel, Guilloré developed a clientele of Delahaye and Talbot-Lago owners, and besides Chapron was responsible for more postwar Delahayes than any other coachbuilder.

While Guilloré's work was often overshadowed by the more ostentatious styles of Saoutchik or Figoni et Falaschi, the coachbuilder unquestionably came into his own at the 1949 Paris Salon de l'Automobile with the debut of a unique new cabriolet. During the annual

October event, Delahaye exhibited a 135 M with a sporty open body featuring far more streamlined form and art deco styling than the coachbuilder's typical work. There is a strong likelihood that 801636 was this exact car.

While little written history exists regarding the particulars of Guilloré production, many marque experts believe that no more than five Atlas-bodied Delahayes were built by the coachbuilder, and this car might be the sole example constructed as a two-seater. 801636 wonderfully reconciles brasher pre-war styling elements with the staid modernism that became vogue in European design following the war.

First registered on July 7, 1950, 801636 was eventually assigned tags marked "317 AYC 59," a registration it has authentically worn over the years. It is almost certain that the

car remained in France through the entirety of its life, and has reportedly always been maintained in running condition without any prolonged periods of storage.

In the 1990s, the unusual Cabriolet Atlas was discovered by Francois-Michel Faucher, an officer with the well-known French Delahaye Club, one of the world's preeminent marque organizations (even possessing rights to the company's trademarks). Mr. Faucher restored the car's original 135M motor and soon refreshed all of the mechanical components. In the early 2000s, he then sold the car to the most esteemed of Delahaye Club members, Philippe Looten, the group's original 1966 founder and current honorary president.

Enamored with the 135M's unusual Guilloré body, Mr. Looten sent 801636 to coachwork specialist Bonnefoy for a repaint in a beautiful



shade of Delahaye blue, returning the car to a stunning state of exterior cosmetic condition. Mr. Looten soon began driving the car to numerous local events, commencing with Retromobile in February 2003, followed by participation in several Delahaye Club rallies over the next three years.

In late 2010, Mr. Looten decided to part ways with the remarkable Atlas, selling it to Hugo Modderman of Monaco, who quickly set his sights on Concours exhibition. While a fresh repaint in the car's original color of dark blue cellulose was commissioned, the Delahaye's all-original interior was deemed to have a charming patina worth preserving, so the leather was sympathetically cleaned and refreshed by Swisswax. In such enviable cosmetic condition, 801636 remained a striking visage of its original 1949 Parisian presentation, and made a perfect entry for the

2011 Pebble Beach Concours d'Elegance. The car also ran in that year's Pebble Beach Motoring Classic, winding down to Monterey from Seattle, Washington, and once again in the 2014 event.

In 2012, the Atlas Cabriolet was treated to another bout of engine work, freshening the motor's operating condition and leaving it optimally primed for additional events. Appropriately, the car then received an honorable mention for Furthest Distance Traveled to the Event at the 2012 Schloss-Bensburg Classic Concours d'Elegance in Germany. The current owner acquired the car in 2015 and has carefully stored the car since with only occasional use.

This exceptional 135M remains a highly desirable example of one of the rarest and most subtly beautiful Delahayes to become

available in recent years. The sporty open four-seat bodywork can be enjoyed in vintage rallies or cruising on noteworthy occasions. Perfect for marque club events and world-class Concours d'Elegance events, this extremely rare numbers-matching Cabriolet Atlas is a testament to the underrated quality of Guillore's design work, and would make a stunning addition to even the most accomplished collections. Aficionados of pre-war French Curve styling and marque connoisseurs will undoubtedly be thrilled by this car's current availability, a rare opportunity to acquire one of the final chapters in the Delahaye legend.

\$250,000 - 350,000

119.**1967 MG B ROADSTER**

Chassis no. GHN3L/122653

Engine no. 18GB-U-H75750

1,789cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

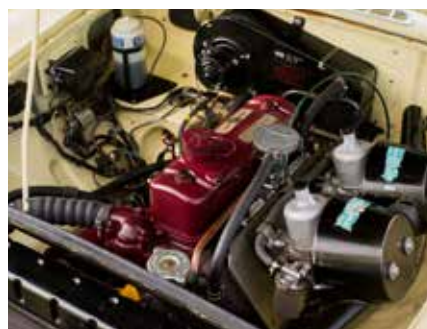
95bhp at 5,400rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Exceedingly original "Time Capsule" example with factory paint and interior
- ★ With original owner until 2011, and just 6,700 miles from new
- ★ Offered with extensive documentation and records, tool kit and jack

**THE MGB**

Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time. Attractively styled, cheap to run, and easily maintained by the home mechanic, the "B" carried on MG's traditional role of providing affordable, sports car motoring for the straightforward enthusiast. A "right first time" design that changed little over the years, apart from the adoption of a more robust five-main-bearing engine in 1965 (fitted from the start of GT production that autumn), a minor facelift for 1970, and the adoption of plastic bumpers (to comply with US legislation) for 1975. Its popularity remaining undiminished today, the classic MGB is one of the easiest sports cars of its era to run and maintain in the 21st Century, having access to a worldwide industry of spare parts and service providers.

THE MOTORCAR OFFERED

This smart MGB was completed at the Abingdon-based MG factory during April of 1967. The left-hand drive Roadster was finished as it appears today, in Pale Primrose Yellow exterior over a black interior, and destined for the US market. The MGB was optioned with wire wheels wrapped with white-wall tires, heater, and ashtray. The new MGB was purchased by a Mr. E. R. Erickson, in July of 1967, from Import Motors in Bellingham, Washington.

The car would remain with Erickson until November 2011, when Mr. Erickson's son— an avid MG Car Club member— sold the authentic car to the late Robert "Bob" Koons of Columbia, SC. The preserved MGB has since been treated to devoted custodianship and maintenance, with careful consideration given to the cars originality. Today this

exceptional MGB remains in unrestored condition, retaining the original Pale Primrose Yellow paint, mechanicals, interior, and weather equipment. With just 6,700 miles on the odometer at the time of cataloging, this MGB is among the most credible examples in existence. The "Time Capsule" like car retains its original tool kit, jack, driver's handbook, and owner's manual with Protect-O-Plate. Furthermore, the history file includes several British Motor Corporation documents, such as the customer identification plate (which expedited warranty service to customers in the USA), the original service book, and Heritage Trust certificate. A stunning car through and through, encompassing the smell and feel of how these cars really were when they were new.

\$35,000 - 45,000
WITHOUT RESERVE

120.**1949 MG TC KERRIGAN SPECIAL**

Chassis no. TC/EXU/7514

Engine no. XPEG/TF 950 (see text)

1,500cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

Estimated 149bhp at 5,500rpm

4-Speed Manual Transmission

Front Beam Axle with Leaf Springs - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Historic racing MG which competed in the 1950 Pebble Beach Road Race
- ★ Competition prepared in period by Spence Kerrigan and restored by Leroy M. Gane
- ★ Featured in the film *Racing Through the Forest* and eligible for a host of events around the world

**THE MG TC KERRIGAN SPECIAL**

This historic MG was purchased as a used car in 1949 by Spence Kerrigan of Haywood, California. Soon after, Mr. Kerrigan prepared the car for racing by modifying it to stage II and entered it in the very first Pebble Beach Road Race on November 5, 1950. It was raced as number 9 and driven by Jay Chamberlain. This very car was featured in the 2016 film *Racing through the Forest: The History of the 1950-1956 Pebble Beach® Road Races*. In period, the original engine was modified by boring and sleeving the cylinders to bring the displacement to 1500cc. This modification, although well-proven in a similar car by Spence Kerrigan's brother Bill (who won many races in California), weakened the block and, after a few miles, split it like a watermelon. The MG engine was later replaced with a Ford V8 engine without altering the car's cowl or outward appearance.

The Kerrigan's MG was later dismantled for restoration and remained with Mr. Kerrigan until less than a decade ago. Then, it was purchased by the late Robert "Bob" Koons, joining his exceptional Columbia, SC-based collection of British sportscars.

Starting in 2009, a magnificent two-year restoration was carried out by specialist Leroy M. Gane. Gane was Roger Penske's first race mechanic in the 1960s and 1970s. The MG's racing heritage was furthered by Mr. Gane incorporating numerous period speed and racing parts during the restoration (e.g. XPEG engine with a Lucas Laystall cylinder head, SU H6 carburetors, and Vertex Magneto). Other modifications included a fully boxed and seam welded chassis, twin leading shoe front brakes, and rack and pinion steering.

In the Kerrigan Special's impressive history file are the original instructions to participants in the 1950 Pebble Beach Road Race, as well as a framed map of the race course, photos of the Kerrigan's in the car around 1950, and many letters and documentation. This historic TC racer has been invited to the prestigious Rolex Reunion Races in Monterey and has raced successfully at SVRA events, including those at Watkins Glen International Raceway and Pocono International Raceway. Furthermore, it is a piece of American and MG race history; eligible for exclusive racing and rally events around the globe.

\$60,000 - 90,000
WITHOUT RESERVE

121.**1962 JAGUAR E-TYPE SERIES I 3.8 COUPE**

Chassis no. 886489

Engine no. R6162-9

3,781cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

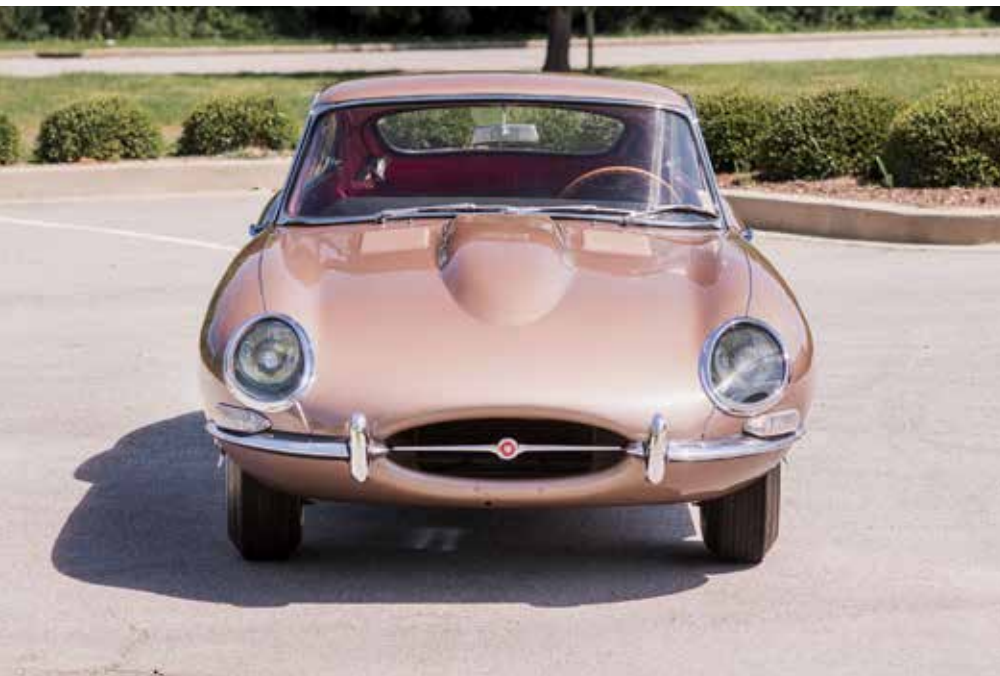
265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Exceedingly original 'Time Capsule' example with factory paint, interior and tires
- ★ Fastidiously well-preserved with just over 12,400 miles from new
- ★ Matching-numbers example offered with tools, jack, impressive history file and Heritage Certificate

**THE JAGUAR E-TYPE**

"Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game."

