

# Bonhams



..... THE .....

## SCOTTSDALE

.....<sup>AZ</sup>*Auction*.....

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The Westin Kierland Resort & Spa | January 27, 2022







Thursday, January 27, 2022 at 10am MST  
The Westin Kierland Resort & Spa  
Scottsdale, Arizona

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

**BONHAMS**

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Los Angeles, California 90046

580 Madison Avenue  
New York, New York 10022

601 California Street, Suite 150  
San Francisco, California 94108

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

**PREVIEW AND AUCTION**

The Westin Kierland Resort & Spa  
Pittman Lawn, West Lot  
6902 E Greenway Parkway  
Scottsdale, Arizona 85254

**PREVIEW**

Tuesday January 25, 9am to 6pm  
Wednesday January 26, 9am to 6pm  
Thursday January 27, 9am to 11am

**AUCTION NUMBER:** 27328

Lots 1 - 90

**ILLUSTRATIONS**

Front cover: Lot 44  
Back Cover: Lot 52

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**BIDS**

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For bidding methods, post auction collection  
and transport information see pages 3 and 4.  
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[motors.us@bonhams.com](mailto:motors.us@bonhams.com).

For Conditions of Sale see pages  
150 to 153

**AUTOMATED RESULTS SERVICE**

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**HISTORY FILES AND CONDITION  
REPORTS**

History files are available for review  
in digital format. Please contact  
[motors.us@bonhams.com](mailto:motors.us@bonhams.com) for either a  
written condition report or to schedule a  
video review of a car on offer. Additional  
photographs of all lots can be viewed online  
at [bonhams.com/scottsdale](http://bonhams.com/scottsdale).

Bonded pursuant to California  
Civil Code Sec. 1812.600;  
Bond No. 57BSBGL0808

# General Information



## THE WESTIN KIERLAND RESORT & SPA PHOENIX-SCOTTSDALE

### DIRECTIONS AND PARKING

Bonhams is located on the Pittman Lawn in the west parking lot of the Westin Kierland Resort & Spa, 6902 E Greenway Parkway, Scottsdale, AZ 85254. When entering the Westin's main drive from E Greenway Parkway, guests will see a parking attendant to guide vehicles to available and disabled spaces. Valet parking will be available for guests on auction day, Thursday January 27.

### ADMISSION TO PREVIEW

The Scottsdale Auction preview is open to the public with the following admission details:

- \$100: Scottsdale Auction catalog, provides two people entry to all preview days
- \$20: Bonhams wristband, provides one person entry to all preview days

Auction catalogs are available for purchase prior to the auction and at the venue. If the catalog is purchased in advance, please present it for entry at the venue.

Bonhams strongly encourages interested bidders to attend the preview or to schedule a virtual preview appointment with a specialist. For more information, please contact [motors.us@bonhams.com](mailto:motors.us@bonhams.com).

### AUCTION

The Scottsdale Auction will be held as a traditional auction with audience space reserved for registered bidders and a guest. The Auction will also be streamed online for non-registered bidders to view.

### COVID-19 REQUIREMENTS

In accordance with CDC guidelines, unvaccinated guests are asked to wear face masks at the preview and auction. Social distancing guidelines will also be followed. If the auction space reaches capacity preventing social distancing, Bonhams will assist clients with alternative bidding methods.

### VIDEO RECORDING

Some media have been authorized to photograph or film aspects of our events. Should you wish to be excluded from any media coverage, please speak to Client Services. Bonhams also routinely records our live auction audience. Your presence on site and/or bidding activity may be captured on our internal video which is not shared with the public. If you do not wish to be recorded, please speak to Client Services to arrange a different method of bidding.

### BIDDER REGISTRATION

For in-person bidding, the bidder registration package is \$130, which includes the Scottsdale Auction catalog and entry to the preview and auction for the registrant plus one guest.


Our Client Services team is available to assist prospective buyers with the registration process in advance of the auction. All registration requirements must be met and documentation provided timely prior to the auction in order for bidding to be authorized with an assigned bidder number. Registration requirements include completing our Registration Form, providing a current driver's license or passport identification, a secondary article with matching name, proof of residence, a bank reference and dealer license, if applicable. Examples of bank references can be found in the back of this catalog.

By registering to bid at auction, registrants agree to be bound by Bonhams' Conditions of Sale provided in the back of the auction catalog and on Bonhams' website.

### BIDDING METHODS

In Person Bidding: Registered bidders are permitted to bid in person while following current CDC Covid-19 guidelines.

Online Bidding: Watch the auction online and submit real time bids. Please see the Legend on Page 3 for additional information.

App Bidding: Download now for android and iOS 

Telephone Bidding: Bid via telephone during the auction with a Bonhams representative. To ensure availability, telephone bids must be arranged 24 hours prior to the auction. Bonhams will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.

Absentee Bidding: Bidders may submit an absentee bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

To reach our Client Services Department for more information and for registration, please call +1 (323) 850 7500 or email [bids.us@bonhams.com](mailto:bids.us@bonhams.com). To view the auction live, please go to [www.bonhams.com/scottsdale/live](http://www.bonhams.com/scottsdale/live).

# 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.

Bonhams strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending the preview or by scheduling a virtual preview appointment with a specialist. Please contact [motors.us@bonhams.com](mailto:motors.us@bonhams.com) for inquiries and scheduling.

## TITLE DOCUMENTS

Some of the motor vehicles in this auction are offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title. For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams manages the title transfer process on behalf of the buyer to ensure the car is free of liens and encumbrances. Buyers can expect the vehicle's title to be couriered within 30 business days post-sale, at which time the buyer can register the car at its destination. Titles announced as "in transit" will take additional time to be processed. All titles and any registrable documents will be shipped via FedEx from Bonhams' offices. All historical documents and accompanying items will ship either with the vehicles or from Bonhams' offices. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Aleksandra Krypciak, +1 (415) 503 3322, [aleksandra.krypciak@bonhams.com](mailto:aleksandra.krypciak@bonhams.com).

## BUYER'S PREMIUM

The final bid (hammer) price of each lot will be subject to a buyer's premium.

For MOTOR CAR lots 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.

For MOTOR CYCLE lots, (Lot 1 only), the premium is 15% on the first \$100,000 of the bid price and 10% on any amount of the bid price exceeding \$100,000.

## TAXES AND LICENSE FEES

Buyers are required to pay any applicable state or local sales or use tax, import duty (see Legend below) 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.

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, Hawaii, Idaho, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Virginia, Washington DC, Washington State, West Virginia, Wisconsin and Wyoming.

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' Cashier Department prior to or at the time of purchase.

## LEGEND

**Ω Import Duty:** Motor vehicle import duty calculated at 2.5% of the import value and associated import fees are payable by the buyer on all lots marked with an Omega symbol Ω. If the purchased lot is exported within certain criteria, the duty may be refundable.

**♦ Online Bidding Note:** Special formalities are required to bid on this lot. Contact Client Services at +1 (323) 850 7500 or [bids.us@bonhams.com](mailto:bids.us@bonhams.com) at least 24 hours in advance of the auction. Please also note Online Bidding is not available for this lot.

## PAYMENT AND LOT COLLECTION DETAILS

### Payment Deadline and Cashiering Hours:

Payment Deadline: 12pm MST on Saturday, January 29, 2022

### Cashiering Hours:

Thursday January 27 during and after the auction  
Friday January 28 from 8.30am to 5pm  
Saturday January 29 from 8.30am to 12pm

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer or certified check (bank draft). Credit cards are not accepted for Motorcar lots or for the Motorcycle lot, Lot 1. Cash payments have a limit of \$10,000. We strongly encourage contactless payment of invoices prior to collection. Lots will not be released to buyers until full and final payment is received by Bonhams. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bidders may also pre-arrange suitable check or credit approval with Client Services. For payments made by bank transfer, Bonhams' bank details are below. Please include your client identification number on the wire transfer instructions.

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

## LOT COLLECTION DEADLINE:

12pm MST on Saturday, January 29, 2022

## Uncollected Motorcar and Motorcycle lots

will be uplifted and stored by Passport Auto Transport. Uplift and storage shall be at the buyer's sole risk and expense. Motor vehicle removal and storage charges will be charged by Passport Auto Transport according to its standard rates and ultimate destination of the vehicle(s). For applicable charges, please consult with Passport in advance of purchase.

Purchased lots become the buyer's risk once the hammer falls. Storage, collection and uplift for paid and unpaid lot removal is at the buyer's sole risk and expense. Overseas buyers are strongly advised to make collection arrangements with Bonhams in advance of the auction.

Buyers may have an authorized agent collect their purchases according to the collection deadline. It is the buyer's responsibility to ensure that their designated agent has the auction venue details, bill of lading showing where the lot will be transported and proof of the buyer authorization for collection of the lot(s). Bonhams will release the lot only once all payment requirements have been met including payment of taxes and any applicable fees. Buyers and/or their agent are responsible for collecting all available parts, logbooks, title, keys and any other accompanying documents.

## Transport Arrangements

Representatives of Bonhams' preferred carriers are available on site to provide shipping quotes and transport information.

## Domestic Motorcar Transport

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

## International Motorcar and Motorcycle Transporters

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

## CARS (Classic Automotive Relocation Services)

Contact: Alistair Forbes, +1 (310) 695 6403  
[info@carsusa.com](mailto:info@carsusa.com)

# Happy New Year

We're delighted to be back in person in Scottsdale with this live auction held for the 11th time at the luxurious and beautiful Westin Kierland Resort and Spa.

With more than 90 cars on offer and more than 40% of them without reserve, there are cars at many price points and opportunities abound.

As ever at Bonhams we present you with a wide array of automobiles covering 110 years of automobile production from an ex-Harrah Collection 1902 Darracq to a 2012 McLaren MP4-12C, or in horsepower terms from 9hp to 50 times that! True to our roots, there are a host of British sports cars such as the exquisitely restored AC Ace Roadster, multiple Aston Martins, a rare 'outside bonnet latch' Jaguar E-Type and examples of the successor models to it. While

the Porsche legend is charted in many ways from a Pre-A 'Bent Window' 356 to a 911 (993) Turbo S. Classics come in the form of a Supercharged Cord and sporty Riley. But none are as noted or famous as the incredible 'Rain Man' Buick, offered directly from Academy Award winner Dustin Hoffman, who won for his portrayal of an autistic savant.

Still in the shadow of some restrictions, we know that a number of you will not be able to join us in Scottsdale, but our staff remain at your service to assist in the auction process be it in providing condition reports or technical data, or to assist you with remote bidding options: online, phone, absentee or via Bonhams' App. If you are able to attend, we look forward to seeing you in January!

The Bonhams International Motoring Team



## WE WOULD LIKE TO THANK THE FOLLOWING FOR HELPING PRODUCE THE 2022 SCOTTSDALE AUCTION CATALOG:

Jose Alfredo Diaz  
Filiberto Batista Verdin  
Toby Ward  
Chris Rolph  
Ed Watts and Passport Transport  
CARS USA  
Warren Barnes and Schumacher Secure  
Chris Summers

Jonathan Sierakowski  
John Clark  
Jaguar Daimler Heritage Trust  
Marcel Massini  
Rolls-Royce Foundation  
Aston Service Dorset  
Nic O'Neal

## Photography Credits

|                        |                                                                                                                             |                      |        |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------|----------------------|--------|
| Pawel Litwinski: Lots  | 2, 3, 6, 7, 11, 16, 17, 18, 19, 20, 21, 29, 30, 31, 34, 36, 40, 43, 48, 50, 52, 56, 59, 63, 67, 68, 69, 74, 78, 79, 84, 86, | Greg Keysar: Lots    | 10, 71 |
| Patrick Erzen: Lots    | 9, 12, 15, 22, 27, 28, 32, 39, 41, 42, 46, 49, 51, 58, 65, 70, 73, 75, 81, 83                                               | Jasen Delgado: Lots  | 24, 53 |
| Lane Skelton: Lots     | 23, 33, 37, 38, 57, 76, 85,                                                                                                 | Rob Mains: Lot       | 77     |
| Theo Civitello: Lots   | 8, 13, 44, 47, 54, 61                                                                                                       | Robin Loznak: Lot    | 90     |
| Jeremy Cliff: Lots     | 5, 25, 55, 64, 72, 88                                                                                                       | Ryan Greger: Lot     | 66     |
| Robin Adams: Lots      | 26, 35, 60, 81, 82                                                                                                          | Sean Smith: Lot      | 89     |
| David Sirotinsky: Lots | 45, 62                                                                                                                      | Shawn Breareton: Lot | 14     |
|                        |                                                                                                                             | Ted 7: Lot           | 87     |
|                        |                                                                                                                             | Thann Clark: Lot     | 1      |

# Bonhams International Motoring Team

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& Titles



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Loïc Maschi

1.

## 1948 HARLEY-DAVIDSON FL 74CI PANHEAD

Engine no. 48FL3568

74ci OHV 45-degree V-twin

Single Linkert Carburetor

4-speed manual gearbox hand-change

Springer suspension at front, rigid at rear

Drum brakes

- ★ *First year Panhead with Springer Fork*
- ★ *More powerful 74ci version*
- ★ *Timeless look*
- ★ *At ease on the road or in your living room*



## THE PANHEAD

When Harley-Davidson revised its Model F's 74ci overhead-valve v-twin engine in 1948, the new rocker covers gave rise to the unofficial nickname 'Panhead'. This particular line of OHV Harleys had commenced with the introduction of the 61cu in (1,000cc) Model E 'Knucklehead' in 1936, overhead-valve engines having been seen only in singles and racing twins prior to that date. New from the sump plug upwards, the E, and especially the high-compression EL, brought a new level of performance to Harley's roadsters and was immediately well received. Nevertheless, it was not long before H-D was exploring ways of improving its new offering, going down the familiar route, already trodden with the 'flat heads', of increasing engine capacity to 74ci (1,200cc) in the models FS (medium compression) and FL (high compression). Introduced in 1941, the new 'Seventy-Four' incorporated a host of improvements enabling the engine to cope with the increased power, which was now up to 48bhp in the FL's case.

By the late 1940s the Knucklehead was beginning to show its age, prompting Harley to engage in a wholesale revision for 1948 in the form of the Panhead. While the engine's bottom end remained fundamentally unchanged, the top end gained aluminium cylinder heads and those distinctive rocker covers. Oil lines were internalised and hydraulic valve lifters adopted, an innovation that greatly reduced tappet noise and simplified maintenance. Maximum power went up to 50bhp in the 74ci FL, but the main advantage of the many improvements was greater reliability. The 'Panhead' featured a new 'wishbone' frame incorporating bowed front downtubes, and in 1949 gained an hydraulically damped telescopic front fork, becoming the 'Hydra-Glide', though this name was originally applied only to the fork and did not become an official model title until 1952. The advent of rear suspension in 1958 saw the Panhead renamed 'Duo-Glide', while with the addition of an electric starter in 1965 it became the 'Electra Glide'.

## THE MOTORCYCLE OFFERED

Shown here with a good amount of patina, this 74ci Panhead belonged to the same collection for several years and is now being offered after a long period of static display. The bike is a wonderful candidate for full restoration, or simple mechanical overhaul should its new keeper desire to ride the bike as it looks.

**\$18,000 - 22,000**  
**WITHOUT RESERVE**



2.

## 1931 FORD MODEL A ROADSTER PICK UP HOT ROD

Chassis no. A4531229

350ci OHV Chevrolet V8 Engine  
 Single Weber Carburetor  
 Est. 325bhp at 5,800rpm  
 Automatic Transmission  
 4-Wheel Performance Suspension  
 4-Wheel Performance Brakes

- ★ Meticulously and tastefully prepared Ford Hot Rod
- ★ Very sporty and practical Model A
- ★ Elegant Black over Terracotta livery
- ★ Ready for cruise night or Hot Rod shows



## THE FORD MODEL A

On May 26, 1927, after having produced 15 million Model Ts, Henry Ford shut down his giant River Rouge complex to retool for the famous car's long-awaited replacement. More than six months would pass before a new Ford appeared. When it did, Americans crowded into showrooms to see a car so completely re-engineered that Ford named it the Model A. The new Model A's engine was rated at 40 horsepower, double that of the Model T. A conventional three-speed manual transmission replaced the Model T's eccentric planetary-gear transmission. Originally priced at \$445, the Open Pickup, or Roadster Pickup as they are commonly referred to, featured a non-folding canvas top that could be easily removed. As with most Model A Ford commercial cars, the Roadster Pickup's radiator shell and headlamp buckets were finished from the factory in black; dealers and

subsequent owners frequently upgraded the appearance by adding the passenger car's chromed radiator shell.

The availability, looks and design of Fords now legendary Model A made them the basis for the Hot Rod movement in the 1950s, and the Ford Model A Coupe would become the most iconic symbol of American Hot Rodding. They remain today as popular as ever. Nothing says 1950s Hot Rod more than a well-executed Ford Model A.

## THE MOTORCAR OFFERED

Finished in a stealth Black exterior over a stunning Terracotta-colored custom interior, this Model A Roadster Pickup Hot Rod has been meticulously restored and customized. A powerful Chevy 350 cubic-inch V8 engine topped by a Weber carburetor is fitted under the louvered hood, and underneath, chassis, brakes and steering has been customized to both keep up with the extra power, but also give the Hot Rod better handling and the right look. The authentic Americana Hot Rod character of this stunning Model A Roadster Pickup is very impressive, and it stands ready to serve its next owner.

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



## 3.

Ex-William 'Bill' Harrah Collection

## C.1902 DARRACQ 9HP TWO SEATER VOITURETTE

Car No. 3292

Engine no. 2306

Approximately 1,280cc, Side Valve One Cylinder Inline Engine  
 9hp, single (modern) carburetor  
 3-Speed Manual Transmission  
 Semi-Elliptic Leaf Spring Suspension  
 2-Wheel Contracting Band Brakes, with Additional Transmission Brake

★ Handsome 'French Front' Veteran Car

★ Exceedingly rare car in America

★ Potentially London to Brighton eligible

★ Ready for refurbishment and/or recommissioning



## DARRACQ

French engineer Alexandre Darracq established the Gladiator Cycle Co. in 1891, developed it over a five year period and sold out in 1896. He retained his interests in the bicycle industry, shrewdly moving to components manufacture, but was intrigued by the new-fangled horseless carriages. The first successful car built by Société A Darracq at Suresnes was a horizontal-engined car to the design of Leon Bollée which appeared in 1898. Darracq found this machine to be inefficient and built a car to his own design which appeared in 1900. This was a vertical-engined, single-cylinder voiturette of 6½hp with a tubular steel chassis and shaft drive, a very advanced feature in its day. Interestingly enough, by 1902 Darracqs were being marketed here in the USA.

## THE MOTORCAR OFFERED

This handsome voiturette of the mid-Veteran era has an illustrious provenance having resided in the Harrah Collection for many years. Information on file shows the car to have been in the collection since roughly the mid-1960s, which is also supported by the presence of one of their famed brass identity tags, this carrying number '114' in relative terms a modest figure when one considers that the collection would ultimately comprise some 1,000 cars. But it would remain there until one of the famed dispersal sales in 1986 when it was acquired by the former owner. From information provided and photos of the car at that time, its condition has been the same for at least 35 years, and notes on file confirm that it had been on the list of cars for Harrah to restore, with consideration of their doing this work themselves, or supplying outside to Dale Adams. In any event, this work clearly did not happen, and perhaps from

an originality standpoint this is a good thing as it allows us to see today that it is intrinsically a particularly authentic, honest and unrestored example. Although catalogued by Harrah's as a 6.5hp model, the general proportions and features of the car suggest that it is of the 'bigger brother' variety, the 9hp, which had a larger single cylinder power unit of approximately 1.3 litres, longitudinal chassis support and other features. It is likely that if it is the more powerful model, that it would still perform well even if a rear tonneau compartment were added in place of the current pointed rear tail. Either way, it appears to conform to Darracq's specifications from 1902, and subject to blessing from the Veteran Car Club of Great Britain, it would be eligible for the ever-popular London to Brighton in the UK and here for Horseless Carriage Club Events.

**\$55,000 - 65,000**  
**WITHOUT RESERVE**



4.

## 1972 CITRÖEN SM COUPE

Chassis no. 01SB0019

Engine no. 250230

2,670cc DOHC Maserati V6 Engine

3 Twin-Choke Carburetors

170bhp at 5,500rpm

5-Speed Manual Transmission

Hydro-Pneumatic Suspension

4-Wheel Disc Brakes

- ★ Beautiful example of Citroën's 1970s style icon
- ★ Desirable specification with Euro-headlights, A/C and manual 5-speed gearbox
- ★ Carefully preserved interior with lovely patina
- ★ Highly advanced technically and aesthetically



## THE CITRÖEN SM

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic suspension, power-assisted, all-around load-sensitive disc brakes and fully-powered, self-centering steering that allowed the car to be set up with zero caster, thereby keeping the tires in full contact with the road at all times. Citroën had acquired Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo Coupe, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V-8 to create the required V-6. The styling of the SM was straight out of a 1970s' science fiction movie. The long sleek fastback body, with loads of glass and unadorned flanks, looked like some alien spaceship as it glided along on its self-

levelling suspension with skirts over the rear wheels, hydraulically adjustable and swiveling headlamps under curved heated glass, and an asymmetric air intake on the bonnet.

Citroën was the world leader in passenger car aerodynamics at the time, and the SM's class-leading drag coefficient enabled it to reach 140 mph, making it the fastest front-wheel-drive car ever at that time, and was awarded Motor Trend Car of the Year in the US for 1972. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

## THE MOTORCAR OFFERED

This fine example is well-equipped with many desirable features, including European-market headlights, A/C, and the more sporting 5-speed manual gearbox and Weber carburetor induction system. The SM is finished in stunning era-appropriate light green metallic over a Tobacco brown leather interior. For more than a decade the SM formed part of a prominent collection of European Sports and GT cars, and today presents in well-preserved and cared-for condition. The original interior is equipped with a Continental-Edison FM/MW/LW radio correctly located between the characteristic front seats. Beautifully presented and well-optioned, one can just visualize Jane Fonda as a space-age *Barbarella* in the cult Roger Vadim film, grabbing the single spoke steering wheel of this SM to commute to her flying saucer.

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



## 5.

### 1998 BENTLEY CONTINENTAL T MULLINER RSE EDITION COUPE

VIN SCBZU25C3WCX67023

6,753cc Turbocharged OHV V8 Engine  
Computer Controlled Fuel Injection  
420bhp at 4,000rpm  
4-Speed Automatic Transmission  
4-Wheel Independent Suspension  
4-Wheel Power Assisted Vented Disc Brakes

- ★ Just over 35,000 miles from new
- ★ One of only 182 Mulliners  
and 14 RSE models built for the  
US market
- ★ The fastest and most expensive  
Bentley available in 1998
- ★ Cost nearly \$370,000 when new



#### THE BENTLEY CONTINENTAL T

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products; but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with 'overdrive' top ratio, but the main focus of

interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.2 seconds and boosting top speed to in excess of 150mph.

There was even more to come in the form of the Continental T. Introduced in June 1996, the latter was a short-wheelbase version of the Continental R, some 4" being taken out of the chassis aft of the doors. With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W O's 1920s racers. The engine start button was another neat 'retro' touch. Despite weighing as much as two Ford Mondeo 1.8s, the

luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tire-shredding 5.8 seconds on its way to a (governor limited) top speed of 156mph.





## THE MOTORCAR OFFERED

When one of the most exclusive cars on the planet wasn't exclusive enough, you could get an even more exclusive version. 14 North American Regional Special Edition (RSE) Continental Ts were produced, this being one of that exceedingly rare grouping. The RSE models were differentiated by features including chrome 18 inch rims, stainless steel headlight surrounds, body colored bumper undertrays and finishing strips, sporting seats with Alcantara inserts, body colored shifter lever, chrome ringed instrument bezels, and more. This example had the dial turned to 11 with addition of the Mulliner-spec motor that helped fill out those wide hips with power to back it—an extra 20bhp and an extra 60 lb-ft of torque for an earth shatter 650 lb-ft total, ample power to both waft about and burn rubber.

This car is finished in stunning Blue Sequin Mica over buttery soft Sandstone hides with Royal Blue leather dash accents and Royal Blue carpets. Highly optioned, the factory records list five pages worth of 'production deviations'—which mere mortals usually call 'options'. Delivered new to Colorado, it spent its first few years shuttling about between Denver and the tony mountain towns to the west, accumulating nearly 18,000 spirited miles in the first three years. The Conti saw little usage with only a few thousand miles being added from 2001 until 2012, with the bulk of the miles that got it to the 35,300 miles it has today added in the last decade. Regularly serviced and complete with a folder of service records, the original Alpine stereo and fold out screen headunit has been replaced with a Pioneer receiver that incorporates Bluetooth.

Offered for sale today with its books, tools, records, and more, this brute in a suit is one of the last vestiges of the pre-VW era of Bentley—an era of bank vaults on wheels with a torque curve usually reserve for Nimitz-class aircraft carriers that ensconced their passengers in old school luxury and lumber yards' worth of perfectly match timber—is ready to motor its way to its next lucky keeper. Whether one wishes to arrive in style to their next dinner or resurface the roadway with burn rubber, the machine is equally capable of both tasks.

**\$100,000 - 130,000**



## 6.

## 1988 ASTON MARTIN V8 VANTAGE VOLANTE

VIN. SCFCV81V4JTL15652

Engine no. V585/5652/LFA

5,340cc DOHC V8 Engine

Electronic Fuel Injection

315bhp at 6,250rpm

3-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

★ *Factory, cosmetic-Vantage spec example*★ *Two owners from new*★ *10,200 miles from new*★ *Documented by a copies of factory records and a clean CARFAX*

## THE ASTON MARTIN V8 VANTAGE

The Vantage was, nevertheless, readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the boot lid. Produced to satisfy demands from the USA, the Volante convertible debuted in 1978, but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, boot spoiler (a feature the Volante had previously lacked) and extended front spoiler, while fiberglass extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

## THE MOTORCAR OFFERED

This V8 Vantage Volante was supplied new to Lake Forest Sports Cars in Lake Forest, Illinois. Completed on February 12, 1988, it was delivered to its first owner on May 26, 1988. Finished in Dover White over a Oxblood leather interior, it has the three-speed automatic gearbox and is equipped with the power operated hood, electric windows and mirrors, driving lamps, and Ronal alloy wheels. It is one of only 47 automatic Cosmetic-Spec Vantages sold to the United States. The first owner would sparingly use his Aston, covering about a thousand miles a year in the first three years of ownership, but then only another 7,000 miles in the ensuing two decades. Retaining the car in Florida for much of this time, it is understood to have been a carefully kept and well serviced machine when it was acquired from the original owner by the current seller in April of 2012. On static display since being purchased, this mean looking Aston is ready for some

recommissioning and road burning. With plenty of power on tap, it will make the perfect velvet hammer for its next owner.

**\$70,000-100,000**  
**WITHOUT RESERVE**



7.

## 1960 MORRIS MINOR 1000 TRAVELLER

Chassis no. M/AW3L 756550

948cc OHV Inline 4-Cylinder Engine  
SU Carburetor

44bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Drum Brakes

- ★ Rare Traveler Estate version of the iconic Morris Minor
- ★ Elegant misty blue over red livery
- ★ Ingenious Alec Issigonis design
- ★ Excellent vehicle for the Ranch or Beach property



## THE MORRIS MINOR

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show. The first new post-war Morris design, the unitary construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering and a four-speed synchromesh gearbox. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon appeared in 1950, estates and commercials following later.

The Traveller estate version of the outstandingly successful Minor first appeared in 1953. By this time the Minor was in Series II form with an 803cc overhead-valve A-Series engine in place of the original 918cc sidevalve unit. In 1956 the Minor 1000 featuring an enlarged (948cc) engine and an improved gearbox appeared, the newcomer being

readily distinguishable from the preceding 'split screen' model by virtue of its one-piece curved windscreen. The Traveller's timber structure was made from varnished ash and had two side-hinged steel rear doors. There was a further capacity increase (to 1,098cc) in 1962, and from then on the Minor remained virtually unchanged until the last model - a Traveller - rolled off the production line in April 1971. The practical Traveller remained popular right to the end, and today the model enjoys an affectionate and enthusiastic following.

## THE MOTORCAR OFFERED

This lovely 1960 example of the once utilitarian 'work-horse' Morris Minor Traveller - yet now very charming and iconic - is finished in a beautiful and period-correct misty blue color over a red interior. It is apparent that some high-quality restoration work was performed in the past, while many original factory finishes remain intact, including much of the chrome and brightwork. The timberwork appears very sound and the whole car has that lovely, solid feel you only find in cars that have been looked after. Rarely seen on this side of the pond, this charming and elegant Morris Minor Traveller would be great promotional vehicle for a befitting business and is sure to turn heads and get great smiles per gallon.

**\$20,000 - 30,000**  
**WITHOUT RESERVE**



## 8.

### 1966 JAGUAR E-TYPE SERIES I 4.2 ROADSTER

Chassis no. 1E11625

Engine no. 7E5915-9

4,235cc DOHC Inline 6-Cylinder Engine

Electronic Multi-point Fuel Injection (see text)

Est. 300bhp at 5,800rpm

5-Speed Manual Transmission (see text)

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Tastefully and professionally prepared performance-oriented E-Type*
- ★ *Fitted with 5-speed gearbox, electronic fuel injection and D-Type style Dunlop alloy wheels*
- ★ *Desirable covered-headlight Series I E-Type retaining its matching numbers engine*
- ★ *Excellent car for high-speed rallies or spirited Weekend drives*



#### THE JAGUAR E - TYPE

If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. 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 E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form.

The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The 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 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it

retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.



## THE MOTORCAR OFFERED

This stunning E-Type benefits not only from an extensive, professional restoration performed by the noted Jaguar specialists at Austin Texas-based Classic Jaguar, but also from the many desirable performance-oriented upgrades it has received, very much in line with what the Lightweight E-Type Competition cars received at the factory back in 1963.

Truly magnificent in its Black over Biscuit livery, this E-Type is a particularly desirable model as it is one of the 4.2-liter examples to sport the coveted covered headlights. The new Jaguar was completed at the Coventry-based Jaguar Works during the last months of 1965 as a factory left-hand drive Roadster, and was most likely delivered new to the North American market. When acquired by the consignor in 1989 - a noted Tulsa, Oklahoma-based collector of important sports cars and car guy through and through - the Jaguar was in sound and in complete and running condition retaining

its original matching numbers engine. The Jaguar was used for about a decade, before it was decided to return the British sports car to its former glory, and Austin, Texas-based Classic Jaguar was retained to carry out a full professional restoration of the car, while adding performance and reliability enhancing elements to the classic Jaguar. While the E-Type's timeless bodywork and interior was kept very much stock and the original matching-numbers engine intact in the car, upgrades included fitment of period-correct Dunlop center-lock aluminum wheels, as seen on the Lightweight E-Type Competition cars and D-Type racers. These were shod on Pirelli rubber to keep the power to the ground, while Wilwood disk brakes were added to enhance braking. The suspension system was treated with better bushings and shocks, to give the already well-handling E-Type even more control on twisty roads at high speeds. The original engine was fully rebuilt, and various performance parts was

fitted and synced, including electronic multi point fuel injection and multi coil electronic ignition. Beautifully routed exhausted headers were fitted, as was a large-capacity aluminum radiator to keep things cool. A 5-speed gearbox was installed to enable maximum use of the now 300-plus horsepower performance on tap. Today, less than 1,000 miles has been clocked on the odometer since completion, while service and maintenance has been routinely performed by the consignor's capable in-house mechanic. The ID plate appears to be the original one, and both the engine block and cylinder head is correctly stamped 1E5915-9. Beautifully finished in stealth Black over a Biscuit leather interior and black top, this stunning and potent E-Type Roadster brings its new caretaker the prestige of the iconic model, with exhilarating sound and performance.

**\$170,000 - 190,000**



# 9.

## 1968 CHEVROLET CORVETTE 427/390HP ROADSTER

Chassis no. 194678S404381

427ci OHV V8 engine  
Single 4-Barrel Carburetor  
390bhp at 5,400rpm  
4-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ Beautifully restored example of the classic 'Coke-bottle' C3 Corvette Roadster
- ★ Strikingly presented in LeMans Blue exterior color
- ★ Fitted with desirable 4-speed manual transmission
- ★ Powerful 'Big block' Corvette ready for high-speed cruising



### THE C3 CORVETTE

When the C3 Corvette made its debut for the 1968 model year, it was the wildest car to hit the street since the Lamborghini Miura. Patterned after Bill Mitchell's and Larry Shinoda's 1965 Mako Shark II, the new Corvette was the culmination of 1960s Coke-bottle excess but underneath it was the same Corvette as before. One notable mechanical improvement was the introduction of the three-speed Turbo Hydramatic replacing the two-speed Powerglide automatic. While the press wasn't too kind to the new Corvette (with particular criticism on the car's fit and finish) the public set a sales record.

The C3 was the brainchild of the talented engineering and design prowess of Zora Arkus-Duntov and Bill Mitchell, the same designers of the wildly successful C2 Corvette. To try to improve on their latest Sting Ray creation was quite the undertaking,

yet they proceeded to do just that. The C3 Corvette was quite the appropriate successor to its predecessor, and Chevrolet made sure to have an offering for every type of customer looking for driving satisfaction. There was an abundance of engine choices including 327 cubic inch small block with choices of 300 horsepower or with the L79 option 350 horsepower. In addition, there were also larger 427 cubic inch big block variants including the 390 horsepower L36 option, the 400 horsepower L68 option, the 430 horsepower L88 option and finally the L71 optioned big block featuring 435 horsepower.

### THE MOTORCAR OFFERED

This striking Corvette was completed at the GM works during November of 1967, built as a 1968 model-year C3 example. It was the 4,381st example completed of the new Corvette breed. Today this 'Coke-bottle' Corvette Roadster presents in wonderful condition throughout, and it is apparent that a restoration has been performed. The voluptuous bodywork is finished in LeMans blue, and silver painted wheels add great contrast shod on fresh Goodyear Polyglas tires. The chrome trim and brightwork is in equally good condition. The unstamped 427/390hp 'Big block' engine is mated to a 4-speed manual transmission, and the cabin is treated with a Corvette radio, power windows and wood-rimmed steering wheel. Offered from decade-long ownership, this powerful Roadster is ready for open-top, high-speed motoring.

**\$55,000 - 75,000**



10.

## 1936 FORD MODEL 48 ROADSTER HOT ROD

Chassis no. 182559060

350ci OHV Chevrolet V8 Engine

3 Single-choke Carburetors

Approximately 245bhp at 5,000rpm

3-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

Front Disc - Rear Drum Brakes

- ★ Exquisite example of a period, all-steel Ford Hot Rod
- ★ Well-known car from the Pacific Northwest Hot Rod scene
- ★ Striking color combination of Cadillac Ivory over dark green
- ★ Beautifully presented and maintained throughout



The Ford Hot Rod in the 1960s.