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-liter form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type; a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the

same 3.8-liter, triple-carburetor "S" unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint. Firstly, because it weighed around 500lb (227kg) less than the XK150. Secondly, because aerodynamicist, Malcolm Sayer, used experience gained with the D-Type to create one of the most elegant and efficient shapes to ever grace a motor car.

Praise aside, taller drivers found the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived, and much-loved sports car, it is the early "flat floor" 3.8-liter cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

Today, the E-Type's gracefulness remain in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's "Top Ten" of the world's most beautiful cars of all time.



THE MOTORCAR OFFERED

This exceptional E-Type Coupe was finished at Jaguar's Coventry works on July 30, 1962. It was built just like it appears today, a left-hand drive model painted in the striking Opalescent Bronze color and trimmed in Red Connolly leather, which remains intact on this original and beautifully preserved car. Interestingly, the car's livery actually duplicated that of the Jaguar's 1961 New York Auto Show display car.

Like many E-Types, this car was destined for the United States, where a Preston H. Smith purchased the new Jaguar on February 6, 1963, from Ladd Motors in Lebanon, Pennsylvania. Mr. Smith never used the car in the rain and stopped driving the car in 1976. From then on, it sat carefully stored away from the elements in his garage, until he sold it to a Mr. Mowrey—a fellow Pennsylvanian enthusiast—in 1990. The highly original

E-Type was featured in car shows in the 1990s, where it won many awards, including 1st Place multiple times in the Hershey Auto Show.

In 2003, Mr. Mowrey sold the fastidiously well-preserved Opalescent Bronze Series I E-Type to the late Robert "Bob" Koons. The 12,000-mile original Jaguar soon joined Koons' impressive Columbia, SC-based collection of some of the most original British sportscars in existence. The car has remained there ever since, enjoying a climate-controlled environment, dedicated service, and maintenance. Today, this E-Type retains its original factory applied paint, interior, brightwork, and factory accessories. Even the tires are original, and the spare tire is said to have never touched the ground. Any Jaguar or preservation-class

car enthusiast should treat themselves to a close inspection of this stunning "time-capsule" automobile, still retaining factory markings and tags, along with the original matching numbers drivetrain. Accompanying the sale of the car is a large history file documenting previous sales records, testimonies from previous owners, old titles, as well as the Jaguar-issued Heritage Trust Certificate, and original tool kit. With just 12,418 original miles on the odometer at the time of cataloging, this is unquestionably one of the best-preserved Series I E-Types in existence.

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

Please note, this vehicle is titled under the model year 1963.

122.**1949 MG TC SPORTS RACER**

Chassis no. TC/9006
 Engine no. XPEG 1083 (see text)

1,500cc OHV Inline 4-Cylinder Engine
 2 SU Carburetors
 Estimated 125bhp at 5,500rpm
 4-Speed Manual Transmission
 Front Beam Axle with Leaf Springs - Live Rear Axle
 4-Wheel Hydraulic Drum Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Expertly prepared for vintage racing and competition
- ★ Extremely well built with tasteful period-correct upgrades and no expense spared
- ★ Eligible for a host of vintage racing and rally events around the world

**THE MG RACING CARS**

MG went racing in 1930 and eventually produced open, two-seater sports cars that set the mold for the era; the factory race cars gathering victory after victory, as well as establishing many class speed records. In 1931, a specially prepared MG became the first 750cc powered car to exceed 100mph. MG had arrived as Britain's premier sporting marque. Sales to the public increased exponentially, while larger, more comfortable, yet sporting two-seaters, were produced. The direct MG Competition lineage goes right to the MG TC, which further benefited from the introduction of a synchromesh transmission. Universally, the MG TC did more than any other machine to foster and spread the cult of the European sports car in America.

THE MOTORCAR OFFERED

This expertly prepared Sports Racing MG TC was built by the late Robert "Bob" Koons and Roy Gane; a team that worked for the Penske Racing Team in the glorious 1960s and early 1970s. The work was carried out at Bryn Mawr, PA-based Updraught Enterprises from 2007 through 2009.

R&W Enterprises of East Fallowfield, PA built up a competition engine using a later MGTF 1500cc block, Carrillo rods, billet crankshaft, forged Arias pistons, and various other vintage speed parts, resulting in 125bhp and 123ft/lbs. at 5,500rpm. The original numbers matching engine was retained, in case anyone might want to re-install it in the future. A Lucas Laystall head, Vertex Magneto, 1½" SU carburetors, and duel SU fuel pumps were fitted as well.

In addition to the performance work, the car was restored cosmetically, with high-quality woodland green paint and a leather interior with exact replica MG competition seats. Throughout the whole process, the intent was to engineer, construct, and finish an MG TC true to how Gane and Koons historically worked on Roger Penske's cars. The TC debuted at the U.S. Vintage Grand Prix at Watkins Glen in September 2009. Subsequently, the TC has raced successfully at other SVRA events, including the Pittsburgh Vintage Grand Prix, New Jersey Motorsports Park, and Pocono International Raceway.

\$40,000 - 55,000
WITHOUT RESERVE

123.**1960 MG A 1600 ROADSTER**

Chassis no. GHNL/71203

Engine no. 16GA-U-2462

1,588cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

80bhp at 5,800rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Exceedingly original 'Time Capsule' example with factory paint, interior and tires intact
- ★ Fastidiously well-preserved with just over 3,500 miles from new
- ★ Offered with tools, jack, owner's manuals and period sales literature

**THE MGA**

Although the MGA "EX182" prototypes debuted at Le Mans in 1955, by the time the actual race came around, the design of what would be known as the MGA had effectively been finalized, the event itself being little more than a useful opportunity to check that everything was copacetic. Clad in a stylish aerodynamic body, and capable of topping 95mph, the MGA proved an instant hit. After reliability issues plagued the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 80bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in "1600" form was now a true 100mph-plus car.

THE MOTORCAR OFFERED

Built during the summer of 1959, this MGA 1600 Roadster remains unrestored, with its original paint, interior, weather equipment, mechanicals, factory wire wheels, and tires intact. According to its well-documented history, the car was purchased new by Dr. Phillip Robinson in 1960, from Morris Garage in Maryland, New York. In August 1971, the original dealer, Gordon Morris, realized that Dr. Robinson was not driving the car and persuaded him to sell it back to him with just around 2000 miles on it.

In 1975, the MGA had only accumulated 2,247 miles, and was passed on to Gordon Morris' son. Subsequent years saw a trip to Maine and some local driving, until it was purchased in 1984 by Mr. Carl Meyer of Slingerlands, New York, who used it as a show car. The late Robert "Bob"

Koons acquired the car from Mr. Meyer in February of 1994 and it soon joined Koons' impressive Columbia, SC-based collection of some of the most original British sportscars in existence. The MGA has remained there ever since, enjoying a climate-controlled environment, dedicated service, and maintenance.

With just 3,502 miles on the odometer today, this is believed to be the lowest mileage MGA 1600 Roadster in the US. Considerable documentation can be found in the history file, as well as owner's manuals, period literature, and the Heritage Certificate. A true "Time-Capsule" MGA for the discerning collector of genuinely original cars.

\$50,000 - 75,000
WITHOUT RESERVE

124.**1969 JAGUAR E-TYPE SERIES II 4.2 ROADSTER**

Chassis no. 1R9068
 Engine no. 7R2966-9

4,235cc DOHC Inline 6-Cylinder Engine
 2 Stromberg Carburetors
 245bhp at 5,400rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Exceedingly original "Time Capsule" example with the factory paint and interior intact
- ★ Fastidiously well-preserved with just over 4,000 miles from new
- ★ Matching-numbers example offered with original books, tools, jack, history file and Heritage Certificate

**THE SERIES II E-TYPE**

Introduced in its 3.8-liter form in 1961, the Jaguar E-Type, with instantly classic lines and a 150mph top speed, caused a sensation when it appeared.

The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from "4.2" badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly targeted the cooling and electrical systems. The latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements.

The top speed of around 150mph remained unchanged; whereas, improved acceleration became the main performance gain and resulted from the larger engine. Like its 3.8-liter forbear, the 4.2-liter E-Type was built in Roadster and Coupe forms, and in 1966, gained an additional 2+2 Coupe variant on a 9" longer wheelbase. Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new "family orientated" 2+2 came with improved visibility credited to an increased glass area, more headroom, improved heating and ventilation, additional luggage space, and optional Borg-Warner automatic transmission.

In 1968, all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in "Series II" guise minus the original's distinctive

headlight covers. In addition, enlarged side and rear lights were adopted, while a thickened front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. Power steering and air conditioning became available as options.