## THE MOTORCAR OFFERED

Powered by Ford's legendary flathead V8 engine, the Ford Model 48 was a ripe platform for modification, and became a very popular base for many post-WWII Hot Rodders across the United States. 1936 models featured an inverted pentagonal grille with all-vertical bars beneath a prominent hood and three horizontal chrome strips. Pressed solid steel wheels were used instead of traditional wire wheels.

As with any collectible object, history and authenticity are the primary determinants of collectability. Many Hot Rods and customs on the street today are neither historic nor authentic - they lack "street cred" - but not this car. The chance to acquire a period-built hot rod is increasingly rare - and here it is.

This 1936 Ford Roadster arrived on the thriving Washington State custom scene during the late 1950s, where it became a well-known sight at

local shows and cruise nights. Archival photos of the car taken during this period clearly show a plate on the rear of the car, indicating its active role in "The Dragons", presumably a local custom car club at the time.

Built around a genuine 1936 Ford Roadster frame and an all-steel body, this intimidating Roadster was tastefully customized more than half a century ago. The modifications done in period included a 2-inch chop to the non-folding soft top, flush-fitting 1939 Ford taillights, front and rear bumpers from a 1941 Woody station wagon, and Cadillac V16 hubcaps on the red steel wheels, which are shod on whitewall tires. The Roadster is finished in a period Cadillac ivory color, with a beautifully appointed interior in a tasteful, Dark Green color. The dashboard is sourced from a 1940 Ford and the steering wheel from a 1953 Ford Crestliner. Mechanically this 1936 Ford Roadster matches its aggressive

looks, fitted with a Chevrolet small block fed by a trio of carburetors, all with individual chrome air cleaners. Transmission is through a column-shifted automatic. The front has an independent suspension set-up, with disc brakes, while the rear remains stock. Offered from a prominent East Coast collection, the Ford Hot Rod has been kept in impeccable condition in a climate controlled environment.

A tastefully prepared, period-built custom like this can be used for many things; local shows or cruise-ins, spirited drives around town, and a great piece of garage art from the golden era of hot rodding - here is an opportunity not to be missed.

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



## 11.

1962 ASTON MARTIN DB4 SERIES 2 SPORTS SALOON  
Coachwork by Touring

Chassis no. DB4/589/L

Engine no. 370/565

3,670cc DOHC Inline 6-Cylinder Engine

Twin SU Carburetors

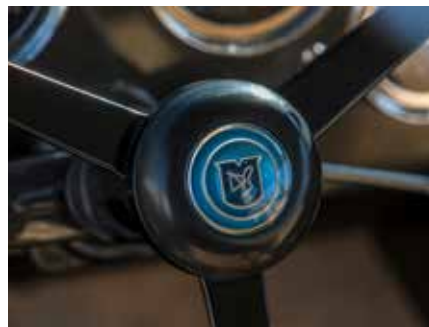
240bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Disc Brakes

- ★ Original, left hand drive example
- ★ Retains the original, matching numbers engine
- ★ Long time California car
- ★ Documented by copies of factory records



## THE ASTON MARTIN DB4

Classically proportioned and instantly recognizable from the moment of its introduction, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as 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 at Lagonda under the auspices of 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.'

First seen at Le Mans the previous year in the DBR2, the 3.7-liter, six-cylinder, double-overhead camshaft engine was the work of Tadek Marek, formerly with Austin, while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to

100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights. The fourth series was readily distinguishable by its new grille (with seven vertical bars), shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September





### THE MOTORCAR OFFERED

1962 and June 1963 was built on a 3.5" longer wheelbase. To many, the Series II is the most attractive of them all.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburetors.

According to a copy of the original factory build record on file, DB4 chassis number DB4/589/L was delivered new through Charles Hornburg's eponymous California dealership to George Alpogijnes, also known as George Gjines, of Los Angeles—living just one mile from what is now Bonhams Los Angeles office. Finished in the seldom seen combo of Black over Fawn Connolly hides with chromed wheels, white wall tires, a Motorola 606 radio, and a 17-inch steering wheel, the car was delivered on October 30, 1961. Thoroughly enjoyed in southern California, nearly 10,000 miles was covered in the first year of ownership. The Aston would remain in sunny California for the first two score of years, much of it with collector Bill Lynch. It is reported that at the turn of the century, the car was restored including a bare metal repaint and interior retrim in the original colors. In 2003 the penultimate owner took possession of the car, removing it permanently

from the Left Coast for the first time since it was new. Shown at the Amelia Island Concours by the previous owner, it was reported to have been mechanically serviced prior to the current owner's acquisition of the DB4 in January of 2010. Records of the c.2000 restoration and c.2009 service are regrettably no longer with the car. Today this lovely 1960 Aston Martin DB4 Series II Sports Saloon is in lovely cosmetic condition. The chassis and body plates are original, and the original, matching-numbers engine remains in the car. On static display since acquisition, recommissioning is recommended prior to active use. The DB4 Series II remains one of the most desirable iterations of the celebrated Aston Martin model, featuring the 'cathedral style' taillights, tall bonnet scoop and original front grill design, and this left drive example is not one to be missed.

**\$300,000-350,000  
WITHOUT RESERVE**



## 12.

### 1970 CHEVROLET NOVA LT/1 YENKO DEUCE COUPE

Chassis no. 114270W350058

350ci OHV Turbo-Fire V8 engine  
Single 4-Barrel Carburetor  
360bhp at 5,800rpm  
4-Speed Manual Transmission  
Front Independent Suspension - Live Rear Axle  
Front Disc - Rear Drum Brakes

- ★ One of just 175 Nova LT/1 'Yenko Deuce' examples made
- ★ Strikingly presented in Fathom Blue with contrasting white stripes and Yenko lettering
- ★ Fitted with desirable COPO 9737 sports conversion and COPO 9010 LT/1 engine packages
- ★ Powerful and rare Yenko Nova ready for high-speed cruising



#### THE CHEVY NOVA AND YENKO

Introduced in 1968, Chevrolet launched the third generation of their Chevy II Nova compact platform, which gained a longer wheelbase and featured a sportier fastback design, similar to that of the slightly larger Chevelle. By 1970, the 'Chevy II' label had been dropped from the model name and a 350 cubic-inch V8 engine pushing 300 horsepower had been shoehorned into the chassis via the optional '350 Super Sport' package. Though well over 250,000 Novas were produced by Chevrolet for 1970, just 13,991 orders received this package - which turned the stylish, if somewhat mundane compact fastback into a proper muscle car. In other words, a true wolf in sheep's clothing.

It was called a 'Central Office Production Order', or COPO as it is now universally known. Set up by GM as a means of satisfying fleet orders for special specification cars, most

COPOs were for fleets of police cars and dull, boring cars for taxicabs, meter readers and delivery services. A few enterprising dealers, in collusion with enthusiastic insiders at Chevrolet, realized they could use the COPO system to build high-performance Chevrolets as well.

The most prolific of these dealers was Don Yenko. Yenko Chevrolet in Canonsburg, Pennsylvania had been selling Chevys since the marque was new. Don knew the ins and outs of Chevrolet management and had a long and successful history racing Chevrolets on both drag strips and road circuits. He knew there was a market for a these Yenko powered Chevrolets, as he had demonstrated with the Camaros and Chevelles. Not all would be sold through Yenko Chevrolet, as Yenko found like-minded Chevy stores to take a few of them after they'd been modified in Canonsburg. But they were known as Yenko cars, identification

that both took advantage of the already established Yenko reputation and satisfied Chevrolet and GM Corporate management's requirement that they would be clearly differentiated from the Regular Production Option (RPO) cars sold by most Chevy dealers.





## THE MOTORCAR OFFERED

This potent 1970 Chevrolet Nova Coupe is one of just 175 Novas believed to have been treated to Yenko Chevrolet's high-performance package offered to discerning customers. Labelled the LT/1 'Yenko Deuce', this very example has been treated to a comprehensive restoration in the past, and although details of the restoration aren't clear at the time of cataloging, it is evident that a very thorough job was done. The sporting fastback Coupe bodywork is finished in Fathom Blue with contrasting white racing stripes and Yenko lettering. The interior is trimmed in black vinyl, and also here one sees the Yenko touch shine through, with the COPO 9737 Sports Car Conversion package in place. Under the hood lurks the COPO 9010 LT/1 engine package, consisting of the highly tuned 350 cubic-inch solid-lifter Turbo-Fire V8 engine putting out 360 horsepower.

A hood-mounted tachometer ensures the driver can keep the engine on the redline without losing sight of the road ahead. A 4-speed manual transmission with Hurst shifter puts the power to the rear wheels. Firestone Wide O Oval tires are fitted for maximum grip, although burnouts are hard to avoid!

Offered from a prominent Reno, Nevada-based collection of sports and special interest automobiles, this powerful 1970 Nova LT/1 'Yenko Deuce' Coupe benefits from a high-quality, nut-and-bolt restoration performed, and would be a 'shoe-in' to any muscle or sports car collection.

**\$135,000 - 165,000**



# 13.

## 1961 PORSCHE 356B 1600 SUPER T5 CABRIOLET Coachwork by Reutter

Chassis no. 154890

Engine no. 88563

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-choke Carburetors

75bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

Front Disc – Rear Drum Brakes

- ★ *Matching-numbers example of the classic 356 Cabriolet*
- ★ *Concours d'Elegance winning restoration performed*
- ★ *Highly collectible Porsche in the desirable Reutter T5 body style*
- ★ *Offered with copy of the original factory Kardex and Porsche Certificate of Authenticity*



### THE PORSCHE 356B

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and roadsters, more than 76,000 examples in all by the time production ceased in 1965.

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

lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, giving the light, well-handling Porsche brisk performance.

### THE MOTORCAR OFFERED

Offered here is a matching-numbers example of the desirable and luxurious Porsche 356 T5 Cabriolet by Reutter, a truly iconic and timeless sports car. According to a copy of the original factory Kardex (production record) on file, this very car - chassis no. 154890 - was completed at Porsche's Zuffenhausen-based factory on March 10th, 1961. The new 356 Cabriolet was a desirable Super model, giving the 1.6-Liter flat-four engine an extra boost of 25% more horsepower over the normal, base version. The new Porsche was painted Signal Red - very much as it appears today - while the cockpit was trimmed in Grey leather. Factory options fitted to 154890 included ventilated chrome wheels shod on Dunlop tires, and Porsche's Anti-theft locking device of the time, which essentially was a locking mechanism of the gear lever.





The new Porsche 356B 1600 Super T5 Cabriolet was dispatched from Zuffenhausen on March 20th, 1961 to the large Berlin-based Porsche agency Winter Porsche, where an American customer, a Mr. Carl W. Rankin of Timonium, Maryland, had ordered the new Porsche. Further records indicate that Winter Porsche would service the 356 Cabriolet on several occasions throughout the remainder of 1961, indicating that Mr. Rankin was using the new Porsche around Europe as its maiden voyage, before presumably exporting the car to the United States.

Today this highly collectible 356B 1600 Super T5 Cabriolet has been expertly restored to Concours d'Elegance winning condition. The red exterior paint has been professionally redone and remains in absolutely beautiful condition with great shine and luster. Doors

and compartment panels fit very well, and further indicates the high level of restoration performed. Inside, the cabin has been re-trimmed to factory-correct specifications in Light Brown, with matching 'Oatmeal' carpets and period appropriate Coco mats installed. Factory-optional headrests are fitted to both the driver and passenger seats, and the dashboard is neatly equipped with a lovely period Blaupunkt radio. A correct double-layer Tan colored Hartz convertible top fits snugly around the cockpit; ready to erect on a rainy day. Disc brakes has been added to the front axle, as introduced by Porsche on the 356C model. Outings at judged Concours d'Elegance events includes a Best of Show win at the Tulsa, Oklahoma Concours d'Elegance.

This 1961 Porsche 356B 1600 Super T5 Cabriolet is offered with the Porsche-issued Certificate of Authenticity, the aforementioned copy of the original factory Kardex (production record), tool kit and Drivers' manual. The car retains its original, matching-numbers Super engine, and presents in stunningly well-restored condition inside and out. This classic Porsche would be welcomed at prominent Concours d'Elegance events or on classic car rallies and tours and is bound to bring its next owner much joy.

**\$135,000 - 165,000**

14.

## 2003 BMW ALPINA V8 ROADSTER

VIN. WBAEJ134X3AH62421

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

- ★ Fewer than 31,000 miles
- ★ Factory hardtop included
- ★ Just Two owners from new
- ★ Number 237 of just 555 cars built



## THE BMW Z8

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

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

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

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

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

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





## THE MOTORCAR OFFERED

This Alpina V8 Roadster, one of just 555 examples produced worldwide and 450 for the US market, was completed at the BMW works in May of 2003. The new BMW V8 Roadster was sold new from Roadshow BMW of Memphis Tennessee April 15, 2004, to the first of two owners the car has ever had. The car continues to be maintained by Roadshow BMW with complete service history included in the sale.

The Z8 Alpina was ordered in Jet Black with Black convertible soft top and Jet Black removable hard top to be included in the sale although it was not available during photography. Upon inspection the paint and glass are in very good condition with no notable scratches or blemishes and has been ceramic coated for added protection. The right rear or passenger rear wheel has a small

ding that has not been fixed at the time of this writing. The BMW Alpina drives and performs as advertised and does not disappoint. The handling and braking feel as though the car just left dealership.

Most recently received a thorough cleaning and ceramic coating making cleaning a simple process and offers long term protection from the elements. The Jet Black paintwork, complimented by the unmistakable 20-inch Alpina multi-spoke wheels, accentuates the sleek BMW 507-inspired bodywork. The interior is swathed in black with a body-colored dashboard. The car is optioned with a lovely black hard top, making the car very usable in any climate. This rare German convertible has less than 16,800 miles from new, and is ready to be driven and enjoyed by its next owner.

**\$175,000 - 200,000  
WITHOUT RESERVE**



# 15.

## 1994 LAMBORGHINI DIABLO VT Design by Marcello Gandini

VIN. ZA9DU07PXRLA12203

5.7-Liter DOHC 48-Valve V12 Engine  
Electronic Sequential Multi-Port Injection  
492bhp at 7,000rpm  
5-Speed Manual Transaxle - All Wheel Drive  
4-Wheel Independent Suspension  
4-Wheel Brembo Ventilated Disc Brakes

- ★ *Sinister Black on Black livery with neatly contrasting red accents on the interior*
- ★ *Well-preserved, low-mileage example*
- ★ *Factory certified US-market car*
- ★ *Increasingly collectible 1990s icon with true 200 mile-per-hour performance*



### THE LAMBORGHINI DIABLO

After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. It came as no surprise to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon fiber composite panels, first seen in the Countach Evoluzione

model, was extended to the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 liters for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than

those of the Ferrari F40. Although one of the world's most expensive cars, the Diablo was not a limited-edition model like the latter but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilized Gran Turismo as suited to city streets and motorways as the racetrack. Four-wheel drive Diablo VT, with 'VT' standing for Viscous Traction, and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition.)





## THE MOTORCAR OFFERED

This striking Diablo VT was completed at the Sant'Agata Lamborghini factory during March of 1994. The car was finished as it appears today in its stealth black exterior and interior color, neatly detailed with red stitching, seat inserts and Lamborghini logos, Alcantara and very '1990s hip' Kevlar interior details. The new Lamborghini was destined and officially certified as a US market car. The car was first registered in Fort Myers, Florida during March of 1995, and appears to have remained in Fort Myers until 2003, at which point it is recorded as having relocated to Texas. The Diablo would later head east to New York, then the Mid-West, and was finally acquired by the consignor in 2016, a Reno, Nevada-based sports car enthusiast, where it has since been looked after by his in-house crew of skilled mechanics. The extensive Carfax report on file records the history of the vehicle

from new. It should be noted that, as with many Diablos with odometers that all read in kilometers, confusion as to the actual mileage due to incorrect readings by the DMV and flip-flopping conversions from kilometers to miles and back again has rendered the car with a mileage discrepancy on the Carfax report from back in 2011.

This all-wheel drive, 200mph monster of the 1990s presents in highly original condition today, with many original factory finishes intact. It comes equipped with a custom high-flow intake system, surely adding a few extra horsepower. The interior is original and in wonderful condition, and factory-applied decals and markings remains in situ. The iconic 5-hole Diablo wheels remain on the car, fitted with Pirelli P Zero tires, measuring an aggressive 335/35 at the rear. A JL Audio

sound system is fitted, which appears to be factory original. Just 31,337 kilometers (19,471 miles) is recorded on the odometer at time of cataloging, indeed a figure believed to be actual when examining the car. The subject car of innumerable posters that hung on the walls of thousands of teenage enthusiasts in the mid- to late-1990s, these Diablos are being rediscovered as one of the most exciting supercars of its era. And rest assured, despite being nearly three decades old, it'll still turn heads wherever it goes!

**\$200,000 - 250,000**



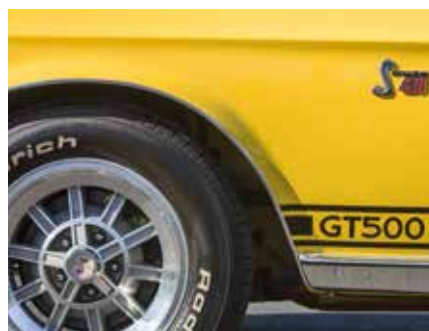
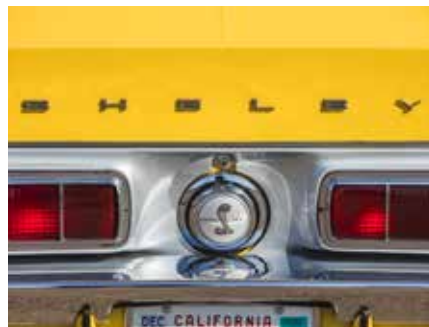
# 16.