THE MOTORCAR OFFERED

This "Time-Capsule" like, truly original condition E-Type Roadster is presented just as it looked when it left the factory. Hand-built at Jaguars Browns Lane works in April of 1969, this left-hand drive Series II Roadster was sent to the American continent for delivery during the Summer of '69, through Jaguar importer British Motor Holdings in Canada. The E-Type looked exactly like it does today, with its exterior finished in classic British Racing Green paint, the interior trimmed in matching Suede Green leather, and a black soft top tugged behind the seats. The transmission option was the 4-speed manual, fully-synchronized gearbox. The first owner, a Mr. Michael Mady, purchased the new Jaguar from Downton Motor Sales Limited of Windsor, Ontario. Astonishingly, the green E-Type would remain with Mr. Mady for more than 35 years, stored away in excellent

conditions for most of the time and covering just about 4,000 total miles from new! The all-original Jaguar was purchased from Mr. Mady's estate in 2005, by the late Robert "Bob" Koons. The "Time-Capsule" Jaguar soon joined Koons' impressive Columbia, SC-based collection of some of the most original British sportscars in existence. The car has remained there ever since, enjoying a climate-controlled environment, dedicated service, and maintenance.

Today, this 1969 E-Type Roadster remains unrestored and original through and through, with just 4,826 miles on the odometer at the time of cataloging. The original factory-applied British Racing Green paint is intact, as is the original interior, matching numbers mechanical systems, top, and Dunlop Whitewall SP radial tires. The car's impressive

documentation includes the original owner's manual with Protect-O-Plate, manufacturer's warranty card, and service voucher book. The voucher book shows that the 1,000 and 3,000 miles services were performed by the original dealer. This fastidiously well-preserved 1969 Jaguar E-Type Series II Roadster could be the lowest-mile example in existence and is reported to run and drive like a new car. Few vintage cars have been preserved and maintained like this car, and this sale is a rare opportunity to acquire something as close to the manufactured condition as possible.

**\$130,000-170,000
WITHOUT RESERVE**

125.**1964 MG B ROADSTER**

Chassis no. GHN3L/51533
 Engine no. 18GB-RU-H3197

1,789cc OHV Inline 4-Cylinder Engine
 2 SU Carburetors
 95bhp at 5,400rpm
 4-Speed Manual Transmission with Overdrive
 Front Independent Suspension - Live Rear Axle
 Front Disc - Rear Drum Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Highly original example with most of the factory paint and interior intact
- ★ Long-time California car, with original owner for more than 4 decades
- ★ Offered with Heritage Trust Certificate and owner's manual

**THE MGB**

Outstandingly successful despite, or perhaps because of, its relative simplicity, the perennially popular MGB remained in production for eighteen years, while rivals came and went. Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary-construction bodyshell instead of its forbear's separate chassis. The existing four-cylinder B-Series engine was stretched to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the 95bhp available to achieve a top speed which just bested the magic "ton." A "right first time" design that changed little over the years, the MGB had enjoyed sales totaling in excess of 500,000 cars by the time production ceased in 1980.

THE MOTORCAR OFFERED

This lovely MGB was completed at the Abingdon-based MG factory during November of 1964. The left-hand drive Roadster was finished as it appears today, in a black exterior over a red interior, and destined for the US market. The new car was handsomely optioned with wire wheels, heater, full weather equipment, overdrive, oil cooler, and, most likely, the period radio fitted today.

The black MGB is believed to have been sold new to a California-resident. From there the MGB was purchased by a Mr. Michael Bunney—from the original owner's family—in 2007. The car had spent a long period of climate-controlled storage in San Francisco. In 2012, the well-preserved MGB joined the renowned collection of the late Robert "Bob" Koons and has since been treated to devoted

custodianship and maintenance, with careful consideration given to the car's originality. Today, this captivating MGB remains in unrestored condition, retaining much of the original paint, interior, and tonneau cover. It is a desirable "transition car," with the early pull-type door handles and the later five main bearing engine. The car retains its original black and yellow California license plates. With just over 73,000 miles on the odometer at the time of cataloging, this MGB an original and well-cared for example of the classic sports car.

\$30,000 - 35,000
WITHOUT RESERVE

Please note, this vehicle is titled under the model year 1966

126.

1948 MG TC MIDGET

Chassis no. TC/5112
Engine no. XPAG 5733

1,250cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
54bhp at 5,000rpm
4-Speed Manual Transmission
Front Beam Axle with Leaf Springs - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Exceedingly original 28,000-mile example with factory paint and interior intact
- ★ Fastidiously well-preserved by one owner for 51 years
- ★ Offered with its original records, books, warranty card, tools, jack and weather equipment



THE MG TC

The right-hand drive TC Midget first appeared in 1946. Brought to the US in considerable numbers by GIs returning from England, the sporting little MG 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 excelled when a Life Magazine photographer captured 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

With just over 28,000 miles, fastidiously preserved, and in unrestored condition throughout, this MG TC must be one of the most original examples left. The car was completed at the Abingdon MG works during the spring of 1948, and found its first owner, Mr. Bolton Drackett, in Ohio later that year. The TC remained with Drackett for two years. After, it was purchased by Mr. Clare Duckham of Dayton, OH, who would become the much-caring custodian for the next 51 years.

In 2001, as Mr. Duckham moved to a retirement home, the highly original TC joined the famed collection of Columbia, SC-based Robert "Bob" Koons, where it has remained in excellent care ever since. Today, this spectacular MG TC remains in "Time Capsule" original condition. The car

retains its original paint, interior, top and weather equipment. and matching-numbers mechanical components. Mr. Duckham who cherished this priced MG for more than half a century, would show it at occasional car shows in the 1970s, and kept meticulous, detailed service records (by date and mileage) for the car. Additionally, he kept the original owner's manual, warranty card, tool kit, and jack. Considering the 28,132 miles on the odometer, and overall original condition, this spectacular preservation-class MG TC stands out as a true survivor—showing just a lovely patina after 70 years. The car oozes with originality, and deserves serious consideration.

\$30,000 - 40,000
WITHOUT RESERVE



127.**1962 MG A 1600 MK II ROADSTER**

Chassis no. GHNL2/108775

Engine no. 16GC-U-H8803

1,622cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

90bhp at 5,800rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Exceedingly original 'Time Capsule' example with factory paint, interior and tires
- ★ Fastidiously well-preserved with just over 7,500 miles from new
- ★ Among the last 300 MGA's produced

**THE MGA 1600 MK II**

Introduced in March of 1961, the MGA 1600 Mk II was the final, and fully-evolved, version of MG's popular sports car. Outwardly, the Mk II received face-lifting around the grille and taillights, yet it retained the classic and elegant Roadster silhouette and dimensions. Under the hood lay the biggest change; some 10 more horsepower than the standard 1600. Intake valves were bigger, and compression up from 8.3 to 8.9 to 1. Acceleration was slightly better, while top speed raised to considerably over 100 mph (107, factory rating). From the driver's view, there was little interior change, except for increased use of leather trim in the dash area. Handling characteristics remained as impressive as the earlier cars.

THE MOTORCAR OFFERED

This stunning MGA 1600 Mk II Roadster is among the last 300 MGAs manufactured, and left the Abingdon-based works (May of 1962) just as it appears today. Astonishingly, the car remains original and unrestored to this day, with just 7,574 original miles on the odometer at the time of cataloging. The car's first owner resided in Albany, New York. The car's second owner, Mr. Terry Rady of Toronto, Ontario, Canada, purchased the car in 1982.

The car was acquired from Mr. Rady, in 1994, by the late Robert "Bob" Koons, and soon joined Koons' impressive Columbia, SC-based collection of preservation class cars. The MGA Mk II has remained there ever since, enjoying a climate-controlled environment, dedicated service, and maintenance.

A true "Time-Capsule" example, this MGA retains its original Chariot Red paint, except for the left front fender, which was refinished by the dealer before delivery when the car was new. The original mechanicals, Road Speed Dunlop Gold Seal tires, interior (including seats and carpets), top, and weather equipment remains intact. From the last of the MGA line, this original and fastidiously preserved MGA 1600 Mk II has had just three caring owners from new and deserves careful consideration.

\$45,000 - 65,000
WITHOUT RESERVE

128.**1961 LOTUS 20/22 FORMULA JUNIOR**

Chassis no. 20-J-901

1,098cc Cosworth Inline 4-Cylinder Engine
 2 Twin-choke Weber Carburetors
 Approximately 110bhp at 8200rpm
 Hewland MKVIII Transaxle
 4-Wheel Independent Suspension
 4-Wheel Hydraulic Disc Brakes

Without Reserve

- ★ Offered from the Robert "Bob" Koons Collection
- ★ Expertly restored by Rick Parent
- ★ Eligible for the most exclusive vintage racing events including Monaco, Goodwood and Monterey Historics
- ★ Accompanied by HSR, SVRA and VRG log books and a Gold Medallion from SVRA

**THE LOTUS TYPE 20/22**

While the first rear-engined Lotus single-seater racing design was the epochal Type 18 of 1960, the first to adopt what became the defining sleek, pretty, and elegant Lotus Formula Junior body shape was the replacement Type 20 of 1961. The Type 20 had jam-packed—more or less—the same component parts as the Type 18 into an even smaller, more aerodynamic racing car. The Lotus 20 dominated Formula Junior racing through 1961. Works drivers Trevor Taylor and Peter Arundell shined in particular, winning fifteen times between them. Private owner/driver Jo Siffert also shone, with seven victories in his Type 20.

THE MOTORCAR OFFERED

This Lotus Formula Junior is believed to have been raced in the UK during the 1960s, yet the car's early history remains undocumented. For many years, it is known to have been vintage raced in the US since the 1980s by Mr. Robert McClenagan. It was maintained then by Mike Gourley at Continental Coachworks.

In the mid-2000s, the Lotus joined the renowned collection of the late Robert "Bob" Koons and would receive a comprehensive restoration (2009) by noted restorer, Rick Parent. The Lotus Formula Junior has been raced in recent years at prominent events, including SVRA races at Watkins Glen International Raceway, Amelia Island Vintage Grand Prix, and Indianapolis Motor Speedway, where the rapid Lotus finished first overall. The Lotus is offered

with many records from the restoration, FIA paperwork, as well as HSR, SVRA, and VRG log books and a Gold Medallion from SVRA. This splendid Lotus Formula Junior is eligible for some of the most exclusive racing events around the globe, including the Monaco Classic GP, Goodwood Revival, and Monterey Historics.

\$50,000 - 80,000
WITHOUT RESERVE

Offered on a bill of sale.



129.**1958 FACEL VEGA KR 500 TYPHOON**

Chassis no. FVSNY258

354ci Chrysler Hemi V8 Engine
 Dual 4-Barrel Carter Carburetors
 300bhp at 4,600rpm
 Push-Button Automatic Transmission
 Independent Front Suspension - Live Rear Axle
 4-Wheel Hydraulic Disc Brakes

- ★ *Extremely rare example of the Typhoon model, one of 36 built*
- ★ *Mates Superb French styling with reliable American engineering*
- ★ *Lovely condition throughout*
- ★ *Stately original color combination, Silver over Burgundy*

**THE FACEL VEGA TYPHOON**

The Facel motor company was founded in France and named for the acronym of *Forges et Ateliers de Constructions d'Eure-et-Loir*. Originally a supplier of limited production automobile bodies for prestigious brands such as Panhard and Delahaye, Facel soon found that the post-war market for bespoke coachwork was dwindling, and hence, developed its own complete motorcar—the Facel Vega. Launched in 1954 and named for the brightest star in the constellation of Lyra, the Vega was indeed a heavenly body adorned with luxury and power and specifically positioned to appeal to “The Few Who Own the Finest.” Extravagant aesthetics were Facel’s strength, but to add brawn to its brilliance, the company looked westward towards Michigan. Here, Chrysler was producing its 276 cubic inch V-8 powerplant; thus, the match of French styling with American engineering was made.

The hand-built Facel Vega, with its cosmopolitan styling, was soon appreciated as la crème de la crème by Hollywood celebrities, socialites, and automotive personalities alike, boasting a client-list which included Fred Astaire, Pablo Picasso, and Sir Stirling Moss, who preferred to drive his Facel Vega from race-to-race rather than take a plane.

The Facel Vega Typhoon—also known as the FV4—was launched in 1958 and produced for just one year. This fourth generation FV was designed by Jean Daninos, Lance Macklin a celebrity from HWM racing, and M. Brasseur. The new Vega exuded class and strength, with its minimalistic styling and masculine stance. It sported several improvements upon its predecessor, including some profile adjustments to the front end with double stacked headlights. Most significantly,

the Typhoon featured the extremely high performance 345 cubic inch V8 Hemi engine. The “Firepower” Hemi was Chrysler’s first overhead valve V8 motor which was fed by two four-barrel Carter carburetors and mated with a “Torqueflite” three-speed push button automatic transmission—a commanding combination capable of summoning 325 horse power, with 425 feet/pounds torque. The new Facel Vega was based upon a 104” wheelbase and marketed as achieving 0-60 in just over 8 seconds with a top speed of 140mph. This was particularly impressive in the 1950’s for a car weighing over 4,100 pounds. Despite the French marque’s popularity with the well-heeled elite, only thirty-six of these opulent automobiles featuring the FirePower Hemi were crafted, making the few survivors especially collectible.



THE MOTORCAR OFFERED

This splendid 1958 Facel Vega Typhoon is not only a superb surviving example of the rare model, but it presents in truly lovely condition. Delivered in silver paint over a burgundy leather interior, the limited information that we have suggests that the consignor, a collector in Texas, is probably the fourth owner of the car since 1958. Little is known about the early history, but it is evident upon inspection that this Facel Vega has undergone a sympathetic restoration at some point in its lifetime. The sheer quality of the materials employed to create the Typhoon—rust resistant stainless steel and polished aluminium, superior wood and leather—bear testimony to the condition of this splendid example. Not to be overlooked, the car was obviously well-maintained, carefully garaged, and cared for by marquee disciples for its sixty years.

The current owner purchased the Typhoon in 2014 and believes it had received a frame-on restoration several years prior. He spent over \$12,600 on refurbishments, including refinished grille and bumpers with updated all-wheel disc brakes. The interior is in good condition, adorned with rich wood burl on the dash, accented with red trim and the roof liner, carpet, and mats are all in the corresponding and correct red. The plethora of chromed gauges and instrument dials akin to an aircraft cockpit instrument panel, are in working order. Additionally, the burgundy leather seats are in great condition, with a soft patina of careful wear.

Loaded with power steering, windows, and brakes, this car also comes with a tachometer, AM/FM radio, fog lights, and stock Borrani wheels with a spare, knock-off

hammer, and jack, plus the original engine cover. Representing the savoir faire of a bygone automaker, this gorgeous and rare Facel Vega Typhoon is the perfect companion for luxury touring, and an excellent candidate for shows and concours.

**\$175,000 - 250,000
WITHOUT RESERVE**

130.

1935 LINCOLN K CONVERTIBLE ROADSTER

Coachwork by LeBaron

Chassis no. K3991

Engine no. K5627

414ci L-Head V12 Engine

Dual-throat Downdraft Carburetor

150bhp at 3,200rpm

3-Speed Manual Transmission

Leaf Spring Suspension

4-Wheel Power-Assisted Drum Brakes

- ★ *Exceptional recent restoration by internationally recognized restorer*
- ★ *Long-time Southern California car*
- ★ *One of the rare and desirable Convertible Roadsters clothed by LeBaron Coachbuilders*
- ★ *Superbly positioned for CCCA or AACA showing or open touring*



THE LINCOLN MODEL K

During the Great Depression the US automobile market floundered; particularly the fine car manufacturers. While behemoths struggled, and smaller ateliers folded, Edsel Ford was determined that the great Ford Motor Company would weather the economic storm. He proved this by throwing his weight behind the luxury Lincoln brand. Unashamedly brash, the Lincoln Motor Company released its most prestigious model, the Lincoln K Convertible Roadster, aimed at the "sophisticated motorist, who need not compromise and probably owned 10 or more Lincolns already." The new lightweight model, based on the shortened 135-inch wheelbase, was depicted in yellow in marketing brochures, and presented as "roomier, easier to handle... surges lightly and swiftly at a touch of the accelerator...shifting is smoother, springs more flexible with modern beauty and no sacrifice."

THE MOTORCAR OFFERED

Perhaps among the most desirable of the Classic Era Lincoln models, this rare K Convertible Roadster is believed to be one of only thirty examples coached by LeBaron. The stylish open Roadster body sports a rakish windshield, flowing fenders with skirts and running boards, and elegant side-mounted welded steel-spoked wheels. The significant small-mesh grille, hood side-louvres and iconic greyhound ornament, framed by the chromed headlights and a single piece front bumper, produce an overall aesthetic of sporty flamboyance. The top is completely retractable into the recess behind the front seats, producing a clean open-car contour, even when the ample two-seater rumble is erected in the rear deck. A side panel accesses the interior luggage space – sufficient for golf clubs or weekend totes, while the rear luggage rack facilitates larger bags. The external grandeur is mirrored by

the Art Deco styling of the interior with its leather upholstery and dual-dial instrument panel, accented with brightwork knobs and levers. The 1935 model was markedly quieter than its predecessors, as it benefited from the addition of five rubber engine mounts. Furthermore, hydraulic shock absorbers, which automatically adjusted to temperature and road conditions, plus a new synchronized gearing mechanism, rendered the ride noticeably smoother. This gorgeous 1935 K Convertible Roadster presents in stunning yellow, true to the Lincoln K flagship model in the original sales brochure, of which one is accompanying the sale of this car. Documentation proves this Model K was first sold on March 18, 1935, and has spent most of its life in Southern California. Here it was owned for many decades by a Mr. Ralph Thomas of La Cañada, and later a Mr. Midgley Thomas (possibly related) of Hemet,



California. In 2012, the current owner and consignor, a prominent European collector, acquired the car from a Mr. William Lattin of Cherry Valley, California. Lattin then shipped the car to Košice, Slovakia for a top-drawer restoration by Retromotive, renowned for their expertise in rare classic automobiles. Photos taken at the time, before the restoration, reveal a complete and original automobile, ideal for restoration.

Over a period of several months the Convertible Roadster was completely disassembled, the body was taken back to bare metal, while all other metal parts were sandblasted and zinc-plated. The chassis was overhauled, the engine refurbished with new custom pistons, the wiring was replaced with period wires, and all other systems renewed, restored or replaced as necessary, including

the brakes, gearbox and radiator. Retromotive paid particular attention to preserving the integrity of the 1935 roadster, using original connecting materials and parts wherever possible, and period true replacements as required. In an effort to ensure precise alignment, the chrome trims were temporarily fitted to the body prior to the final paint. Once dressed in appropriate yellow, the car received three layers of lacquer, each one polished out individually prior to the application of the next. The interior was finished using the accurate roof lining fabrics, rubber seals and weather-strips for the era, and a sumptuous caramel leather upholstery was installed. The final result is evident - a *pièce de résistance*. This octogenarian is not only a superlative example of an ultra-rare LeBaron coached K Convertible Roadster, but in its iconic yellow livery, sporting a premier

restoration by an internationally acclaimed atelier, it is superbly positioned as a show car at elite events – and will be appreciated by the fabled, sophisticated, and uncompromising motorist.

\$150,000 - 250,000

131.

1965 MASERATI 3700 GTI SEBRING II COUPE

Coachwork by Vignale

Chassis no. AM101/10*295*

Engine no. AM101/10*295*

3,694cc DOHC Inline 6-Cylinder Engine

Lucas Mechanical Fuel Injection

245bhp at 5,200rpm

5-Speed Manual ZF Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ 113th of Only 247 Series II Sebrings produced
- ★ Built for the 1966 Barcelona Motor Show
- ★ Desirable ZF 5-Speed Manual Gearbox
- ★ Giovanni Michelotti-Designed Coachwork by Vignale



THE MASERATI SEBRING

Introduced in 1962, the Sebring was one of the final manifestations of the landmark 3500 GT, which had been the linchpin of Maserati's program to establish itself as a manufacturer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500 GT, its first road car built in significant numbers. A luxury 2+2, the 3500GT drew heavily on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the 350S sports car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. The 3500 GT's designer was none other than Giulio Alfieri, creator of the immortal Tipo60/61 'Birdcage' sports-racer and the man responsible for developing the 250F into a World Championship winner.

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

A car possessing such impeccable antecedents not unnaturally attracted the attention of Italy's finest Carrozzeria: Allemano, Bertone and Frua all created bodies for the 3500 GT chassis. Most Coupes were the work of Touring, while all but one (a Frua-bodied example) of the much less common Spider version were the work of Carrozzeria Vignale.

Built on the short-wheelbase chassis of the Spider and likewise styled by Vignale, the Sebring Coupe arrived in 1962. By now a five-speed ZF gearbox, four-wheel disc brakes and fuel injection were standard equipment, with automatic transmission, air conditioning and a limited-slip differential available as options. With a hefty price tag, the new Maserati was some 22% more expensive than the contemporary Aston Martin DB5, its closest rival. 1965 saw the introduction of the Series II, and with it came a revised front end and side vents, horizontal tail lights, larger tires, and a modified Tipo AM 101/10 motor. Production ended in 1966, by which time 591 Sebrings had been built.