## 1968 SHELBY GT500 KR FASTBACK

Chassis no. 8T02R215871

428ci OHV Cobra Jet V8 Engine  
Single Four-Barrel Carburetor  
400bhp at 5,600rpm  
3-Speed C-6 Select Shift Transmission  
Front Independent Suspension - Live Rear Axle  
Front Disc - Rear Drum Brakes

- ★ *Highly-optioned example of the 'King of the Road' Shelby GT500*
- ★ *One of just 110 examples finished with Special Order Paint option*
- ★ *Stunning, nut-and-bolt factory correct restoration performed*
- ★ *Well-documented example with Marti Report and Ford factory records on file*



### THE 'KING OF THE ROAD' GT500

It was 1967, and Ford Motor Company had a problem – its cars were uncompetitive on the street scene. Sure, the 390 was a new and welcome addition to the redesigned Mustang, but it was no competition to Chevrolet's Camaro SS 396. For the brand that promoted Total Performance, it was an ironic place to be.

Meanwhile, over at Rhode Island's Tasca Ford, they were quite aware of Ford's lackluster performance on the street...and off the sales floor. In a fortuitous sequence of events, a grenaded motor from a demonstrator 390 GTA Coupe led to the parts manager replacing it with a 428 Police Interceptor short block, then dug into the Ford parts bin to come up with a hodge-podge of 427 parts to create a stormer that turned 13.39 at 105 mph. Tasca christened it "KR-8" for "King of the Road 1968" and offered the package to its customers for 1968.

Tasca showed Ford engineers what they had done; they were receptive, but their bosses were not. Eric Dahlquist of Hot Rod caught wind of the KR-8 and went to Providence for a look-see. Then, in the November, 1967 issue, Dahlquist's article presented a ballot for readers to indicate BUILD THIS CAR and send to Henry Ford II. By April 1968, the first 428 Cobra Jet Mustangs had hit the street. Underrated at 335 horsepower, the CJ eventually ended up cleaning house at the NHRA Winternationals in Pomona, not to mention giving Ford 'street cred'.

Ford didn't leave out Shelby, replacing the GT500 with the GT500 KR (with inspiration from Tasca's KR-8). Since then, the GT500 KR has been one of the most desirable muscle cars in the hobby, and among the most collectible Shelby Mustangs.

### THE MOTORCAR OFFERED

Offered here is a stunning example of the legendary 'King of the Road' GT500 Shelby Mustang, with incredible documentation on file and correct as-delivered restoration performed. According to the comprehensive Ford licensed Deluxe Marti Report issued for this Shelby, this car was completed at the Metuchen-based Ford plant as a 1968 model-year Shelby Fastback model, fitted with the top-of-the-line Big Block 428 cubic-inch Cobra Jet V8 engine. The car was treated at the factory to a Special Order exterior paint job in Yellow (Ford # WT6066), while the interior was trimmed in Black Knit vinyl with luxury bucket seats, just as it appears today. The Shelby had been scheduled for completion on July 18, 1968, but was actually completed 24 days ahead of schedule on June 24. The car had been ordered under 'Home Office Reserve', which could imply





that it was being specifically build for a FoMoCo exec or other VIP. A C6 Select Shift automatic transmission was fitted to put the 400 horsepower on tap to good use. The new Shelby was equipped with a long list of factory options, including shoulder harness, GT Equipment, Visibility and Interior Décor Groups, Sport Deck rear seat, power disc brakes, power steering and tilt-away steering wheel, SelectAire A/C, AM radio, tinted glass, tachometer and trip odometer. The Marti Report further documents the car as having been one of just 97 examples completed from factory with Special Order paint and trim codes. The new Shelby GT500 KR Fastback was eventually sold on October 20, 1968, through Taylor, Michigan-based Ford dealer Ray Whitfield, Inc.

Offered from a discerning San Diego based collector car enthusiast and well-known

newscast executive, this stunning Shelby presents factory-correct inside and out, and it is evident that the restoration performed was done with great care to keep the car as it was when it rolled off the Metuchen plant in 1968. The Special Order Yellow paint is in stunning condition, and neatly accented by black accents and Shelby GT500 KR script. Inside, the black Knit Vinyl trim is equally beautiful. San Diego based professionals have performed service and maintenance work on the Shelby in recent years, including a transmission and engine service, installment of an aluminum radiator and Pertronix electronic ignition system, fitment of new radial tires on the classic 10-spoke aluminum Shelby wheels, refurbishment of the drive shaft, carburetor rebuild and replacement of the fuel pump, replacement of the steering box, and a conversion of the SelectAire A/C system to 134 freon. Original chassis plates

remain intact, including the Shelby ID plate numbered 8T02R215871-04101 and trim tag. Correct finishes, decals and markings are apparent in the engine compartment, as is correctly plated hardware. The trunk is complete with the correct 10-spoke aluminum spare wheel. Offered with driver's manual, the comprehensive Deluxe Marti Report and a 2014 letter from Ford Customer service division further documenting the factory production details of the stellar Shelby, this desirable 'King of the Road' Shelby GT500 Fastback would be a great candidate for the Muscle Car show fields, or companion on a high-speed road rally such as the Copperstate 1000 where one could really let the 400 horses under the hood run free.

**\$160,000 - 210,000**



17.

1965 ROLLS-ROYCE SILVER CLOUD III  
LONG WHEELBASE TOURING LIMOUSINE

Chassis no. LOEL83

Engine no. CL41E

6,230cc OHV V8 Engine

2 SU Carburetors

Est. 220bhp

4-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Beautiful original color scheme which it still carries today
- ★ Mechanically rebuilt and interior retrimmed by marque specialists in 2008
- ★ Accompanied by copies of its Rolls-Royce Build Sheets
- ★ Exquisite hand-built Rolls-Royce



## THE SILVERCLOUD III

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-liter V8 engine introduced on the 'Cloud II/S2 - though with larger carburetors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

## THE MOTORCAR OFFERED

According to copies of build records furnished by the Rolls-Royce Owner's Club, this Silver Cloud III was ordered new to France for use by the aeronautics company Dassault. Ordered in Pine Green with tan hides, options included full refrigeration, power windows, intercommunication system, and a note that Sundym glass was not required.

Little is recorded about the car's early history, but by 1982 it was recorded by the Rolls-Royce Owners Club to be in the Iowa garage of Roy Carver. By 1989 the car had moved out west to Santa Monica with Allan Tweddle and just less than a score of years later be noted to have crossed the country to the Maryland collection of Douglas Nyce. In 2008 it was purchased by the current owner. Upon acquiring the car, the new owner specified that marque specialists Vantage Motorworks restore the Rolls including a refinish in the

original Pine Green, a retrim the interior in tan leather, refinish the interior wood to show quality, a mechanical review, engine bay detailing, repaint the chassis, adjust the suspension and replace all four tires. The total cost of the work completed is noted to have been \$70,000. Following the refinish, the car was shipped to its new owner where it has been on static display for the last baker's dozen years.

It is complete with its aforementioned copies of Rolls-Royce build sheets. Given its long-term storage, mechanical recommissioning is recommended prior to wafting about.

**\$60,000 - 100,000**  
**WITHOUT RESERVE**



**18.****1986 MERCEDES-BENZ 560SL**

VIN. WDBBA48D3GA051726

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 60,000 miles from new and highly original condition throughout*
- ★ *Retained by its original owner in Southern California until 2021*
- ★ *High-quality, end-of-the-line Mercedes-Benz icon*
- ★ *Offered with original owner's manuals, data card, keys, 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**

This highly original 560SL was completed at the Mercedes-Benz plant during June of 1986. Destined for the US market, the luxurious Mercedes-Benz was sold new on August 1, 1986, to its original Los Angeles based owner by House of Imports, the local Mercedes-Benz dealer. The 560SL would remain with this owner until recently, while meticulously cared for, as the car presents beautifully in its original factory Signal Red exterior paint color over its original Parchment interior to this day. The originality is overwhelming throughout the car, and less than 59,900 miles are recorded from new. The original paintwork is outstanding, and the original seats look as if the car were less than a decade old. The A/C blows cold, and the original factory decals, ID plates and markings remain untouched. The original hard top is fitted as is the soft top.

The car is accompanied by an abundance of documentation, including original paperwork such as the owner's manuals in pouch, original keys, data card and tools, and the original CA license plates.

Overall, this 560SL presents in extremely well-preserved, highly original condition. As such, this high-quality Mercedes-Benz is ideally suited for open top touring with nearly all the power and amenities of a modern car. All the while, the R107 is uniquely elegant and stylish in a way only a classic Mercedes-Benz SL can capture.

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



# 19.

## 1958 JAGUAR XK150 3.4 FIXED HEAD COUPE

Chassis no. 889369

Engine no. V2326-8

3,442cc DOHC Inline 6-Cylinder Engine

Twin SU Carburetors

190bhp at 5,500rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Disc Brakes

- ★ Delivered new to the US
- ★ Nicely restored and presented
- ★ Converted to a desirable manual transmission
- ★ Certified by the Jaguar-Daimler Heritage Trust



### THE JAGUAR XK150

"The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money."

*-The Autocar*

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and 4-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drop head coupe forms, the open Roadster version not appearing until the following year. The chassis remained much as before, as did the 3.4-liter, XK, six-cylinder engine that produced 190bhp as 'standard' which was identical to its XK140 predecessor. Additionally, the XK

could receive a bump in power to 210bhp when fitted with the 'B'-type cylinder head. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.





### THE MOTORCAR OFFERED

Produced in Jaguar's Coventry workshops on December 16, 1957, this Left-Hand Drive XK150 Fixed Head Coupe was dispatched to the United States shortly thereafter and delivered new by Jaguar Cars of New York to one E W Overstreet of Los Angeles. Uniquely distributed directly by the manufacturer, the sleek coupe was originally trimmed in Cotswold Blue with matching Dark Blue hides, an automatic transmission and the full Special Equipment package that included dual fog lights, dual exhaust, a set of five wire wheels, dual exterior fender mirrors, and windshield washers—the latter package it still carries today. Further history on the car was unknown at press time beyond the fact that by 2009 the car had been restored to its current Carmen Red over Biscuit hides color scheme and the old automatic transmission had been replaced with a more desirable correct specification 4-speed manual.

This XK150 is nicely equipped, presents very well in both mechanical and aesthetic appearance, while featuring attractive brightwork throughout. Known for being one of the more spacious classic Jaguar models, the Fixed Head Coupe is a wonderful choice for drivers with a larger frame. With copious amounts of legroom complemented by a back 'jump' seat and a large trunk area, the XK150 is a very well-suited choice for travelling on vintage driving rallies such as the Copperstate 1000. Included with the car is an owner's manual, Heritage Certificate, jack, grease gun, photos and electrical information. Recently serviced and prepared for road use, this vehicle is ready to be driven, enjoyed, as well as being shown at your local concours or JCNA event.

**\$85,000 - 115,000**



# 20.

## 1963 PORSCHE 356B 1600 SUPER COUPE Coachwork by Karmann

Chassis no. 213115

Engine no. 705581

1,582cc OHV Flat 4-Cylinder Engine

2 Twin-choke Carburetors

75bhp at 5,000rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Comprehensive, nut-and-bolt restoration recently completed
- ★ California car from new, retaining matching-numbers 'Super' motor
- ★ Completed in striking period-correct Metallic Silver over Green leather
- ★ Well-documented with original window sticker, COA and comprehensive history and restoration file



### THE PORSCHE 356B

Porsche's Type 356, introduced in 1948, is acknowledged to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminum-bodied coupe powered by a VW-derived, 46hp 1100cc air-cooled flat four to a powerful autobahn burner carrying a complex, two-liter four-cam boxer Carrera engine of 130 horsepower. Its steady development brought not only coupes, but luxurious cabriolets and more spartan Speedsters and roadsters, more than 76,000 examples in all by the time production ceased in 1965.

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

The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A Super model with raised compression added an extra 15bhp over the standard version, a full 25% more power than the base car.

### THE MOTORCAR OFFERED

This superb example of the desirable 356B 1600 Super Coupe benefits from pampered California ownership since new in just a few hands, a stunning, nut-and-bolt restoration recently performed by various California-based Porsche experts, well-documented provenance and matching-numbers status. According to its Porsche-issued Certificate of Authenticity, this stunning 356B Coupe was completed at the Zuffenhausen-based Porsche factory on February 25th, 1963, as a factory 1600 S (S for Super), denoting that it received the higher performance 75bhp engine as opposed to the standard 60bhp unit. Finished in Ruby Red over Black Leatherette upholstery from new, the original window sticker issued by SF-based Porsche Car Pacific Inc notes '1963 Porsche 1600 Karmann Super Coupe 75' with engine number P705581. The car had shipped from





Germany into the Port of San Francisco, and would be retailed by Anderson Motors of San Jose, CA. The MSRP was \$4,395. Wonderful original paperwork including original owners' manuals on file indicates a Mr. Jack C. Davis of San Jose as the first owner, buying the new Porsche from Anderson Motors on April 26, 1963. The thick history file accompanying the car documents later ownership in the hands of a car enthusiast based in the San Diego area. In the past decades, the Ruby red paint was stripped, and the highly original, sound and straight Karmann Coupe bodywork was refinished in the period-correct Metallic Silver exterior color seen on the car today. The car was fully stripped, and all sub-components and ancillaries restored to factory specifications. A new wiring harness was fitted, and hardware, nuts and bolts replated. Suspension and braking systems

were restored, as was the gas tank and fuel system. Although not fully finished, the car was later to the consignor, a Southern California based enthusiast, who soon set out to complete the restoration to the same high standard at which it had been begun. The original black leatherette interior was still with the car (and is offered with the sale of the car) but it was decided to fit a period-correct Green Porsche leather interior. Experts was retained to make sure it was done exactly right, and the result is nothing short of spectacular.

Retaining its highly desirable matching numbers 'Super' engine, this 356B was a sound example prior to the comprehensive restoration, and that fact shines through today when inspecting the car in detail. Original factory ID plates and stampings remain intact,

and the last digits of the chassis number can be found on various parts of the body panels, indicating the car has kept its original parts. A period optional wood rimmed steering wheel is fitted, and the newly restored wheels carries original date codes. Just 62,012 miles was recoded on the original VDO odometer at time of cataloging, a figure believed to be actual. Presented in its striking period-correct livery, this Porsche is ready for competitive judging at PCA events or high-speed rallies and driving events. Complete with a comprehensive history file containing original paperwork and the Porsche-issues Certificate of Authenticity and hundreds of restoration receipts, this car has been looked after since new, and now in professionally restored condition it is prone to impress wherever it goes.

**\$120,000 - 150,000**



21.

## 1968 ASTON MARTIN DBS SPORTS SALOON

Chassis no. DBS/5065/LAC

Engine no. 400/3673/S

3,995cc DOHC Vantage-Spec 6-Cylinder Engine (see text)

3 Dual-Throat Weber 45DCOE9 Carburetors (see text)

282bhp at 5,500rpm

5-Speed ZF Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Delivered new to Pennsylvania
- ★ Original left drive, 5-speed manual
- ★ The 65th DBS built
- ★ The last Aston Martin under Sir David Brown's leadership



## THE MOTORCAR OFFERED

This DBS was ordered new by Everett Zurn of Erie, Pennsylvania in the early summer of 1968. Everett's father John had founded the family business, Zurn Industries, and when the torch was passed to the next generation in the 1930s, Everett and his brother Melvin helped turn the company into one of the premier plumbing and environmental controls manufacturers. The success of the business allowed Everett, his brother Melvin, and Melvin's son Frank each order a brand-new DBS (Bonhams has also sold Frank's DBS as well as Melvin's DBS). Like his brother Melvin, Everett richly optioned his car with air conditioning, power steering, rear lap belts, and Fiam horns, and a ZF 5-speed manual. Finished in Persian Blue over Grey Connolly hides, this would be the 65th of the 802 DBS examples built.

The interim history of this DBS is yet unknown, but the car eventually found its way to the United Kingdom where it was subject to an extensive restoration with a reported 14,000 original miles on the clock. While the car was being restored, the original, numbers matching motor was uprated to Vantage spec. It is understood a number of other drivability improvements were also undertaken including upgrades to the ignition, suspension, cooling system, and exhaust. Records of the work completed are not currently with the car.

The DBS later made its way back to the United States, ending up in Boca Raton, Florida. Interestingly, while the car may have been in a warm weather climate, the previous owner didn't like the look of the A/C compressor under the hood, but the evaporator and expansion valve along with

a larger condenser are in place while the bracket and wiring for the compressor remain. It is understood that extensive records documented the restoration of the car, but those unfortunately have not remained with the car.

Acquired by the seller in June of 2007, it has been on static display since purchase and will require recommissioning prior to active use. Accompanied by copies of its Aston Martin build records, it will no doubt provide many happy miles once it has been properly sorted.

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



## 22.

### 1978 FERRARI 308 GTS Design by Pininfarina

Chassis no. 25129  
Engine no. 03291

2,926cc DOHC V8 Engine  
4 Twin-choke Weber Carburetors  
255bhp at 7,700rpm  
5-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ Striking Fly Yellow over black livery
- ★ Highly sought after carbureted model
- ★ Classic and iconic Pininfarina-penned 308 GTS
- ★ Offered with tools and jack



#### THE FERRARI 308

Introduced at the Paris Auto Salon in 1975, the contemporary styled 308 GTB, Ferrari's second V8 road car, marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an out-put good enough to propel the 308 GTB to a top speed of over 150mph. Produced initially with fiberglass bodywork (the first time this material had been used for a production Ferrari), the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the introduction of an open-top GTS version with Targa-style removable roof.

#### THE MOTORCAR OFFERED

This striking 'Fly Yellow' 308 GTS was finished at the Maranello works during 1978 and is one of approximately 2,185 carbureted cars produced between 1977 and 1980. The 308 is believed to have been in the US since new and is today offered from a Reno-based sports car enthusiast. The Ferrari 308 GTS is believed to have been finished in the striking Fly Yellow Ferrari exterior color from new, and the Salchi paint sticker with code 20R490 as is correct for this color is still affixed to the front compartment lid. A repaint has been performed to impressive standards, while the interior has been professionally re-trimmed in black, matching the black removable Targa top. Other interior details appear to be original and preserved and are still found in very good condition. Factory decals and ID plates remain in place throughout the car, and the factory space-saver spare tire is located in the front

compartment, along with a tool kit and jack. The classic 5-spoke aluminum Ferrari 308 wheels remain on the car, giving it the right look. All in all, this is a lovely example of the desirable carbureted Ferrari 308 GTS, and as younger generations of collectors enter the market, the interest in these classic Ferraris continue to increase.

**\$70,000 - 90,000**



# 23.

## 1964 APOLLO 5000GT

Chassis no. 1074

300ci OHV Buick V-8 Engine  
250bhp at 4,800rpm  
Single 4-Barrel Carburetor  
4-Speed Manual Transmission  
Front Disc-Rear Drum Brakes  
4-Wheel Independent Suspension

- ★ *Previously owned by Apollo founder Milt Brown*
- ★ *Just over 4,000 original miles from new*
- ★ *Second to the last of the 76 cars built*
- ★ *A Euro-American artifact of automotive history*



### THE APOLLO

Conceived and developed by engineer and entrepreneur Milt Brown and his partner Newt Davis, together these bold automobile enthusiasts envisioned an American sports car with proven mechanicals and Italian inspired design. The Apollo GT took shape as Frank Reisner, founder of "Intermeccanica", was enlisted to be the coachbuilder, crafting the design originally penned by Ron Plescia. The prototype, a handmade aluminum shell, was formed over a Milt Brown designed steel chassis with the first series concepts revised when Reisner called upon former Bertone designer Franco Scaglione to refine the design, adding side quarter glass, and refining the body lines. The first production Apollos, the 1963 3500GT were hand-formed in steel and shipped to Oakland, California where the American V8 drivetrains and four-speed manual gearboxes were installed and prepared for display at Brown's dealership, International Motorcars of Oakland.

With a claimed top speed of 130 mph and a starting price of \$6,000, the Apollo 3500GT was well-received by the automotive press. The lightweight Buick aluminum V8 engine suited Brown's original design and offered GM reliability with top performance capabilities. Although the company eventually released a convertible and upgraded the engine selection to the five-liter 5000GT, by mid 1965 the company faced too many financial challenges and had to shut down production. International Motorcars sold 76 Apollo GT coupes, very few of which were the desirable 5000GT models, built later in the production run.

The Apollo was highly influenced by contemporary Italian designs of the 1960s with curvaceous front fenders, long hood, and engine placement nested deep into the cowl. Brown insisted on this mid-engine layout, with most of the weight sitting toward the middle of the car, similar in layout to the Cobra, with the

driver's seat being very closely positioned to the rear axle. The fastback roof and sweeping glass delivered a unique visual signature that conveyed a dynamic and elegant profile – a uniquely American car with stunning execution, being among the last to be constructed within the master traditions of great Italian coachbuilding.





## THE MOTORCAR OFFERED

This particularly handsome Apollo, chassis #1074, is among the very few original examples extant today. Showing just 4,000 documented original miles, finished in the correct factory color, and displaying nearly all the original interior, original drivetrain, and Borrani wire wheels, the car was also formerly owned by Apollo founder Milt Brown. In addition to being a factory original low-mile car, it is also believed to be the only Apollo painted this color, and the second to last Apollo constructed before the company concluded production. After delivery to the first owner, the car remained largely unused, stored indoors, preserved by the dry Southern California climate, for 35 years. Though in need of mechanical refreshing, the condition and originality were worthy of recommissioning and thoughtful detailing to a high level. In 2009, the car was repainted the correct factory color, retaining the original door jamb paint and other areas still finished in the factory original green color. By 2004, Milt Brown purchased #1074,

finding it to be in superb condition, enough to confidently generate a letter to the next owner in 2004 confirming the originality of the car, the finishes, interior, and various features. In 2006, the car was consigned to Fantasy Junction, with just 1,300 miles indicated on the odometer, as documented by Milt Brown under his ownership. Today, showing 4,008 original miles currently indicated on the odometer the car is very much in keeping with the condition described by Milt Brown in his letter verifying the authenticity of this example. Today, this highly desirable 5000GT presents a visually captivating factory original appearance of high quality and excellent detailing. Still retaining glossy paint, the finish overall shows some signs of age in the panel line edges and a few minor chips typical to modest road use, but these aspects only add credence to the very presentable 40-year-old finish. The exterior trim, lenses, and original glass are all excellent including a nicely formed grille and yellow enameled Apollo emblem

mounted at the front of the car. Other original touches include Carello "Made in Italy" wiper arms and Carrozzeria IM side script, boasting the Italian connection. The sporting nature of the car is accented by beautifully finished Borrani wire wheels and triple ear knockoffs. This is an exceptional opportunity to acquire a wonderful example of a stunning preservation grade Apollo delivered in unique colors. Second to the last of the 76 cars built, this authentic Apollo, verified by and formerly owned by the founder Milt Brown, offers wonderfully settled cosmetic and beautiful mechanical details preserved by careful custodians of this unique American brand sports car. This Apollo 5000GT is ready to offer the next fortunate owner a chance to exhibit a one-of-a-kind example, driving, showing, and further educating appreciative enthusiasts about one of America's most daring and dynamic sports cars of the 20th century; the Apollo 5000GT.

**\$175,000 - 225,000**



**24.****2018 SIMPSON SWIFT ROADSTER**

VIN. JM1NB353120223262

1,998cc Twin Cam Inline 4-Cylinder  
142hp at 7,000rpm.

Electronic fuel injection

5-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Power Disc Brakes

- ★ Custom built steel frame
- ★ Custom designed coachwork
- ★ Blistering fast, with phenomenal power weight ratio
- ★ Keels and Wheels Concours d'Elegance award winner 2018

**THE MOTORCAR OFFERED**

Custom cars are a labor of love. They take extensive time, money, engineering know how, and talent to build. This custom build that was built by its current owner, a former stylist for Mazda, is an excellent example of that. This particular car was inspired by Michelotti designed Lotus XI that was coach built by Ghia Aigile of Switzerland.

Building a complete custom frame from scratch, it was decided to go with a driveline from a 2nd generation Mazda Miata. The frame was given a 88inch wheelbase. The front and rear suspension from a Miata donor vehicle were used as well.

A three dimensional model was created and then a completed custom buck was then cut out of plywood. Then, a steel body was crafted. The final fiberglass bodywork was

built by Sunbacker Fiberglass in Monroe, Washington, as the original steel body was too heavy and would alter the car's performance.

It was painted in red with a black interior. Wire wheels were also fitted to give the car a further period look. The interior was done in Black Leatherette. the tunnel of the body was diamond tufted. The gauges and other accessories were from the Miata donor car.

Finished, the car weighed less then 1,400lbs, which equals roughly 10lbs per horsepower. This is a very good power to weight ratio, and an unofficial 0-60 time of under 4 seconds was observed. Set up as a sports racing car for the street with no heater, no power steering, no A/C, and no top. It's has indeed lived up to the Swift name. The result of this work is a thrilling pure driving experience

When completed, the car was displayed the prestigious Keels and Wheels Concours de Elegance in Houston Texas in 2018. At this event it was awarded a first in the coachwork class.

This car is sure to a be a hit at any cars and coffee, or as a great car for weekend driving events and is sure to give its new owner many years of driving excitement and joy.

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



## 1999 BENTLEY CONTINENTAL SC

VIN. SCBZZ22E1XCX65022

6,753cc Turbocharged OHV V8 Engine  
Computer Controlled Fuel Injection  
400bhp at 4,150rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Power Assisted Vented Disc Brakes

- ★ One of just 72 Continental SCs produced
- ★ Has spent virtually its entire life in the New York City area
- ★ Retailed for over \$360,000 when new
- ★ The bridge between the Continental R and Azure



## THE CONTINENTAL SC

One of the more exclusive limited-edition variants of this already exclusive model was the Continental SC, its name referencing the exotic Sedanca Coupé bodied Bentleys of the 1930s. Launched at the 1998 Paris Show, the Continental SC featured a Targa-style removable roof, the glass panels being stored in the boot. While its restrained elegance suggests docility, the Continental SC is not lacking in performance, as Octane discovered when it drove one to the Villa d'Este concours in hot pursuit of a trio of supercars (October 2014 edition). "The SC may be massive, but it obviously isn't so massive that 400-odd horses can't give it genuinely impressive punch. The eerie part though, is the absolute silence." Clearly, the SC's designers had not lost sight of Bentley's reputation as 'The Silent Sports Car'.

## THE MOTORCAR OFFERED

One of just 48 left-hand drive examples produced, this T-Top Bentley was delivered new to Lancaster, Pennsylvania in early March, 1999. Finished in Silver Pearl with Stratos (grey) leather and Graphite carpets, less than a year after delivery it made its way to the New York City area—where it would remain for the next two decades. According to its CARFAX report, two mileage reports in February and March of 2000—11 and 12 months after being delivered—indicated the car as having around 25,900 miles while a subsequent report in February of 2001 indicate a mileage of 4,578. It would appear these two earlier mileage readings were likely in error. Either way, in March of 2007 it was registered as having true mileage unknown with 14,589 miles on the ticker.

Today the car shows just under 60,000 miles from new—a figure which, barring the two

entries from 2000, appears to be consistent with the car's actual mileage from new. Owned for many years by a New York City based enthusiast, it was actively driven and shown and was reported by him to have been maintained by the experts at Carriage House Motor Cars in Greenwich, Connecticut including a 2020 engine rebuild there—but there are no accompanying copies of service records.

An exceedingly rare machine, this Bentley is well suited to be driven and enjoyed without regard for mileage. Complete with copies of its factory records, books, tools, and more, it is the ultimate bridge between the sporting Continental R and the open Azure—and a car you are not likely to find coming the other direction.

**\$80,000 - 100,000**



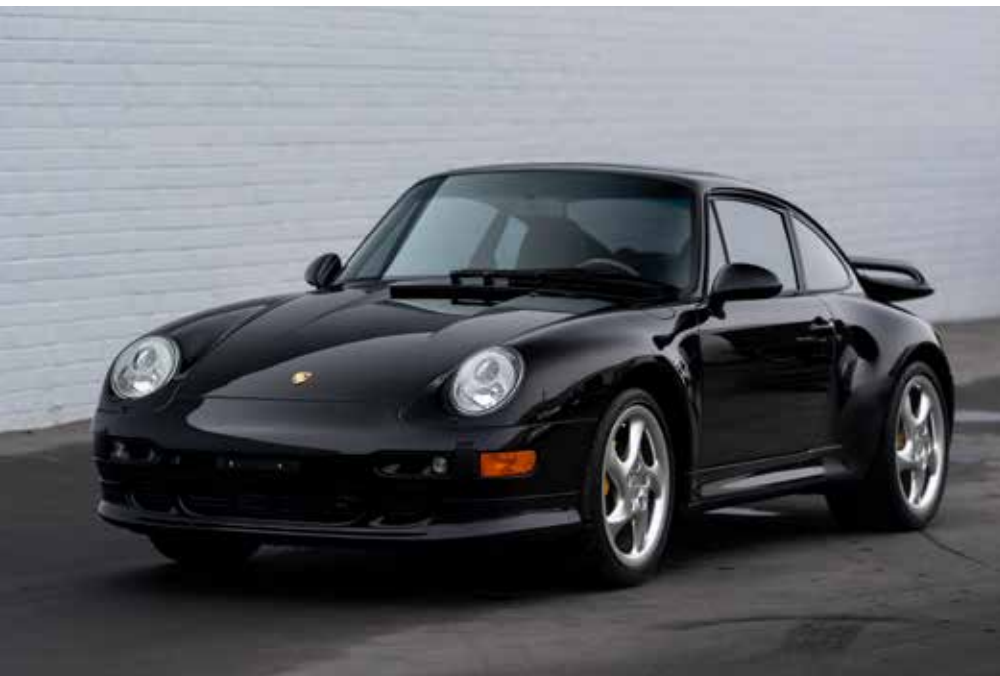
## 26.

## 1997 PORSCHE 911 'TYPE 993' TURBO S COUPE

VIN. WP0AC2992VS375828

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

- ★ Single owner since 2008
- ★ Just over 14,000 original miles
- ★ One of only 183 993 Turbo S models produced for the US
- ★ Documented by a copy of its window sticker and early history



## 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 outstanding example of Stuttgart's highest performing 911 available to the U.S. of the period was completed March of 1997 and destined for the U.S. Ordered new through Coral Gables, Florida dealership The Collection, the first owner is not recorded. Finished in sinister black over black leather, options included lumbar support for the driver seat, supple leather for both front seats, remote 6-disc CD changer, and several Exclusive options including a leather tray behind the parking brake, front floor mats embroidered with 'Porsche', and a carbon fiber and leather steering wheel. According to a copy of the original window sticker, the total price came to \$157,561. Delivered in the summer of 1997, the first owner was clearly a spirited enthusiast as the Turbo S was acquired by its second owner, Austin, Texas based Porsche enthusiast Richard Snyder, at the end of July 1998 with 5,210 miles.

Snyder would keep the car for the next eight years, adding another roughly 1,000 miles per year during his ownership. Regular maintenance was performed at Roger Beasley Porsche in Austin, with copies or records on file. In April of 2006, with 13,460 miles indicated, the car was sold to Ultimate Autosports, Inc near Orlando, Florida. The car would remain with the dealer for a subsequent two years before being acquired by the current owner in July of 2008 with 14,020 miles.

Now showing only 14,061 miles from new on the odometer, the 911 has been driven only 41 miles in the last 14 years and as such it is recommended that it is mechanically recommissioned before laying into its true capabilities. The car is accompanied by copies of its window sticker, some service records, past titlework, tools, handbooks,

and clean CARFAX report. The swan song of the legendary, air-cooled 911, this car is the ultimate crown to any collection.

**\$260,000 - 320,000  
WITHOUT RESERVE**



# 27.

## 1970 MASERATI GHIBLI 4.7 COUPE Coachwork by Ghia

Chassis no. AM115.1568

Engine no. AM115.1568

4,719cc DOHC V8 Engine

4 Weber Carburetors

330bhp at 5,500rpm

5-Speed Manual ZF Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ Desirable factory 5-speed ZF gearbox and matching-numbers engine
- ★ Presented in its as-delivered when new Blue Sera exterior color
- ★ US-market example believed to have been delivered new to California
- ★ Era-evoking Giorgetto Giugiaro design



### THE MASERATI GHIBLI

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

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

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

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

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

superseded by the 4.9-liter SS version in order to meet ever more stringent emission laws. The gain in horsepower was minimal, but in either case performance was stunning, with 160km/h (100mph) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. One of the most stunning sports cars ever made, the Ghibli was a worthy rival for the Ferrari Daytona and represents exceptional value for money today, just as it did over 50 years ago..





## THE MOTORCAR OFFERED

This stunning Maserati Ghibli 4.7-Liter Coupe stands out as a beautifully presented and desirably equipped example. Completed at Maserati's Modena workshops in December of 1970, this late-production Ghibli, chassis no. AM115.1568, was built as a left-hand drive Coupe, fitted with the desirable ZF 5-speed manual gearbox, and destined for the North American market. The new Ghibli had been special ordered in November of 1970 and was finished in the same exterior color as seen on the car today, the elegant Blue Sera color over a white leather interior.

Ghibli AM115.1568 was delivered new to Hillsborough, California, where it is recorded in the Ghibli Registry to have resided for at least four decades. The Ghibli Registry further reports that a comprehensive restoration was performed in the last decade or so, where

both mechanical and cosmetic aspects of the car was attended to. Today the Ghibli looks stunning in its factor-correct color and with its matching-numbers engine in place. The iconic Campagnolo alloy wheels are fitted shod on Michelin XWX tires, and inside a wood rimmed steering wheel, correct Veglia gauges and the factory Becker Europa radio greets one with a flair of authenticity.

These powerful and sharp-looking Giorgetto Giugiaro designed GT's are among the most desirable cars ever produced by the legendary Modena-based Maserati company and remain highly collectible today now that Maserati has brought back the Ghibli namesake to their model range. This smart, beautifully restored Ghibli, with its factory 5-speed ZF manual transmission and striking color combination, truly makes an appearance wherever it goes.

A great example for high-speed rallies such as the Copperstate 1000, this Ghibli 4.7-Liter Coupe is ready for its next owner.