THE MOTORCAR OFFERED

This gorgeous Sebring II was, according to copies of the Maserati Ordine in Fabbrica, first ordered on December 6, 1965 and destined for the show stand of the 1966 Barcelona Motor Show. In putting their best foot forward to highlight the model on the Iberian Peninsula, s/n 295 was ordered in Celeste Chiaro (light blue) over Rossa (red) leather with matching carpets and outfitted from new with air conditioning, wire wheels, oval exhaust tips, and a tool roll. According to the copy of the Avviso Spedizione, the car was completed on March 23, 1966 and shipped to Spain for its time on the show stand in Barcelona from April 14-24. Of the 247 Sebring Series IIs produced, this car was that 113th built, and of the 130 Series IIs fitted with the more power 3.7-liter motor, it was the 44th.

After its time in the spotlight in Barcelona, the Maserati remained in Europe, eventually finding its way to the UK in 1998 in the collection of Peter Martin. Coming to the USA in 2005, the current owner acquired the car in 2008 from a close friend who had brought the car Stateside.

Believed to have been rotisserie restored in Europe, at which time it was finished in its current period correct livery of Burgundy Red over Beige hides, the car has been lovingly cared for since coming to the USA. Receipts on file dating back to 2006 and totaling over \$40,000 document regular mechanical and cosmetic servicing, including engine work by Savannah Race Engineering and interior work by multiple award winning specialist Dan Kilpatrick. As a testament to the quality of this example, it has been shown at both

the Amelia Island Concours and The Quail: A Motorsports Gathering.

Complete with scanned copies of its original Maserati build sheet and shipping notice, Maserati Certificate of Origin, numerous receipts, service handbook and parts guide, as well as a copy of a brochure for the model, this Sebring II would make a lovely show car or stellar tour car welcome on any number of desirable events.

\$225,000 - 275,000

132.**1972 CITROËN SM**

Chassis no. AC7200SB4954

2,965cc OHV V6 Engine
 3 Twin-choke Carburetors
 170bhp at 5,500rpm
 5-Speed Manual Transmission
 4-Wheel Independent Hydraulic Suspension
 4-Wheel Disc Brakes

- ★ *Stunning and seldom seen livery*
- ★ *Desirable 5-Speed manual transmission*
- ★ *In the current enthusiast ownership for nearly 40 years*
- ★ *Expertly maintained by marque specialists*
- ★ *California car*

**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 MOTORCAR OFFERED

This Superb Citroen SM was acquired by the consignor in the early 1980s from a fellow Californian Citroen collector. The consignor was drawn to this particular example thanks to its originality, incredible color combination, and highly desirable 5-speed manual transmission. During his nearly 40 years with the car, the consignor has spared no expense in maintaining it to the highest of standards. Over the years, nearly every wearable item has been refurbished or replaced by marque specialists. The hydraulic system is in great working order and really provides an incredibly unique driving experience. The car has received a full bare metal respray in its original color and more recently had the interior restored to as new condition in the original shades.

Accompanying the sale of this space aged cruiser are a number of books, service receipts, and a unique set of factory Citroen engineering drawings and schematics. When considering the cars stunning color combination, highly desirable 5-speed specification, and incredible condition, this long term, enthusiast owned SM coupe is surely one of the best.

\$60,000 - 80,000
WITHOUT RESERVE

133.**1959 CHEVROLET CORVETTE**

Chassis no. J59S103828

283ci OHV V8 Engine
Single 4-Barrel Carburetor

230bhp at 4,800rpm

4-Speed Manual Transmission

Independent Front Suspension Live Rear Axle

4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Fully restored
- ★ Attractive Roman Red over Red interior
- ★ Plenty of V8 grunt
- ★ An American Icon

**THE CHEVROLET CORVETTE**

When Chevrolet introduced the Corvette in 1953, it had that dream car allure, but what was missing was some moxie – the Blue Flame Six paired to a Powerglide automatic was hardly sports car material. An infusion of V-8 power and three-speed manual for 1955 helped things considerably and helped give the Corvette a stay of execution. With a redesign and fuel injection over the next two years, the Corvette gave America its sports car contender.

A heavy 1958 facelift made for a flashier Corvette, but it was also a more competent Corvette. It grew nine inches in length, and the dashboard was redesigned to put all the instruments in front of the driver. For 1959, the hood louvers and chrome trunklid spears were removed for a cleaner look outside; inside, repositioned

armrests and redesigned seats made the Corvette a better driver's car. A new performance upgrade for 1959 was the RPO 686 sintered-metallic brake linings, which smoothed out braking performance and needed less warming up for peak performance.

Performance for 1959 was light-years ahead of the Corvette from a few years before. Road & Track tested the 290-hp fuel injected motor with 4.11 gears and achieved 0-60 in 6.8 second and 14.9 seconds at 96mph in the quarter mile – performance that wasn't common in Detroit's sedans for a few more years.

THE MOTORCAR OFFERED

Bonhams is pleased to offer this wonderful 1959 Chevrolet Corvette. Finished in the classic color of Roman Red with an optional white two-tone scheme, the interior delightfully matches the exterior and creates a cohesive aesthetic package. Beyond the exterior paint options, this Corvette was specified with a 4-speed manual transmission, heater, and a Wonderbar radio that allows to driver to accompany the V8 rumble with best of the airwaves. Recently in 2008, the roadster was subjected to a restoration that has returned the car to splendid condition. From bumper to bumper the car truly shines and any signs of wear will be hard to find. A fine example of this icon, this is surely not one to pass up on.

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

134.**1986 PORSCHE 944 TURBO**

VIN. WP0AA0956GN150062

2,479cc DOHC Turbocharged 4-Cylinder Engine
 Bosch Motronic Fuel Injection
 270bhp at 5,800rpm
 5-Speed Manual Transaxle
 4-Wheel Disc Brakes
 4-Wheel Independent Suspension

- ★ *Prototype example*
- ★ *Believed to be the 2nd 951 built*
- ★ *Titled from new Weissach-built racecar*
- ★ *1987 Playboy Championship Silver Medalist*

**THE MOTORCAR OFFERED**

The idea of evolution rather than revolution, is a mantra that Porsche enthusiasts know all too well. When Porsche introduced their joint-venture 924 in '76, the machine although receiving positive reviews from critics, was criticized by Porsche enthusiasts for its Audi derived 2-liter engine. Porsche, although releasing a widely improved Turbo variant (Type 931) with vastly increased performance, carried a higher cost and garnered poor sales. Rather than scrap the design Porsche developed the Type 944 in 1982, following uniformly from generations of 911s before it.

The re-worked platform carried an inline 2.5 Liter 4-Cylinder, effectively half of the 928's 5.0 V8, while the revised bodywork showcased aesthetic changes similar to that of the 937 Carrera GT. 1986 saw the addition of a turbocharger and intercooler and a new model

internally referred to as the Type 951. Power increased more than 50% over standard naturally aspirated cars thanks to the KKK unit which helped propel the new 951 to 60 in less than 6 seconds.

In the mid-1980s, Porsche looked to introduce the new turbocharged machine to the world of motorsport. With its sights set on SCCA, Weissach developed 7 limited edition, prototype competition 951s that made their way to Al Holbert's Motorsport Centre in Warrington, PA. These prototype examples, as evident by codes 734 (PV-0, non-series engine) & 735 (PV-0 non-series transmission) were devoid of air conditioning, lacquer and chrome preservation, sunroofs and sound insulation, per homologation rules. Chassis 0062 arrived in Pennsylvania from Weissach in May of 1985 fitted with a Limited Slip

Differential, Sport shock absorbers, a factory installed Matter steel roll cage, improved ECU and KLR chips, dual sport pinstripe cloth velour seats and 16" staggered Phone Dial wheels, which although included the car now sports 16" staggered Fuchs.

Holbert modifying and ensuring the car was legal for SCCA events sent 0062 straight to Brumos Porsche of Jacksonville, FL who then got it into the hands of Joe Cagbill. Per our supplied SCCA log book, Cagbill, along with fellow racers John Osteen and Elliot Forbes Robinson tracked the 951 in The Playboy Escort Endurance Championship, a "pre-cup" Showroom Stock Class (participating in class SSGT), an idea that Porsche later took to develop The Porsche Turbo Cup Series. Earning silver in the 1987 Championship with fellow 951 driver Freddie Baker taking



0062 in the pits at The Playboy Escort Endurance Championship

gold, 0062 continued to participate in SCCA events before retiring sometime in 1989 and returning to Brumos. Sold to Joseph Blassic, the 951 passed into the hands of W. Ryland Mills before being purchased by a one Jon Gearheart in 2000. Once in Gearheart's possession, the car was stripped down to the tub and underwent an engine-out restoration circa 2000. With the driveline freshened up, weekend racing ensued soon after, and the car now wears a believed accurate 17K miles on a working odometer.

Chassis 0062 is offered here from an esteemed Porsche collector. Included with this lithe racer is its original SCCA log book, COA, notarized letter from Brumos and a set of factory 16" Phone Dial wheels. The Type 944 is often regarded as one of the finest handling cars of the 1980s, and this 951 remains a

paragon of composure. With 270 horsepower on tap, the instant shove of standard KKK powered 951s is replaced by a smooth linear delivery that howls swiftly through to the jarring rev limiter. Resplendent in the livery of its early life on the track, 0062 represents a well-documented prototype competition Porsche, suited to be enjoyed at speed by a fortunate new owner. Seldom if ever again, will a titled from new Weissach-built racecar with real race history be offered at this value level.

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

135.

1982 FERRARI 512 BBi

Coachwork by Scaglietti - Design by Pininfarina

VIN. ZFFJA09B000039527

Engine no. 110A00058

4,943cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

340bhp at 6,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Fresh, fully documented 2 year mechanical restoration
- ★ With the current owner in California since 1988
- ★ Less than 27,000 original miles
- ★ Desirable black over black color combination
- ★ Iconic Pininfarina designed 12-Cylinder Ferrari



THE FERRARI 512 BB 'BERLINETTA BOXER'

The stunningly handsome and very rapid Ferrari 512 Berlinetta Boxer, or 512 BB, was introduced at the October 1976 Paris Auto Show, although actual production had begun several months earlier. The 512 BB was the successor to the 365 GT4 BB, and offered a similar mechanical layout and exterior appearance, but with the addition of a new front chin spoiler and NACA intakes on the flanks. There were now just four taillights instead of six.