**\$150,000 - 180,000**



# 28.

## 1967 PORSCHE 911S 2.0 'SOFT WINDOW' TARGA

Chassis no. 500714

Engine no. 962171

1,991cc SOHC Flat 6-Cylinder Engine

2 Weber Triple-choke Carburetors

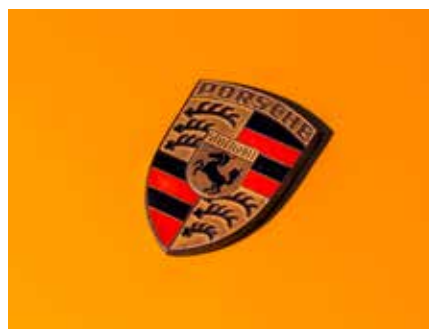
160bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Desirable and rare, Soft Window Targa in top-of-the-line S specification
- ★ Matching numbers example, restored in the original exterior color of Bahama Yellow
- ★ Among the rarest 911 models ever produced, and a true collector's icon
- ★ Offered with Porsche-issued Certificate of Authenticity and owner's manual



### THE PORSCHE 911

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

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S, which featured a better-equipped interior and a heavily revised

engine producing 160bhp. By this time around half of all 911s produced were being exported to the USA, where increasingly stringent regulation demanded that changes be made to the original design, the most significant being the adoption of dual-circuit brakes. However, it took time for Porsche's engineers to get the newly introduced 'S' engine to meet emissions targets, so as an interim measure the 911L was introduced featuring the 911S's superior equipment level but retaining the original 130bhp engine, pending the arrival of the de-toxed US-specification 911S for 1969. The 911L was dropped at the same time, its place as Porsche's middle-of-the-range offering being taken by the 911E.

Around the same time, Porsche added an open-topped variant to the 911 model range for 1967 featuring a stainless steel-clad roll bar, removable roof panel and a detachable plastic

rear window (a fixed glass window wasn't made available until the following year as an option). Commemorating Porsche's successive wins at the famous Sicilian road race, the new model was termed "Targa", a term coined by other manufacturers since to describe this body configuration. The new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the introduction of a full Cabriolet in the early 1980s.





## THE MOTORCAR OFFERED

As with so many collectible cars, the appeal, interest and value are related to a car's rarity, and sometimes over time fashions change. For the Porsche marque, it has long been the case that the rarer variants of models have held considerable intrigue. This has certainly been the case for the soft Window Targa cars and indeed also the top-of-the-line 1967 'S' model as offered here. These cars have the benefit of a virtually open car, higher performance and more luxurious appointments – what could be better?

According to the Porsche-issued Certificate of Authenticity on file, this stunning 911 was completed at the Zuffenhausen-based Porsche factory on July 17th, 1967, as a 1967 model-year 911S 'Soft Window' Targa. The car is believed to be one of just 483 examples made and was produced just 3 chassis numbers

from end of production according to various Porsche literature. The car was finished very much as it appears today, with the exterior finished in charming and era-specific Bahama Yellow (code 6605), while the interior was trimmed in luxurious black leather. The long list of optional equipment fitted to the Soft Window Targa included a Blaupunkt Frankfurt radio tuned for the US, loudspeaker and antenna, a Webasto heater, tinted windshield, exterior mirror on the left side and Dunlop tires. The car was most likely destined for the Porsche-hungry US market from new.

This 1967 Porsche 911S 2.0 Soft Window Targa has received a restoration performed by Vintage Motor Sports of Alpharetta, Georgia. The comprehensive work performed included stripping and repainting the bodywork in the factory original Bahama Yellow color, while the

interior was fitted with the optional and much improved sports seats, trimmed in black with Pepita inserts over matching black and white Coco mats. A new soft window Targa top was fitted and the classic aluminum Fuchs wheels fitted restored. Attention was given to the car's mechanical systems as well.

Today this rare 1967 911S Soft Window Targa presents very much as it did when it left the Porsche factory more than half a century ago, and with less than 500 produced, it represents a rare opportunity indeed. Offered with the Porsche-issued Certificate of Authenticity and owner's manual - and importantly retaining its matching numbers engine - this first-year 911S Soft Window Targa deserves serious consideration.

**\$180,000 - 220,000**



## 29.

### 1992 FERRARI 512 TR PROTOTYPE

Design by Pininfarina

VIN. ZFFLG40A9N0086815

Engine no. 00011

4,943cc DOHC Flat 12-Cylinder Engine

Bosch Motronic Fuel Injection

428bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Cross-drilled Disc Brakes

- ★ The first of just two US market 512 TR Prototypes produced
- ★ Highly original and well-preserved condition with less than 20,700 miles from new
- ★ Recent major service performed by Ferrari specialist
- ★ Offered with fitted Schedoni leather luggage, book, tools and history file



#### THE FERRARI 512 TR

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 car's 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 car's 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 US.





## THE MOTORCAR OFFERED

This striking Ferrari 512 TR is according to Ferrari factory records one of just two factory US specification prototypes produced and based on its VIN sequence; this one is the first of these pre-production cars. This was specifically noted in a Ferrari recall summary letter from Ferrari North America dated June 28, 1995.

Produced as a 'first of the new model' car, at the Maranello, based Ferrari works during May of 1991, the new Ferrari was identified as a 1992 model-year car and equipped for the US market. The car was finished as it appears today, in 'Rosso Corsa' Ferrari red over a 'Nero' black leather interior.

Affording to the Carfax report on file, this Prototype 512 TR was residing in California by the mid 1990s. The previous owner is reported

to have purchased the Ferrari in August of 2008 with 14,614 miles on the odometer. The car appears to have remained in the Golden State until 2017, when purchased by the consignor, a Reno, Nevada based collector of exceptional sports and special interest cars.

Today this desirable and 512 TR Prototype remains in largely original and well-preserved condition, and just 20,631 miles are recorded on the odometer at time of cataloging. The classic 5-spoke 512 TR alloy wheels are fitted on Michelin Pilot Sport tires, and the interior features the cool black faced dials with orange lettering. Factory finishes, labels and ID plates remain intact all over the car. A full engine-out service was recently performed by the Ferrari specialists at Italy's Service in Las Vegas, Nevada, where timing belts, spark plugs, valve cover gaskets and much more

maintenance work was performed. Receipts along with other history records can be found in the history file. A set of fitted Schedoni leather luggage is situated in the front compartment, as are factory books and tools chest in leather boxes.

As the first of just two US market 512 TR prototypes produced, this highly original and pedigreed twelve-cylinder Ferrari defines a decade of superior Supercars from the famed Maranello-based manufacturer and is prone to continue its appreciation in decades to come

**\$275,000 - 325,000**



# 30.

## 1970 MERCEDES-BENZ 280SE CABRIOLET

Chassis no. 111.025.12.004293

Engine no. 130.980.12.032314

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,500rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Highly original, low-mileage example of the Classic W111-series 'Flach-Kühler'*
- ★ *Retains matching numbers engine and factory color combination of Burgundy over Cognac*
- ★ *Equipped with floor shift, factory Behr air conditioning and Becker Grand Prix radio*
- ★ *Elegant, luxurious and extremely high-quality Mercedes-Benz collector car*



### THE MERCEDES-BENZ 280SE

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

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

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

### THE MOTORCAR OFFERED

This lovely example of the timeless W111 Mercedes-Benz 280SE Cabriolet 'Low-grill' - or 'Flach-Kühler' as referred to in German car lingo - was completed at the Stuttgart-based Mercedes-Benz factory in November of 1969 as a 1970 model-year car and finished much as it appears today in the classic Dark Burgundy color over Cognac-colored leather interior and matching light-brown carpets. During the 4-year production run only 1,390 of these open 280SEs were produced, making this a relatively rare sight on the road.

Today this elegant 280SE Cabriolet remains in largely original and unrestored condition and shows very well inside and out. Just 46,416 miles are recorded on the odometer at time of cataloguing - a figure which is indeed believed to represent the cars actual mileage. The exterior paint shows well in the as-factory





delivered color, and the paint in door jams and compartments appears to be the original factory applied coat. The chrome and bright work appear original, and in equally good shape. Once inside, the highly original interior in the beautiful Cognac-colored leather invites, neatly contrasted by elegant burl wood, which has also been detailed to the highest standards. A period-correct Becker Grand Prix radio adorns the dashboard area, and the correct Behr air conditioning system rounds out the opulent interior appointments. Factory original ID plates and stampings remain intact throughout the car, indicating that the car has never been taken apart or severely damaged.

The luxurious Mercedes-Benz is neatly fitted with color-coded hubcaps and features the classic, low-grille frontal look that these cars are known for. The open Cabriolet design

looks fantastic from every angle, and the car exhibits a level of class that can be compared to few other cars of the era. With the desirable floor-shift automatic transmission in place, power windows and air conditioning, the car retains some very desirable options. Offered with the original keys, Mercedes-Benz' books and records this stylish 280SE Cabriolet is perfect to be used on Sunday drives. The high build quality of these fine automobiles makes them very reliable and user friendly, and one could actually imagine using a car of this quality as a daily driver. Classic, elegant and of very high quality, this Mercedes-Benz would be a great fit in any collection.

**\$130,000 - 160,000**



**31.****1981 ASTON MARTIN V8 SERIES 4 'OSCAR INDIA' SPORTS SALOON**

VIN. SCFCV81S6BTL12310

Engine no. V580/2310/LFM

5,340cc DOHC V8 Engine  
 4 Dual-Throat Weber Carburetors  
 300bhp at 6,000rpm  
 5-Speed Manual Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ Original US delivery LHD, 5-speed manual V8
- ★ One of 20 'Oscar India' Saloons to be sold new in the US
- ★ Retains matching-numbers engine
- ★ Offered with copy of factory build sheet

**THE ASTON MARTIN V8**

Shortly after reorganization under new ownership as AML (1975) Ltd, Aston Martin resumed development of its highly successful V8. A host of improvements was to be incorporated in the forthcoming Series 4, scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. The most obvious differences were a restyled bonnet and boot-mounted spoiler, while the cabin received a redesigned dashboard and center console, and the headlining became leather rather than cloth. There were, of course, countless other improvements, most notably to the air conditioning and to the shock absorber settings. 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.

**THE MOTORCAR OFFERED**

According to copies of Aston Martin's factory build records, this V8 was built during March of 1981. At the time it was commonplace for Aston to supply dealers US dealers with Volantes for stock, but Saloons were typically only special orders, as such few 'Oscar India' Saloons made it stateside. Of the 291 built in the seven and a half years of production, just 20 made it to the US from new.

This example, with left-hand drive steering arrangement and a 5-speed manual transmission, just as it appears today, was one of the 20 destined for the US market. Finished in Canterbury Blue over a Natural leather interior it was delivered to its first owner, John Vaccaro of Berkeley, California, in July of 1982. Its earliest history is not documented, but by 1996 the car had an indicated 25,000 and was registered in the Pittsburgh area. A year later it was change hands and moved east to the garage of Richard d'Albert of New York City, where it would remain

for the next 13 years. Running up another 15,000 miles, it is understood to have been regularly maintained by the marque specialists at Autosport Designs during this period. It was purchased by the current owner in 2010 with 40,000 miles (understood to be original) and has been on static display since, thus mechanical recommissioning is recommended.

The V8 is increasingly being appreciated by collectors as an important cornerstone of the Aston Martin story in America. After recommissioning, this V8 would make a lovely cruiser once again.

**\$70,000 - 100,000  
 WITHOUT RESERVE**



## 1988 PORSCHE 911 CARRERA 3.2 CABRIOLET

VIN. WP0EB0914JS170976

Engine no. 64J03692

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

- ★ Largely original and well-preserved example with less than 68,000 miles from new
- ★ Desirable late-production Carrera model with G50 5-speed transaxle
- ★ Sinister triple-black livery
- ★ A very usable and highly collectible air-cooled 911



## THE PORSCHE 911 CARRERA 3.2

Introduced in 1984, The Carrera 3.2 was the last iteration of the classic 911 before the largely modified 964. The air-cooled SOHC 3.2-liter six was equipped with Bosch Jetronic fuel injection producing 217 horsepower, which was delivered through the Getrag G50 5-speed manual transaxle, a much-welcomed introduction for the 1987 production year. The Carrera 3.2 also featured an improved interior over its predecessor, with liberal use of leather and comfort features like power seats and air conditioning. True to Porsche's reputation, the Carrera 3.2 offered the unique experience of driving pleasure and performance without sacrificing comfort and usability. Because of their robust construction and strong owners' groups, these 1980s 911s are great cars to be enjoyed and driven.

## THE MOTORCAR OFFERED

This well-preserved 1988 Carrera 3.2 Cabriolet has been retained in its original triple-black livery since new, and today presents as a very original car. Completed at the Zuffenhausen-based Porsche works during November of 1987 as a 1988 model-year car, the Carrera 3.2 received the desirable G50 5-speed manual gearbox from the factory as fitted in the car today. The Porsche was equipped for and delivered new to the US market. According to the Carfax report on file, the Porsche resided in Fargo, North Dakota by 1992 with 21,000 miles recorded, then migrated to Minnesota the following year, and later to Indiana. The mileage is consistently recorded on the Carfax, but between April and May of 2006, the recorded miles went back by a mere 280 miles, surely a clerking error at a service facility or DMV office at the time.

The Porsche appears to have remained in Indiana until 2016, when it was acquired by the consignor, a Reno, Nevada-based sports car enthusiast. Today the car remains in well-preserved condition, with just 67,519 miles recorded on the odometer at time of cataloging. The panel fit is impeccable, and factory-applied decals remain intact in the engine compartment, as does the VIN sticker on the front lid. This 911 recently underwent thorough servicing, making it ready for open-air enjoyment by its new owner.

**\$55,000 - 75,000**

# 33.

## 1963 CHEVROLET 327/340HP SPLIT WINDOW COUPE

Chassis no. 30837S104664

Engine no. 3108005 FO121RE (see text)

327ci OHV V8 engine

Single Carter Four-Barrel Carburetor

340bhp at 6,000rpm

5-Speed Tremec Manual Transmission (see text)

4-Wheel Independent Suspension

4-Wheel Disc Brakes (see text)

- ★ Desirable 'Split Window' coupe
- ★ Early production example
- ★ Recently complete restoration
- ★ Subject of numerous driving and tractability improvements



### THE C2 CORVETTE

To say that the Sting Ray's arrival for 1963 caused a sensation would be grossly understating its impact on the North American sports car market. Such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand.

included hidden headlamps and in keeping with Corvette tradition the panels were made from fiberglass.

Designed by General Motors' Art & Colour Studio chief Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer penned by the talented young stylist Larry Shinoda. For the first time there was a Gran Turismo coupe in the range. Controversial at the time, the coupe's divided rear screen would last for one year only; many cars were subsequently converted to one-piece glass, making the survivors with this feature the most collectible of all 1963-67 Corvettes. Other features





## THE MOTORCAR OFFERED

A split-window Corvette Coupe is one of the most desirable Sting Rays around. The Corvette was produced on December 12, 1962 and was retailed new by Bud Classon Chevrolet in Adrian, Michigan. Finished in Riverside Red over black vinyl, it was no doubt a rare sight when it left the dealership as one of the early production Split Windows.

The early history of this example is not recorded. It was acquired by the consignor in 2015 and was restored and uprated last year. A correct-type 327/340bhp V8 was found and installed, mated to a Tremec 5-speed manual for greater tractability and sidepipes for extra performance and good looks. Handling was improved with a rebuilt rear end and the addition of Global West coil over suspension at all four corners—with adjustable height

units up front, while stopping power was abetted by uprated four-wheel ventilated Wilwood disc brakes connected to a dual reservoir system. Putting all the power down are REV Classic Series 17 inch chrome rims shod in fresh radial tires. Even the floptop headlight system was rebuilt. Meanwhile the car was repainted, the interior restored with leather seats, and the chrome was redone. The cherry on top is an AM/FM/Bluetooth stereo to blast the tune—or podcasts if that is your thing.

Only recently finished, this built-to-drive Split Window is ready to burn rubber with the new owner. Documented by its NCRS build report and restoration receipts, this comfortable rocket is perfect for tours, Sunday drives, or local shows.

**\$90,000-130,000**



# 34.

## 1961 JAGUAR E-TYPE SERIES I 'EXTERNAL BONNET-LATCH' ROADSTER

Chassis no. 875180

Engine no. R1270-9

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

- ★ *The early, first-generation E-Type*
- ★ *Amongst the most desirable variant of E-Types*
- ★ *Exquisite restoration by marque experts*
- ★ *Original, numbers matching engine*
- ★ *Certified by the Jaguar Daimler Heritage Trust*



### THE JAGUAR E-TYPE

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

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

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

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

### THE MOTORCAR OFFERED

This extremely early, very desirable, and hard to find external bonnet-latch, flat-floor E-Type Roadster was manufactured on July 6th, 1961. This E-Type was originally finished in Cream exterior over a red leather interior with a black convertible soft top. This left-hand drive example was dispatched from the factory on July 17th, 1961 and exported to Jaguar Cars in New York. Chassis No. 875180 is the 180th E-Type Roadster constructed out of a total of 385 'External Bonnet-Latch' Roadsters built for the North American market. The Jaguar Heritage Certificate does not have a record of the original dealership who sold the car; eventually it did end up making its way to the warm climate of Southern California.

In 2007, this early E-Type Roadster was the recipient of a documented full rotisserie restoration performed at the hands of Jaguar experts Classic Showcase in Southern





California. Very strict attention to detail was given for this restoration due to the significance of being such an early and original example. This first generation XKE restoration brought the car to show level going through all of the correct steps on a body off reconditioning. Prior to paint, the body was completely gone through and sanded down to bare metal, the metal was prepared and smoothed while all the body parts and chrome pieces were mounted to the car ensuring the best fit and panel gaps were achieved. The body was chosen to receive a fresh color change to British Racing Green, arguably one of the finest shades to adorn these beautiful vehicles. The Roadster was carefully disassembled and documented, then received primer, sealer, base coat, clear coat and finally, color sanding and buffing to result in the stunning finish seen today. New rubber and seals were installed, while a new Tan leather interior, panels, new carpets and black convertible top were custom made, fitted and installed by the talented team at Classic

Showcase. All of the systems, electrical components and other accessories were gone through, sorted, restored and replaced as needed. The correct, early edition Blaupunkt Frankfurt radio looks right at home in the beautifully restored interior. The engine, transmission, rear end and hydraulic systems all received a freshly restored treatment while getting completely resealed with new rubber and fresh hardware. Whenever possible, NOS parts were utilized during the build to make this restoration as accurate as possible. To complement the freshly completed powertrain, a UK built stainless-steel exhaust system from Bell was fitted to the car for optimum sound, longevity and performance gains. The chrome wire wheels and additional brightwork was done in high quality and still in fantastic appearance. The underbody, suspension components and Dunlop braking system was completely gone through and coated in the correct finishes. This Series 1 exterior bonnet-latch E-Type, which retains its original engine, is one of the

finest in existence. Featuring the initial, purest iteration of the famed E-Type styling, this Roadster contains the prized features unique to the earliest examples produced (of which this is), including the exterior bonnet-latches, welded louvers, and flat floors. All of these features were later abandoned in the name of practicality and production costs, and make this a particularly notable, rare example of one of the world's most iconic sports cars. Having only been driven for approximately 1,550 test miles since the restoration was completed, this XKE was additionally treated to a recent servicing by Classic Showcase to ensure the car is ready to be driven and enjoyed. Accompanying the car is a Jaguar Heritage Trust Certificate, Owner's Manual, invoices, receipts, jack, bonnet key, tool roll as well as a DVD of the restoration process. Unquestionably one of the earliest and most desirable examples of the breed, Chassis No. 875180 is a must have for any serious collector.

**\$380,000 - 480,000**



**35.****1971 ASTON MARTIN DBS V8 SPORTS SALOON**

Chassis no. DBSV8/10356/LCA

Engine no. V/540/043/EE

5,340cc DOHC V8 Engine

Fuel Injection

310bhp at 5,600rpm

3-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Original left-hand driver example
- ★ Originally Tudor Green over Tan
- ★ Well optioned with Coolaire air conditioning and more.
- ★ The 356th DBS V8 built

**THE ASTON MARTIN DBS V8**

Bigger and more luxuriously appointed than the DB6, whose 4.0-liter straight six engine it shared, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and 145mph flat-out.

**THE MOTORCAR OFFERED**

The production DBS V8 chassis number sequence commenced with '10001', making this the 356th example of this landmark model built. According to the copies of factory records on file, this V8 was ordered new through Aston Martin Lagonda, Inc for export. Finished in the exceedingly Tudor Green over Tan leather, 10356 was handsomely optioned with air conditioning, automatic transmission, dual head rests, aerial and speakers, Waso steering lock, and Fiam horns. Completed in on December 17, 1971 and shipped a six days later on December 23, 1971 the first owner and any early history on the car is not recorded. At some point, likely in the last two decades, the car was repainted fire engine red but the interior appears to be original. Noted as having been in the U.S. in the early 1990s according to records from the Aston Martin Owners Club, it was presented in 1989-91 by

a J. Stinsmen of Bucks County, Pennsylvania. The present owner acquired the car from New Jersey in March of 2008 and has maintained the car on static display since. Given its long-term storage without use, it will require some recommissioning prior to active road use.

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



**36.****1949 MG TC 'EX-U' MIDGET**

Chassis no. TC/9852/EXU

Engine no. XPAG/10509

1,250cc OHV Inline 4-Cylinder Engine

2 SU Carburetors

70bhp at 5,500rpm

4-Speed Manual Transmission

Front Beam Axle with Leaf Springs - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ *Desirable, end-of-the-run export EX-U TC built a few hundred cars from the end*
- ★ *Well-preserved condition with many factory finishes intact*
- ★ *Retains its matching numbers engine*
- ★ *Great touring MG for club events*

**THE MG TC**

The right-hand drive TC Midget appeared in 1946, and was almost identical in appearance to the pre-war Types TA and TB. The sporting little MG was brought to the US in considerable numbers by GIs returning from England and soon gained a strong following, especially in California and on the east coast. These MGs had many endearing features, including a slab fuel tank, 19-inch diameter wire wheels, folding windshields and octagonal dashboard instruments. Sales got a great lift when a Life Magazine photographer shot one being driven underneath a big lumber carrier on a Los Angeles street. Many soon found their way into amateur racing, and almost every one of the legendary American sports car champions of the post-war era began their careers in a TC.

**THE MOTORCAR OFFERED**

Here is a delightfully original example of the diminutive, classically styled two-seat Roadster that is credited with sparking America's love affair with imported sports cars after World War II. This TC was completed at the Abingdon works during the Fall of 1949, and completed with the EX-U chassis prefix, indicating that the car was built for Export, and most likely destined for the US market. The MG was completed just a few hundred cars from the end of production, and just about 500 such EX-U examples were officially imported into the US in 1949, accounting for fewer than 5% of all TC models built. The car was most likely finished as it appears today, in MG Red with Vellum beige interior and matching tan convertible top and side curtains.

Today this charming little TC Midget presents beautifully inside and out. It is apparent that some high-quality restoration work was performed in the past, while many original factory finishes remain intact, including much of the chrome and brightwork. Original ID plates and factory stampings are in situ, and the engine is dressed with an alloy valve cover. Classic silver painted wire wheels are fitted, with a 5th spare strapped to the back, and an original tool kit accompanies the car. For those collectors looking for fun sports car for weekend drives on twisty backroads, this beautiful example is worthy of serious consideration.

**\$25,000 - 35,000  
WITHOUT RESERVE**



# 37.

## 2012 MCLAREN MP4-12C

VIN.SBM11AAA7CW000813

3.8-Liter DOHC Twin-Turbo V8 Engine  
Electronic Direct Fuel Injection  
592bhp at 7,000rpm  
7-Speed Dual Clutch Transmission  
Independent Front and Rear Suspension  
4-Wheel Disc Brakes

- ★ *Very well cared for example with less than 6,700 miles from new*
- ★ *Presented in desirable livery with contrasting stitching and matching calipers*
- ★ *Equipped with over \$40,000 in factory options*
- ★ *The perfect blend of power and usability*



### THE MCLAREN MP4 - 12C

Among the most sought-after performance sports cars ever created, the modern-day McLaren has become a premium sports car offering world class technology and exceptional performance. The first of their fully developed efforts, the F1, have risen to \$20 million dollar price points, not just for their amazing performance but for the superlative build quality and exceptional engineering. No other contemporary performance car has achieved such a level of value. In 2007, development began on the McLaren MP4-12C with a keen eye on producing a sports car with supercar capabilities and state of the art technology.

Utilizing a carbon fiber composite chassis, the McLaren Carbon MonoCell tub incorporated multiple fiber weaving layered at precisely the right geometry and thicknesses to maximize strength and reduce weight. The carbon tub was fused to an extruded alloy subframe forming the rear of the car. The lightweight

platform positioned the longitudinally mounted twin-turbocharged 3.8 L V8 engine midship. This all-alloy engine utilized a dry sump lubrication system to aid in weight reduction and keep the engine at a low profile. The engine, based on a Tom Walkinshaw developed race unit, delivered nearly 600 hp. Mated to a 7-speed dual clutch transmission, the MP4-12C performance was jaw-dropping, arriving at 60mph just 3 seconds after launch. Even experienced performance car drivers immediately recognized that this exceptional car was a game changer for leaders like Ferrari and Lamborghini.

The unique and refined body design was penned by Frank Stephenson who designed the car to reflect the heritage of the F1 but also capture a fresh look for this groundbreaking McLaren. Utilizing carbon fiber for the body, massive twin side air intakes draw the eye into the wide rear fenders, concealing the twin-turbo engine.

Dihedral opening doors added another touch to the visually stunning exterior design. A series of options were offered for each of these unique cars when production began officially in 2011. Though sales were strong both in Europe and the US, MP4-12C production ceased in 2014, replaced by the McLaren 650C. Though official company numbers have never been released, it is estimated that approximately 3,500 units were produced worldwide with fewer than 1,500 cars delivered to the US.





## THE MOTORCAR OFFERED

This striking example was delivered May 31, 2012, to McLaren Beverly Hills and sold to the first owner who had it regularly serviced at McLaren Beverly Hills. At 1,657 miles the car was updated at the dealership with a front skid plate kit and tire spoiler inserts. In 2013, the current consigning owner purchased the car with approximately 6,000 miles indicated on the odometer. The owner, a well-known San Francisco based collector who has owned several Cobras, a Formula 1 car, and many SCCA GT1 class wins, and participation in the 24 Hours of Daytona, had the car regularly serviced by authorized McLaren specialists including McLaren authorized software updates, clutch cooler service kit, a 50k service, regular oil changes, a new Lithium-Ion battery, and a Gen2 battery upgrade kit performed at 6,300 miles. At 6,500 miles the passenger front airbag was replaced as part of a McLaren recall campaign. In October 2021 the car received an oil and filter change at McLaren,

San Francisco, CA. Finished in stunning exterior extra-cost option McLaren Orange, and optional full leather interior, additional options were installed on the car adding more than \$40,000 to the original sticker price. Today this beautiful example of McLaren engineering and design presents in excellent condition. The vivid orange finish is visually striking from every view particularly contrasted by the optional black leather interior, dark glass, and carbon fiber accents. The massive stealth-finish wheels and Pirelli P-Zero tires are in excellent condition. Tucked inside each wheel, the optional matching orange brake calipers deliver a competition touch to this formidable performance car.

Inside the car, the supple, factory fresh leather interior exhibits near new finishes throughout with soft-touch Alcantara accents on the top dash surfaces. All interior components have been beautifully maintained including smooth and supple leather trimmed seats, sculpted

dash, and console materials, all of which present a competition-oriented cockpit with modern amenities, a nod to luxury, and state of the art technology. This beautiful McLaren MP4-12C is accompanied by a set of factory manuals with factory leather pouch, a factory battery charger, tire inflation kit, the factory window sticker, copies of service records since new, a McLaren car cover, and a spare remote key. Unquestionably a premier performance car of the finest order, this remarkable supercar delivers everything that McLaren racing, performance, and superlative engineering has to offer. The unique blend of power and usability makes the McLaren MP4-12C the ideal sports car for enthusiasts who enjoy driving a visually impressive car with outstanding performance capabilities.

**\$110,000 - 130,000**



# 38.

## 2009 PORSCHE 911 'TYPE 997.1' TURBO COUPE

VIN. WP0AD29909S766320

3,600cc DOHC Twin Turbo Flat 6-Cylinder Engine  
Electronic Fuel Injection  
473bhp at 6,000rpm  
6-Speed Manual Transaxle – All Wheel Drive  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ Two California owners from new
- ★ Desirable manual transmission equipped example
- ★ Final year of the Mezger engined Turbo models
- ★ Recent major service performed at Porsche dealership



### THE 911 TURBO

The sixth generation of the legendary Porsche 911 was dubbed the 997 and introduced in 2005. It retained the previous model's basic profile but drew on the 993 for detailing. In addition, the new headlights reverted to the original bug-eye design. The interior was similarly revised, with strong links to the earlier 911 interiors while at the same time looking fresh and modern. Initially, two versions of the 997 were introduced - the 911 Carrera and the 911 Turbo. In February 2006, Porsche introduced the all-wheel-drive, twin turbo powered flagship model – the 911 Turbo at the Geneva Motor Show.

The new 3.6-liter Turbo engine was derived from that of the GT3 sports-racer, featuring twin variable turbine technology (VTG) turbochargers from BorgWarner, and now developed its maximum of 473bhp at a relatively low (for a sports car) 6,000 revs.

### THE MOTORCAR OFFERED

This exceptional 911 Turbo was produced in what some consider the best year for the 997 Turbo series. The 2009 model year is the last year of the Hans Mezger designed turbo engine while also featuring the updated Porsche Communication Management (PCM) 3.0 system from the 997.2 variant. This car features a nice list of options. A small number of those options include Adaptive Sport Seats, Limited Slip Rear Differential Lock, 3-spoke Multifunction Steering Wheel, Sport Chrono Package, Rear Center console in full leather and more. This 911 Turbo has been kept in a climate controlled facility and has lived in California since new. Finished in Carrara White over a Black Leather interior, this two owner example had an original window sticker price of \$139,345 when new.

At the time of photographing, this 911 has covered 79,027 miles. The engine on this car was replaced by the dealership under warranty at around 39,000 miles. According to the seller of this vehicle the car did have a minor incident where the rear bumper received minor cosmetic damage and was replaced with a new unit. For many, the 911 Turbo is considered the ultimate 911, it possesses all of the creature comforts that Porsche enthusiasts have come to know and love, while being able to achieve a 0-60 time of only 3.9 seconds. The sale of this car presents an incredible opportunity to acquire a best of breed 997.1 Turbo.

**\$70,000 - 90,000**



## 1971 JAGUAR E-TYPE SERIES II 4.2 ROADSTER

Chassis no. 2R13734

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

- ★ *Elegant E-Type Roadster in Old English White over Dark Blue*
- ★ *Much restoration work performed in the past decade, including a new interior*
- ★ *Excellent example for rallies and tours such as the Copperstate 1000*
- ★ *Offered with comprehensive history file retaining many receipts, books and manuals*



## 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. Nowadays it would be impossible for a single model to cause such a stir but here was a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road.

The first significant upgrade occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger engine came a user-friendlier gearbox and servo brakes. From September 1968 Series II E-Types, incorporating safety upgrades previously fitted only in America, were released worldwide. In addition to revised lighting and switchgear, the front air intake was larger and sat behind a full-width bumper.

## THE MOTORCAR OFFERED

This beautiful Jaguar E-Type Series II 4.2-Liter Roadster was completed at the Browns Lane Jaguar factory during August of 1970, presumably as a 1971 model-year car. The new Jaguar was most likely delivered new to the US market. The comprehensive history file offered with this elegant Jaguar E-Type Roadster contains hundreds of receipts of professional restoration work, service and maintenance performed on the car, dating back to the 1990s. A new interior and convertible top - manufactured by OSJI and fitted by Goodwin Interiors of Reno, NV - was fitted around 2014. The Jaguar specialists at XKs Unlimited of San Luis Obispo, California would carry out various mechanical work on the car around the same time, of which there are receipts for more than \$18,000. Although no numbers appear visible on the engine, it carries the correct 4.2-Liter casting number as

original to the car. The Zenith-Stromberg carburetors originally fitted has been substituted for the desirable triple SU carburetor set up, as seen on earlier E-Type models. Finished in elegant Old English White over a dark blue interior with matching carpets, the Jaguar looks just right. A classic wood-rimmed steering wheel is fitted, matched by a wooden gear knob. In addition to the aforementioned comprehensive history file, various marque books and workshop manuals are accompanying the sale of the car. With good looks and plenty of power on tap, this is an eminently usable Jaguar E-Type Roadster ideal high-speed touring on events like the Copperstate 1000.

**\$65,000 - 85,000**



40.

## 1977 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Chassis no. V8/11484/LCA  
 Engine no. V/540/1484/LFA

5,340cc DOHC V8 Engine  
 4 Dual-Throat Weber Carburetors  
 300bhp at 6,000rpm  
 3-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ Delivered new to Los Angeles
- ★ Finished in its original color scheme
- ★ Fitted with stylish, chrome bumpers.
- ★ Documented by copies of its factory build records



## THE ASTON MARTIN V8

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-liter six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam engine, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the

1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as "a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe," the V8 was built in several variants

## THE MOTORCAR OFFERED

According to copies of Aston Martin's factory build records, this elegant V8 Volante was hand built at Aston Martin's Newport Pagnell plant during the fall of 1976. The car was equipped with a left-hand-drive steering arrangement and the 3-speed automatic transmission. It was finished in Imperial Blue over a Fawn colored leather interior, Fawn carpeting and a Natural headliner, just as it appears today. It was distributed through Aston Martin Lagonda, Inc to Hollywood Sports Cars, Inc in Hollywood, California from where it was sold to its first owner, Coberly Ford – a Los Angeles Ford dealership. Today this Aston Martin features the smaller and tightly-wrapped chrome bumpers and grill-mounted driving lights. Still finished in its original color scheme, it was acquired by the current owner a dozen years ago and has been on static display since. Given its long period of limited use, mechanical recommissioning is recommended prior to active use.

**\$60,000 - 90,000**  
**WITHOUT RESERVE**



41.

## 1965 BUICK RIVIERA GRAN SPORT

Design by Bill Mitchell

Chassis no. 494475H916972

Engine no. 5H916972

425ci OHV 'Super Wildcat' V8 Engine

2 Four Barrel Carburetors

360bhp at 4,400rpm

3-Speed Automatic 'Gran Sport Dynaflo' Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Power Drum Brakes

- ★ Beautiful and well-preserved example of the iconic Riviera Gran Sport
- ★ Well-documented with original Windowsticker and Protect-O-Plate
- ★ Retained by the second owner for about 5 decades
- ★ Zenith of Harley Earl/Bill Mitchell Design Studio



## THE BUICK RIVIERA

Buick's 1963 Riviera was General Motors' impressive response to the popular four-passenger Ford Thunderbird. Created under the direct design leadership of GM Styling chief Bill Mitchell, the boldly understated Riviera featured a crisply sculptured roofline, low profile, and frameless side glass. 1965 brought the introduction of a 'Gran Sport' option, advertised as "An iron fist in a velvet glove". Capable of a 125+ mph top speed, the Gran Sport endowed the Riviera with a potent 360-hp 'Super Wildcat' V8 with dual four-barrel carburetors, a posi-traction rear end, and larger diameter dual exhaust, among other upgrades. It is the ultimate expression of the original - and best-looking - Riviera design, and the only year for the "clamshell" headlight covers.