Most notably, the 365BB/512BB series was Ferrari's first with a 180-degree flat 12-cylinder engine in a production car. The four camshafts on these engines were belt-driven, another "first" for Ferrari. The 512's engine produced 360 DIN bhp at 6200 rpm, breathing through a quartet of Weber three-barrel carburetors. Bosch K-Jetronic fuel injection replaced the carburetors in late 1981 to help meet

increasingly tough US exhaust emission regulations, with the car's name being altered to reflect that change. Horsepower dropped to 340 and torque to 333 foot-pounds at 4600 rpm. The injected Berlinetta Boxer remained a strong performer, however, capable of 0-60 from a standing start in six seconds flat, and reaching almost 175 mph (the factory claimed an optimistic 188 mph), covering the standing quarter-mile in 14.2 seconds at 103.5 mph.

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



THE MOTORCAR OFFERED

This stealthy all black Ferrari 512BBi is reported to have been purchased by its second owner on the date of Enzo Ferrari's passing, August 14th, 1988, from Chequered Flag International in Santa Monica, California. At the time of purchase, the car had covered just over 26,000 miles. Almost immediately after purchasing the car, the consignor placed the Ferrari into long term storage at his Beverly Hills home. The car would remain dormant, frozen in time for the next 27 years.

In early 2015, the decision was made to resurrect the 12-cylinder beast, and the car was sent to the Ferrari trained master tech at F&M Motorsports of Los Angeles, California. The car would remain with F&M until 2017. Over the 2 plus years, the car received a full, extensive mechanical overhaul of all components.

In addition to the mechanics, the entire suspension and braking system was completely overhauled and restored. It was at this time that the wheels were refinished and wrapped in new Michelin TRX-B tires. Extreme measures were made to insure that all of the work was done using the correct materials, leaving the car in its as new state. All of the work performed on the car is detailed throughout the service invoices.

Today, the car is amazing condition. Having covered less than 27,000 miles from new and spending the majority of its life stored indoors in Southern California, the body and interior are in phenomenal shape with with just the right hint of patina that one wants to see on an original car.

Having only been driven a few sorting miles since its exhaustive mechanical restoration was completed, the car is surely one of the most mechanically sound examples in extant. This early injected Boxer is ready to hit the road and pick up where it left off nearly 30 years ago.

\$200,000 - 250,000

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PHOTOGRAPHY CREDITS

MOTING PHOTOGRAPHER PAWEL LITWINSKI

After more than a decade of specialization in this field, Pawel's work is easily recognized. His photographs show a unique brilliance (clarity) and depth. His artistry and instinct in his choice of location and angles evoke the period and particular qualities of each car that he shoots. www.litwinski.com

Pawel Litwinski:	Lots	1, 4, 6, 8, 11, 13, 14, 15, 17, 24, 27, 29, 30, 33, 37, 40, 42, 43, 46, 48, 49, 52, 54, 56, 57, 58, 59, 60, 62, 66, 67, 68, 69, 70, 87, 88, 89, 97, 99, 102, 104, 108, 109, 110, 112, 113, 114, 115, 130, 133, 135
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E. Zouboulis:	Lots	117



THE BONHAMS MOTORING NETWORK

UNITED STATES

SAN FRANCISCO

Jakob Greisen
220 San Bruno Avenue
San Francisco, CA 94103
Tel: +1 (415) 391 4000
Fax: +1 (415) 391 4040
motors.us@bonhams.com

LOS ANGELES

Michael Caimano
7601 W. Sunset Boulevard
Los Angeles, CA 90046
Tel: +1 (929) 666 2243
Fax: +1 (323) 850 5843
michael.caimano@bonhams.com

NEW YORK

Rupert Banner
580 Madison Ave
New York, NY 10022
Tel: +1 (212) 461 6515
Fax: +1 (917) 206 1669
rupert.banner@bonhams.com

Eric Minoff

Tel: +1 (917) 206 1630
eric.minoff@bonhams.com

USA REPRESENTATIVES

SOUTHERN CALIFORNIA

David Edwards
Tel: +1 (949) 460 3545
david.edwards@bonhams.com

Derek Boycks

+1 (949) 842 7828
derek.boycks@bonhams.com

MIDWEST AND EAST COAST

Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 (917) 340 4657
evan.ide@bonhams.com

MIDWEST

Tim Parker
+1 (651) 235 2776
tim.parker@bonhams.com

NORTHWEST

Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 (503) 239 0227
tom.black2@comcast.net

SOUTHEAST

Greg Porter
+1 (336) 409 6636
greg.porter@bonhams.com

UNITED KINGDOM

101 New Bond Street
London, W1S 1SR
Tel: +44 (0)20 7447 7447
Fax: +44 (0)20 7447 7400
ukcars@bonhams.com

UK REPRESENTATIVES

COUNTY DURHAM

Stephen Cleminson
New Hummerbeck Farm
West Auckland, Bishop Auckland
County Durham, DL14 9PQ
Tel: +44 (0)1388 832 329
cars@orange.net

CHESHIRE & STAFFORDSHIRE

Chris Shenton
Unit 1, Wilson Road, Hanford
Staffordshire, ST4 4QQ
Tel / Fax: +44 (0)1782 643 159
astondb@hotmail.co.uk

SOMERSET / DORSET

Mike Penn
The Haynes Motor Museum
Sparkford, Nr. Yeovil, BA22 7UJ
Tel: +44 (0)1963 440 804
Fax: +44 (0)1963 441 004

DEVON / CORNWALL

Jonathan Vickers
4 Union Place
Truro, Cornwall, TR1 1EP
Tel: +44 (0)1204 844 884
Fax: +44 (0)18 7222 2249
jonathan.vickers@bonhams.com

HAMPSHIRE

Michael Jackson
West Winds, Cupernham Lane
Romsey, Hants, SO51 7LE
Tel: +44 (0)1264 810 875
veryoldmj@gmail.com

EAST ANGLIA

David Hawtin
The Willows, Church Lane
Swaby, Lincolnshire, LN13 0BQ
Tel / Fax: +44 (0)1507 481 110
david.hawtin@bonhams.com

MIDLANDS

Bob Cordon-Champ
Highcliffe, 2 Cherry Orchard
Lichfield, Staffordshire, WS14 9AN
Tel/fax: +44 (0)1543 411 154
bob-cordon.champ@virgin.net

Richard Hudson-Evans

Po Box 4
Stratford-Upon-Avon, CV37 7YR
Tel/Fax: +44 (0)1789 414 983
richard.hudsonevans@bonhams.com

HOME COUNTIES

Colin Seeley
3 Whiteoak Gardens, The Hollies
Sidcup, Kent, DA16 8WE
Tel: +44 (0)2083 027 627
Eva_colin@btinternet.com

HERTS, BEDS & BUCKS

Martin Heckscher
April Cottage
Cholesbury, near Tring, HP23 6ND
Tel: +44 (0) 1494 758838
martin@heckscher.co.uk

LANCASHIRE & CUMBRIA

Mark Garside
Knarr Mill, Oldham Road
Delph, Oldham, OL3 5RQ
Tel: +44 (0)1457 872 788
Mob: +44 (0) 7811 899 905
mark.garside@bonhams.com

Alan Whitehead

Pool Fold Farm
Church Road, Bolton, BL1 5SA
Tel: +44 (0)1204 844 884
Fax: +44 (0)1204 401 799

GLOUCESTERSHIRE

Jim Reynolds
4 Childe Road, Cleobury Mortimer
Kiddeminster, DY14 8PA
Tel: +44 90) 1299 270 642
jim.reynolds@bonhams.com

WALES

Mike Worthington-Williams
The Old School House, Cenarth
Newcastle Emlly, Carmarthenshire,
SA38 9JL
Tel: +44 (0)1239 711 486 (9am-5pm)
Fax: +44 (0)1239 711 367

EUROPE

FRANCE

Paul Gaucher
4 Rue de la Paix
75002 Paris
Tel: +33 (0)1 42 61 1011
Fax: +33 (0)1 42 61 1015
eurocars@bonhams.com

EUROPEAN REPRESENTATIVES

BELGIUM

Philip Kantor
Boulevard Saint-Michel 101
B-1040 Brussels
Tel: +32 476 879 471
Fax: +32 10 68 10 72
philip.kantor@vbonhams.com

GERMANY

Paul Gockel
Reitacker 2
D-31177 Harsum-Asel
Tel: +49 5127/9026996
Mob: +49 160 94984316
paul.gockel@t-online.de

Hans Schede

An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Fax: +49 211 407764
hans.schede@bonhams.com

Thomas Kamm

Maximilianstrasse 52
80538 Munnich
Tel: +49 89 24205 812
Mob: +49 17 16209 930
Fax: +49 89 24207 523

ITALY

Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@bonhams.com

DENMARK

Henning Thomsen
Tel: +45 4051 4799
henning.thomsen@bonhams.com

THE NETHERLANDS

Saskia Magnin
de Lairessestraat 123
1075 HH Amsterdam
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
saskia.simonis@bonhams.com

NORWAY/ SWEDEN

Pascal Nyborg
Tel: +47 9342 2210

REST OF THE WORLD

AUSTRALIA

9799 Queen Street
Woollahra
Sydney NSW 2025
Tel: +61 2 84122222
Fax: +61 2 94754110
Info.aus@bonhams.com

ARGENTINA

Daniel Clarmunt
Catamarca 1538
(B1640FUP) Martinez
Buenos Aires
Tel: +54 11 479 37600
Fax: +54 11 479 34100
daniel.clarmunt@bonhams.com

JAPAN

Akiko Tsuchidav
1-10-13 Tenjincho, Fujisawa-shi
Kanagawa, 252-0814
Tel: +81 466 82 6842
Fax: +81 466 82 6809

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- 1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).
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- 1.10 'Sale' means the auction held at the Quail Lodge & Golf Club in Carmel, California, on Friday, August 24, 2018.
- 1.11 'Seller' means the person who offers the Lot for sale.

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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

Buyer's Premium for Motor Vehicle Property: The Buyer shall pay Bonhams a premium equal to TWELVE PERCENT (12%) on the first Two Hundred and Fifty Thousand Dollars (\$250,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds Two Hundred and Fifty Thousand Dollars (\$250,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

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 Pacific Time on Sunday, August 26, 2018. 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

CONDITIONS OF SALE – MOTOR VEHICLES

applicable taxes as described in the 'Buyer Information' portion of this Catalog. The Buyer hereby grants Bonhams an irrevocable power of attorney to remove and store such Lot at the Buyer's risk and expense.

12. RISK OF LOSS OR DAMAGE TO LOT

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

13. VEHICLE REGISTRATION; TAXES AND DOCUMENTATION FEES

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

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

14. EXPORT LICENSE

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

15. NON-PAYMENT OF PURCHASE PRICE

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

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

16. ABSENTEE, TELEPHONE AND ONLINE BIDS

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

17. BONHAMS' COPYRIGHT

Bonhams shall have the right to photograph, reproduce photographs of, exhibit and describe the Lot. Buyer hereby grants to Bonhams the right to illustrate and photograph the Lot and to use Buyer's name in connection

with the Lot. Bonhams shall own the copyright in all such illustrations, photographs and written descriptions of the Lot produced by Bonhams, and Buyer shall have no right, title or interest therein.

18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolutions shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

Mediation and Arbitration Procedures

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

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

(c) Unless otherwise agreed to by the parties or

CONDITIONS OF SALE - MOTOR VEHICLES (CONTINUED)

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 such other bonds as required by its licenses and permits.

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

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

18.5 No act or omission of Bonhams, its employees or agents shall operate or be deemed to operate as a waiver of any of

Bonhams' rights under the Sale Documents.

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

18.7 Time is of the essence of this agreement.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER. BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOG, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT. THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON. BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED

TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM. EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

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

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the Buyer's Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Buyer's Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to online bidders; If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE (ATTENDEES ONLY): \$150
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:

Bonhams Client Services Department
580 Madison Avenue
New York, NY 10022
Tel +1 (800) 223 2854
Fax +1 (212) 644 9009
bids.us@bonhams.com

Bonhams

Sale title: Quail Lodge Auction	Sale date: August 24, 2018
Sale no. 24811	Sale venue: Quail Lodge & Golf Club Carmel, California, CA
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 12pm Aug 26 <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 Quail Auction on August 24, 2018.

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' Quail Auction on August 24, 2018.

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

Sincerely,

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

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder.
Third party payments will NOT be accepted.

THE PREMIER INTERNATIONAL SHIPPING SERVICE
DEDICATED TO COLLECTIBLE VEHICLES.



Please visit us at
Bonhams
Quail Lodge Auction
August 24th, 2018
Carmel, Quail Lodge & Golf Club

Warren Barnes will be on site
email: warren@sclusa.com
tel: 310 626-7117



THE BEAULIEU SALE
Collectors' Motor Cars,
Motorcycles and Automobilia

Saturday 1 September 2018
The National Motor Museum
Beaulieu, Hampshire

ENTRIES NOW INVITED

The ex-National Motor Museum,
1903 PANHARD ET LEVASSOR
7HP TWIN-CYLINDER FOUR-SEAT
REAR-ENTRANCE TONNEAU

ENQUIRIES

Motor Cars
+44 (0) 20 7468 5801
ukcars@bonhams.com

Motorcycles

+44 (0) 20 8963 2817
motorcycles@bonhams.com



Bonhams

bonhams.com/motorcars

GOODWOOD REVIVAL SALE

Important Collectors'
Motor Cars and Automobilia
Saturday 8 September 2018
Chichester, Sussex

ENTRIES NOW INVITED



Current family ownership since 1965, freshly restored by David Davenport
1937 JAGUAR SS100 3½-LITRE ROADSTER

Formerly the property of Sir Henry Segrave
1926 SUNBEAM 3.0-LITRE SUPER SPORTS 'TWIN CAM' TOURER

The Goodwood Revival Meeting is the world's most prestigious historic motor racing event and, as a founding sponsor, Bonhams is privileged to present another exceptional sale of Sports, Competition and Touring motor cars.

To consign your motor car into this landmark sale, please contact the department.

In current ownership since 1972

1964 FERRARI 250 GT LUSSO BERLINETTA

ENQUIRIES

Motor cars

+44 (0) 20 7468 5801
ukcars@bonhams.com

Automobilia

+44 (0) 8700 273 619
automobilia@bonhams.com

Catalogue

+44 (0) 1666 502 200
subscriptions@bonhams.com



Bonhams

[bonhams.com/motorcars](https://www.bonhams.com/motorcars)

FINE JEWELRY

Friday 21 September 2018
New York

**AN IMPORTANT PAIR OF
DIAMOND NECKLACES
HARRY WINSTON**

INQUIRIES

+1 (212) 461 6526
catherine.roehre@bonhams.com



Bonhams

NEW YORK

bonhams.com/jewelry

THE ZOUTE SALE®

IMPORTANT COLLECTORS' MOTOR CARS

Friday 5 October 2018
Knokke-Le Zoute, Belgium

ENTRIES NOW INVITED

1963 ASTON MARTIN DB4 SERIES V VANTAGE

- Original left-hand drive delivery in black
- Rare and desirable 'covered head lights' example from new
- Matching numbers
- Concours condition

Chassis no. 1133L

Estimate €950,000 - €1,250,000

ENQUIRIES

Philip Kantor
+32 476 87 94 71

Gregory Tuytens
+32 471 71 27 36

eurocars@bonhams.com



Bonhams

**COMPLIMENTARY
AUCTION APPRAISAL**

Visit bonhams.com/motorcycles
to submit a complimentary
auction appraisal request.

A CHANCE TO WIN

Visit bonhams.com/lovebikes
to register for a chance to
win a 12 month worldwide
motorcycle catalog
subscription.

COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama
Saturday October 6, 2018

INQUIRIES

West Coast

Craig Mallery
+1 (323) 436 5470
craig.mallery@bonhams.com

Andrew Barrett
+1 (323) 436 5450
andrew.barrett@bonhams.com

CATALOG

+44 (0) 1666 502 200
subscriptions@bonhams.com

CONSIGNMENTS INVITED



2nd example built, history from new
1949 VINCENT 998CC BLACK LIGHTNING
\$400,000 - 500,000 *

Bonhams

bonhams.com/barber

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide

**COLLECTOR MOTORCARS
AND AUTOMOBILIA AUCTION
AT THE SIMEONE FOUNDATION
AUTOMOTIVE MUSEUM**

Monday 8 October 2018
Philadelphia, PA

CONSIGNMENTS NOW INVITED

**THE ONLY TWO KNOWN SURVIVING BREESE
PARIS AUTOMOBILES.**

INQUIRIES
East Coast
+1 (212) 461 6514

West Coast
+1 (415) 391 4000
sfam.auction@bonhams.com



1911 BREESE-PARIS SPEEDSTER

Robert Breese personal car, and fitted with a unique overhead cam engine.

1911 BREESE-PARIS TEARDROP ROADSTER

In present family ownership since 1961, fitted with original coachwork.

Bonhams

bonhams.com/simeone

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The Padua Auction

Important collectors' cars

*Purchased new by Anita Ekberg,
the star of "La Dolce Vita"*

1956 JAGUAR XK 140 SE ROADSTER

Chassis No. S 812181 DN

27 October 2018
Padua, Italy (near Venice)
Auto e Moto d'Epoca Fair
**Italy's largest fair for
classic automobiles**

Bonhams is delighted to announce their return to their Italian auction which will take place at the "Auto e Moto D'Epoca" fair in Padua.

Participation is limited to an exclusive selection of 60 classic automobiles.

INFORMATION

Italy

+39 333 564 3610

gregor.wenner@bonhams.com

US - East Coast

+1 212 461 6514

usacars@bonhams.com

US - West Coast

+1 415 503 3284

usacars@bonhams.com



Bonhams



BECAUSE WE KNOW A GOOD INVESTMENT WHEN WE SEE ONE.

Northern Trust is proud to support Bonham's Quail Lodge Auction. For more than 125 years, we've been meeting our clients' financial needs while nurturing a culture of caring and a commitment to invest in the communities we serve. Because great returns can come from anywhere.

FOR MORE INFORMATION CONTACT

Tim Geraghty, Regional President
580 California Street, Suite 1800
San Francisco, CA 94104
415-765-4416

northerntrust.com



NORTHERN
TRUST



**ARCHIVE
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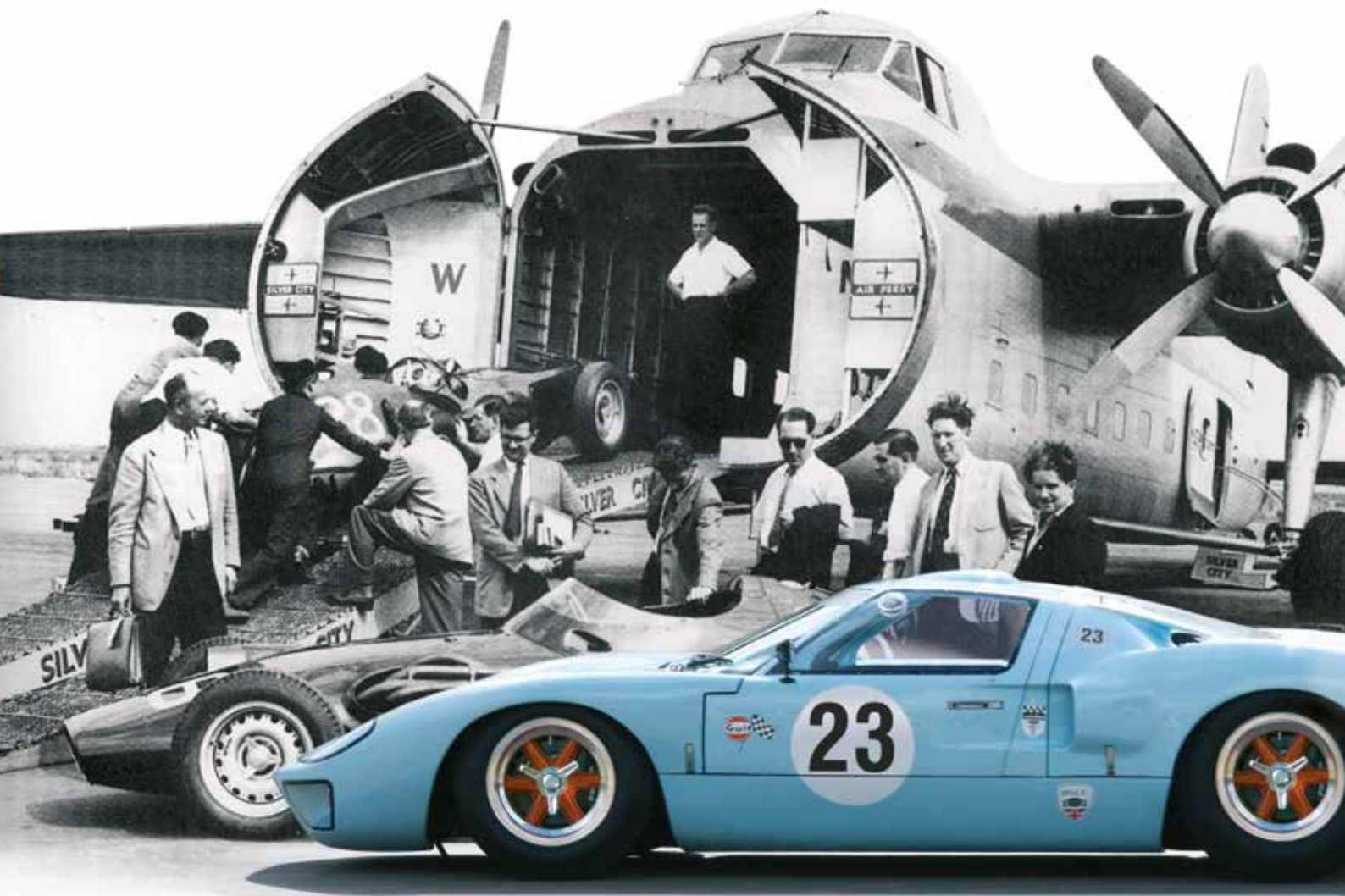
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LOT 39
1956 FINA SPORT CONVERTIBLE

INDEX

LOT NO	YEAR	MODEL	LOT NO	YEAR	MODEL
45	1959	ALFA ROMEO 2000 SPIDER	115	1938	LINCOLN MODEL K COUPE
99	1948	ALFA ROMEO 6C 2500 COMPETIZIONE	128	1961	LOTUS 20/22 FORMULA JUNIOR
17	1949	ALFA ROMEO 6C 2500 SUPER SPORT CABRIOLET	46	1961	MASERATI 3500 GT SPYDER
49	1957	ALFA ROMEO GIULIETTA SPIDER	131	1965	MASERATI 3700 GTI SEBRING II COUPÉ
61	1958	ALFA ROMEO GIULIETTA SPIDER VELOCE	109	1911	MERCEDES 28/60HP PHAETON
111	1936	ALVIS SILVER EAGLE SG SPORT TOURER	101	1960	MERCEDES-BENZ 190SL
89	1954	ARNOLT-BRISTOL ROADSTER	104	1955	MERCEDES-BENZ 300SL GULLWING COUPE
63	1961	ASTON MARTIN DB4 SERIES II SPORTS SALOON	80	1993	MERCEDES-BENZ 500E
5	1969	ASTON MARTIN DBS VANTAGE	53	1936	MERCEDES-BENZ 500K TOURING PHAETON
90	1986	ASTON MARTIN V8 VOLANTE	74	1937	MERCEDES-BENZ 540K SPORTS ROADSTER
41	1962	AUSTIN-HEALEY 3000 BT7	3	1989	MERCEDES-BENZ 560SL
66	1929	BENTLEY 4½ LITER SPORTS TOURER	19	1990	MERCEDES-BENZ G250D
20	1928	BENTLEY 6½ LITER OPEN SPORTS TOURER	127	1962	MG A 1600 MK II ROADSTER
50	1931	BENTLEY 8 LITER 'SILENT BLOC' SALOON	123	1960	MG A 1600 ROADSTER
54	1934	BMW 315/1 ROADSTER	119	1967	MG B ROADSTER
27	1939	BMW 328 ROADSTER	125	1964	MG B ROADSTER
103	2002	BMW Z8	84	1949	MG TC MIDGET
60	2018	BUGATTI CHIRON	120	1949	MG TC KERRIGAN SPECIAL
113	1949	CADILLAC SERIES 61 CLUB COUPE	126	1948	MG TC MIDGET
4	1956	CHEVROLET BEL AIR NOMAD SPORT WAGON	122	1949	MG TC SPORTS RACER
133	1959	CHEVROLET CORVETTE	59	1929	MINERVA TYPE AM CONVERTIBLE SEDAN
48	1957	CHEVROLET CORVETTE FUEL INJECTED ROADSTER	42	1962	OLDSMOBILE STARFIRE CONVERTIBLE
132	1972	CITRÖEN SM	47	1916	PACKARD 1-25 TWIN SIX RUNABOUT
118	1950	DELAHAYE 135 M CABRIOLET ATLAS	14	1931	PACKARD DELUXE EIGHT CONVERTIBLE COUPE
95	1946	DELAHAYE 135M COUPE	52	1941	PACKARD ONE-TWENTY STATION WAGON
2	C.1938	"DETROIT DELUXE SPECIAL" MIDGET RACECAR	114	1913	PIERCE-ARROW MODEL 66 7-PASS. TOURING
57	1961	FACEL VEGA EXCELLENCE EX1	58	1970	PLYMOUTH SUPERBIRD
129	1958	FACEL VEGA TYPHOON	110	1996	PORSCHE 911 GT2 CLUB SPORT
62	1960	FERRARI 250 GT SERIES II CABRIOLET	71	1989	PORSCHE 930 TURBO RUF CABRIOLET
70	1962	FERRARI 250 GT SWB BERLINETTA	29	1955	PORSCHE 356 PRE-A 1500 CONT. CABRIOLET
116	1973	FERRARI 365 GTB/4 DAYTONA	13	1958	PORSCHE 356A 1600 SUPER CONVERTIBLE D
135	1982	FERRARI 512 BBi	106	1956	PORSCHE 356A CARRERA GS
16	1993	FERRARI 512 TR	25	1958	PORSCHE 356A T2 1600 SPEEDSTER
23	2005	FERRARI 575M SUPERAMERICA	51	1958	PORSCHE 356A T2 1600 SPEEDSTER
102	2011	FERRARI 599 GTO	72	1963	PORSCHE 356B CARRERA 2 GS
7	1972	FERRARI DINO 246 GT	92	1977	PORSCHE 911 CARRERA 3.0 TARGA
98	2016	FERRARI F12TDF	75	1990	PORSCHE 911 CARRERA 4 (SILVER)
18	1999	FERRARI F355 SERIE FIORANO SPIDER	81	1991	PORSCHE 911 CARRERA 4 (PURPLE)
38	1996	FERRARI F355 SPIDER	78	1989	PORSCHE 911 CARRERA SPEEDSTER
11	2008	FERRARI F430 SCUDERIA	64	1972	PORSCHE 911 RS OUTLAW
34	2009	FERRARI F430 SCUDERIA SPIDER 16M	8	1983	PORSCHE 911 SC 3.0 CABRIOLET
65	1995	FERRARI F512 M	28	1970	PORSCHE 911E 2.2 COUPE
67	1988	FERRARI TESTAROSSA	94	1973	PORSCHE 911E 2.4 COUPE
39	1956	FINA SPORT CONVERTIBLE	43	1973	PORSCHE 911T 2.4 COUPE
37	1957	FORD CUSTOM 300 SERIES RANCHERO	35	2015	PORSCHE 918 "WEISSACH" SPYDER
73	2006	FORD GT	76	1979	PORSCHE 930 TURBO
1	1966	FORD MUSTANG GT 289 HARDTOP	83	1988	PORSCHE 930 TURBO CABRIOLET
105	1934	HORCH 780 B CABRIOLET	82	1989	PORSCHE 930 TURBO CABRIOLET SLANT NOSE
32	1950	HUDSON COMMODORE 6 CONVERTIBLE	107	1977	PORSCHE 930 TURBO 3.0 COUPE
10	1964	JAGUAR E-TYPE SERIES I 3.8 ROADSTER	134	1986	PORSCHE 911 TURBO
88	1967	JAGUAR E-TYPE SERIES I ½ 4.2 ROADSTER	79	1996	PORSCHE 911 TURBO
121	1962	JAGUAR E-TYPE SERIES I 3.8 COUPE	77	1997	PORSCHE 911 TURBO S
26	1967	JAGUAR E-TYPE SERIES I 4.2 ROADSTER	86	1974	RENAULT ALPINE A110
68	1969	JAGUAR E-TYPE SERIES II 4.2 COUPE	108	1934	ROLLS-ROYCE PHANTOM II DROPHEAD
124	1969	JAGUAR E-TYPE SERIES II 4.2 ROADSTER	93	1913	ROLLS-ROYCE SILVER GHOST L-E TOURER
85	1948	JAGUAR MK V DROPHEAD COUPE	56	2009	RUF CTR3
97	1952	JAGUAR XK120 FIXED HEAD COUPE	31	1964	SHELBY COBRA 289
15	1951	JAGUAR XK120 ROADSTER	30	1969	SHELBY GT500 CONVERTIBLE
55	1955	JAGUAR XK140 MC ROADSTER	44	1953	SIATA 208S
24	1936	LAGONDA LG45 TOURER	12	1915	SIMPLEX CRANE MODEL 5 TOURER
87	1938	LAGONDA V12 BROCKMAN	69	1921	STUTZ SERIES K BEARCAT
33	1959	LANCIA AURELIA B20 GT SERIES VI	9	1965	SUNBEAM TIGER
91	1955	LANCIA AURELIA B24 SPIDER AMERICA	100	1955	SWALLOW DORETTI
21	1992	LANCIA DELTA INTEGRALE HF EVO I	40	1948	TALBOT-LAGO T26 RECORD SPORT
36	1985	LANCIA DELTA S4 STRADALE	22	1973	TRIUMPH GT6
130	1935	LINCOLN K CONVERTIBLE ROADSTER	117	1950	VERITAS SCORPION CABRIOLET
112	1937	LINCOLN MODEL K CONVERTIBLE SEDAN	6	1966	VOLKSWAGEN TYPE-2 21 WINDOW BUS
			96	1972	VOLVO P1800 ES SPORT WAGON

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