## THE MOTORCAR OFFERED

The present owner acquired this iconic Riviera Gran Sport from the second owner, a resident of Portland, Oregon. First owner recorded on the original paperwork was an entity by the name of W.C. Bauman Company of Portland, Oregon, which took delivery of the new 'top-of-the-line' Buick in February of 1965. The various owners and operation manuals offered with the car includes the original Protect-O-Plate and original Windowsticker, indicating this highly optioned Buick carried a \$6,151.00 price tag in 1965.

Today the car has feeling of a sound and solid car, which has been well looked-after over the years. The Cream exterior color has been resprayed, while many original finishes can be found intact throughout the car, along with ID plates and factory stampings. The chrome, stainless trim and brightwork appear

to be original, as does the interior and dash mounted Buick radio. The comprehensive history file offered with the car contains receipts and work orders for restoration work performed, including fitment of a new exhaust system. Once described by the legendary Italian designer Sergio Pininfarina as 'One of the most beautiful American cars built', this powerful 1965 Buick Riviera Gran Sport looks as Avant Garde and striking today as it did half a century ago.

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



## 42.

### 1989 LAMBORGHINI COUNTACH '25TH ANNIVERSARY'

Design by Bertone

VIN. ZA9CA05A3KLA12651

5,167cc DOHC 48-Valve V12 Engine

Bosch Fuel Injection

449bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Exceedingly well-preserved example, retaining original paint and interior
- ★ Just 10,662 kilometers recorded on the odometer at the time of cataloging
- ★ One of just 235 25th Anniversary fuel-injected models
- ★ A true 1980s supercar icon



#### THE LAMBORGHINI COUNTACH

In 1966, Lamborghini defined the 'supercar' with the Miura. An instant icon, the mid-engine high-velocity coupe put the nascent carmaker on the map for their groundbreaking design and performance. The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon was the Countach, which like its predecessor, was styled by Bertone's Marcello Gandini. Drawing from his revolutionary Lancia Stratos Zero concept from the year before, Gandini designed the Countach as an angular wedge with crisp lines and dramatic angles. The production version would not be seen for another two years, with deliveries commencing in 1974.

Lamborghini employed the Miura's fantastic four-cam V12 engine for the Countach, mounted longitudinally behind the cabin. To achieve

optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential – driven by a shaft passing through the sump – at the rear. The result was a delightful gear change and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-liter, instead of the prototype's 5.0-liter, engine. Even with the smaller engine producing 'only' 370bhp, the lightweight Countach could attain 170mph and, as one would expect, offered incredible road holding and maneuverability.

The first upgrades appeared in 1978 as the 'LP400S', with the addition of flared wheel arches to accommodate massive 345mm rear tires for increased grip and stability. A large rear aerofoil became available that further accentuated the outrageous styling of the Countach and was,

unsurprisingly, the choice of most customers. The Countach's largest potential market, the USA, remained untapped until the arrival of the 'emissions friendly' LP500S in 1982. While horsepower remained the same as the smaller engine, the updated 4,754cc unit delivered a welcome boost in torque. The final iteration of the Countach debuted in 1985 as the Countach 5000 Quattrovalvole, named for its thunderous 5,167cc engine and new four-valves-per-cylinder heads. This 414-horsepower version was capable of an astonishing top speed of 300km/h, making it – at the time – the world's fastest car. The Countach's ultimate development, considered by many to be the most desirable, arrived in September 1988. Launched at the Italian Grand Prix, Monza, this was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the





## THE MOTORCAR OFFERED

Quattrovalvole. The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. US-destined cars retained the '5mph' impact-resistant bumper, while the new rear bumper was common to both US and European models.

The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, color-matched to the body. Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari. Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tires. An instant classic when introduced, one of the many high-profile owners being ex-Formula 1 World Champion Mario Andretti.

This breathtakingly original 1989 Lamborghini Countach 25th Anniversary was completed at the Sant'Agata Lamborghini factory during May of 1989. The car was completed just as it appears today, with the radical bodywork finished in Rosso Siviglia (Code 215257), and the interior finished in beige leather with red piping. The car appears to have been imported to Miami, Florida, where Prestige Imports sold the car. Offered from a prominent Reno, Nevada-based collection, the car today appears in highly original condition inside and out. Great panel fit is evident, as is lovely original paint and black window trim. Original ID plates and factory applied decals and markings remain intact, as does the original keys, and just 10,662 kilometers are recorded on the odometer at the time of cataloging. The original spare tire is situated out front, as is the factory tool kit.

The original 5-hole O.Z. Racing alloy wheels are in place, wrapped on Pirelli P Zero tires.

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

**\$300,000 - 350,000**



## 43.

1962 ASTON MARTIN DB4 SERIES 2 SPORTS SALOON  
Coachwork by Touring

Chassis no. DB4/508/L

Engine no. 370/524

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

- ★ Original, left-hand drive example
- ★ Retains the original, matching numbers engine
- ★ Delivered new to Los Angeles socialite William Winans
- ★ Documented by copies of factory records, original letters from the factory, and various records



## THE ASTON MARTIN DB4

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as 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 under the auspices of 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's Tickford subsidiary, 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." The 3.7-liter, six-cylinder power unit was the work of Tadek

Marek and had first been seen at Le Mans the previous year in the works DBR2 sports-racer.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II. To many, the Series II is the zenith of the aesthetic design, retaining the large and purposeful bonnet scoop and the delicate cathedral taillights. Including Vantage and convertible models, approximately 1,100 of these iconic 'Gentleman's Express' sports saloons were produced between 1958 and 1963.

## THE MOTORCAR OFFERED

According to a copy of the original factory build record on file, DB4 chassis number DB4/508/L was ordered new by William Winans of Pacific Palisades, California through the West Coast Aston dealer Peter Satori. Finished in Goodwood Green over Fawn Connolly hides, the DB4 was delivered to on November 30, 1962 with the first California registration—the original of which is on file—issued on December 27 of the same year. Mr. Winans and his wife Mignon were renown for hosting spectacular dinner parties attended by leaders of industry and close friends like Nancy and Ronald Reagan; Jimmy and Gloria Stewart; Janet Gaynor and her husband, renowned designer, Adrian; David Niven; and Merle Oberon. This Aston parked in the driveway would have no doubt been an added but of allure.





Shortly after receiving the car in March of '63, letters on file show the Winans' received their official Guarantee...for DB4/778/L. Aston Martin sent a letter apologizing, including the corrected Guarantee, and a request to return the wrong one. All the original letters and Guarantee are in the file. Mr. Winans was a spirited driver of his new car, covering nearly 6000 miles in the first 18 months of ownership. It appears he kept the car until June of 1972 when it was acquired by Alton Emerson, also from the Los Angeles area. Original records on file include California registrations in Winans's name until 1970, Emerson's California Temporary Operating Permit, and his sales tax receipt (it was \$44, if you're curious). A diligent and careful owner, Emerson regularly maintained the car with original service records dating from his 1972 purchase through the mid-1990s. Purchased

with 30,000 miles on the odometer, Emerson would more than double that figure over the next nearly three decades.

The DB4 appears to have remained in Southern California for much of its life until it was acquired by the current owner in March of 2007. An album of undated photos show the car was stripped and repainted, likely just prior to acquisition. On static display since joining the present collection, mechanical recommissioning is recommended before driving it to your next, exclusive dinner party. The DB4 Series II remains one of the most desirable iterations of the celebrated Aston Martin model, featuring the 'cathedral style' taillights, tall bonnet scoop and original front grill design, and this left drive example is not one to be missed.

**\$250,000 - 300,000  
WITHOUT RESERVE**



# 44.

## 1958 AC ACE ROADSTER

Chassis no. AEX221

Engine no. CL2334

1,991cc SOHC Inline 6-Cylinder Engine

3 SU Carburetors

102bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ *Superb nut-and-bolt \$400K restoration recently performed by Kevin Kay Restorations*
- ★ *Well-documented with excellent provenance and matching numbers engine*
- ★ *Special-order color and highly optioned example from new*
- ★ *Multiple Concours d'Elegance winner eligible for the most discerning events Globally*



### THE AC ACE

'Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.' - *AC Heritage*, Simon Taylor & Peter Burn.

An influential and widely imitated design, the AC Ace (and its Cobra derivative) could trace its origins back to a one-off sports-racer built by chassis engineer John Tojeiro for Cliff Davis in 1952. The success of Davis' Tojeiro sports-racer prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace. The Tojeiro's pretty Ferrari 166-inspired Barchetta bodywork was retained, as was its twin-tube ladder frame chassis and Cooper-influenced all-independent suspension. The power unit

was AC's own venerable 2.0-liter long-stroke six. Designed by AC co-founder John Weller, this overhead-camshaft engine armed the light and nimble Sports Roadster with brisk performance and excellent torque. In tuned Bristol-engined form the Ace would go on to win its class at the Le Mans 24 Hours in 1959.

### THE MOTORCAR OFFERED

Bonhams is honored to offer what might very well be the best restored and pedigreed AC Ace Roadster in existence, of the just 266 examples ever produced. Thanks to the outstanding work of the noted AC and Aston Martin specialists at Kevin Kay Restorations (KKR) of Redding, California, this very car has outshined its competition at major Concours d'Elegance events, but this well-documented Ace also boasts excellent provenance and an exciting factory specification from new.

According to the original handwritten AC factory build record for this AC Ace Roadster, chassis no. AEX221 was completed at the Thames Ditton AC Cars Ltd Works finished in a rare, special-order silver metallic color on the lightweight aluminum Roadster bodywork, while the interior was trimmed in dark blue leather, just as it appears today. AEX221 was factory configured with its left-hand drive





steering arrangement, and equipped with engine no. CL2334, which it retains to this day. The new AC had been special ordered by an American airman, Captain J. M. Glickstein, and was delivered through Chardonnet, AC's French distributor located in Paris. Captain Glickstein was a pilot with the 492nd Fighter Bomber Squadron based at Chaumont, slightly to the north of the center of France.

Captain Glickstein, surely fond of his rare aluminum-bodied sports car, would later bring the car back to the States with him, as he returned from duty to his hometown of Jacksonville, Florida. Oral history tells us the Ace later went from the Captain's custodianship to a Sergeant Tanner from Upstate New York. It is believed that the next owner became Bruce Perry from Bradford, Pennsylvania. Mr. Perry restored the AC Ace

and kept it for over 45-years, adding only the current 2,700 and some miles to the odometer, before selling the AC to the current and fourth owner in June 2015, a discerning Texas based collector, with an affection for the absolute best and most accurately restored examples of European post-war sports cars. In March of 2016 the current owner shipped AC Ace no. AEX221 to noted AC marque expert Kevin Kay Restorations (KKR) of Redding, California, to achieve absolute perfection in bringing the aging Roadster back to its former glory. KKR has had the good fortune, and great restorations, to win or place in the most prestigious Concours d'Elegance events in the US and abroad, including the Amelia Island Concours, Silverado, Hillsborough, Palo Alto, Newport Beach, Pebble Beach and The Quail - A Motorsports Gathering. The owner basically left the AC

Ace with a blank check at KKR, with the wish to return the car to its original livery, at a restoration level commensurate with their Concours winning traditions. Over the next 29 months and \$400,000 (restoration costs only) later, AEX221 was ready to take on serious Concours judging. The owner remembers mentioning to KKR upon completion, that this must be the most expensive AC Ace in the world, and without missing a hesitation, the main specialist on the car said: 'Yes, but it is also the best in the world'.

The AC Ace would debut at the 2018 Trump Charlotte Concours d'Elegance, where it was deservedly awarded Best in Class and Best of Show runner-up. From there the spectacular car was shown at the 2019 Amelia Island Concours d'Elegance, the 2019 Park Place Luxury & Supercar Showcase Collectors



Concours, and at the 2021 Hilton Head Island Concours d'Elegance. In person, AC Ace Roadster no. AEX221 is nothing short of breathtaking. Not only is fit, finish and quality of the paint and interior impeccable, but it is evident that crucial original components have been preserved and retained in the car, including the original, matching-numbers six-cylinder AC engine and the delicate aluminum Roadster bodywork. The latter is finished to perfection in the as-delivered, special order silver metallic color, with superb shine and panel fit. Chrome wire wheels sparkle in the sun, wrapped on period-style Michelin X radial tires, and Lucas tripod headlights are fitted out front.

The cockpit is perfectly trimmed to factory-correct specifications in as-delivered dark blue leather. The original Smiths gauges has been expertly resorted, as has the classic banjo-style, 3-spoke wood rimmed steering wheel.

The engine compartment is impeccable, with factory correct finishes throughout, and the original chassis plate and stampings intact. A tightly fitted dark blue soft top can be erected on foul weather days, something this car hasn't seen post restoration! The trunk, or boot as it is correctly referred to on a motorcar such as this, is equally well prepared and detailed, and retains the matching spare wire wheel on Michelin X tire.

Accompanying items offered with this superb AC Ace Roadster include an instruction manual, a full tool kit, period correct King Dick jack and Tonneau cover. The impressive history file assembled for the car includes the aforementioned copy of the original handwritten factory production record, several articles about the AC Ace motorcars in various periodicals, numerous newsletters from the AC Owners Club, and receipts documenting KKR's impressive restoration.

These early Ace Roadsters are the initial and purest form of AC's sports car, the car that would become the Shelby AC Cobra just a few short years later. Elegant and sporty, with well-documented provenance and a no expense spared \$400,000 restoration performed by the marque specialists at Kevin Kay Restorations, this Ace offers an opportunity to acquire an absolute 'Best of the Best' example of a rare and desirable sports car.

**\$325,000 - 375,000**



# 45.

## 1965 JAGUAR E-TYPE SERIES I 4.2 COUPE

Chassis no. 1E30738

Engine no. 7E2280-9

4,235cc DOHC Inline 6-Cylinder Engine

3 SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Superb, factory-correct nut-and-bolt restoration recently performed by Jaguar specialists*
- ★ *A previous 'Barn-find' discovery in storage for nearly half a century*
- ★ *Low-mile, matching-numbers example finished in the factory original livery*
- ★ *Offered with Jaguar Heritage Trust Certificate and restoration records, tools and jack*



### THE JAGUAR E-TYPE

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

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

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

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

### THE MOTORCAR OFFERED

This exceptional E-Type 4.2-Liter Coupe benefits from 48 years in single-family ownership, a superb nut- and-bolt restoration recently performed and retaining its original factory matching-numbers engine. The E-Type was finished at Jaguar's Coventry works on February 19, 1965, benefiting from the upgraded, fully synchronized transmission and larger 4.2-liter XK engine, while still retaining the original E-Type's design featuring the covered headlamps, smaller taillights and toggle switches.

The new Jaguar was shipped on March 4, 1965 to Jaguar Cars New York and onward to British Motors Car Distributors of Portland, Oregon. Its first owner is recorded as a Mr. William B. Martin of Portland. However, it is believed that this black cat was soon returned to BMCD - as Mrs. Martin found the race bred Coupe something of a handful. The car was subsequently resold that November to Mr. and Mrs. William Gilham of Portland. The Gilhams would last register their





Jaguar in 1976, and the car was then parked under a cover at the Gilham's property where it would sleep for nearly four decades.

In 2013 the Jaguar was destined for a restoration, at which point, the car had recorded just over 48,000 miles; a figure believed to be the correct total. At that time the car was taken to Tom Black's Garage in Portland, where it was carefully inspected and confirmed to be numbers-matching. There was evidence that the car had sustained a hit to the left front corner many years ago. Damage extended to the left side of the front tubular sub-frame, which had not been correctly repaired. The complex steel front bonnet was replaced with a fiberglass replica, but much of the exterior paint remained original as did the interior.

Purchased at Bonhams 2016 Scottsdale Auction by the consignor, an Atlanta-based Jaguar enthusiast, the E-Type was soon after slotted for

a comprehensive restoration, which would bring it back to its stunning, factory-correct Concours condition as seen today. The exceptional body and paintwork was completed by David Ferguson of Images Auto Body in Campbell, California, a leading West Coast Jaguar specialist shop. The body was brought down to bare metal, while the chassis was media blasted. The damaged left hand engine frame was renewed, and a used original steel bonnet was sourced and completely restored. The remainder of the restoration was completed by Richard Jenkins, a noted Atlanta-area Jaguar specialist and longtime Jaguar master technician. The original engine, gearbox, and rear axle were overhauled, while the braking and wiring systems were completely refurbished. Period tires from Longstone Tyres in the UK was fitted and a new interior from BAS Heritage of Palm Springs, California was installed. The original color scheme was retained and appears today as it did when it left Jaguar in February 1965. Photos of the

restoration are available in the car's extensive history file, as is a copy of the Heritage Trust Certificate, and a tool roll and jack is situated in the boot. The stunning E-Type Coupe was completed in 2019 and has since been kept in the consignor's climate-controlled collection. A wonderful example of the legendary Jaguar E-Type, many agree that the Fixed Head Coupe represents the purest form of the model. This matching numbers car, having been stored away for nearly half a century and then treated to a nut-and-bolt restoration, must be one of the best examples available anywhere.

**\$225,000 - 275,000**



46.

## 1962 AUSTIN-HEALEY 3000 BT7 MKII

Chassis no. HBT7L/17951

2,912cc OHV Inline 6-Cylinder Engine

Triple SU HS4 Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Independent Front Suspension and Rear Semi-Elliptic Leaf Springs with Solid Rear Axle

Front Girling Disc Brakes-Rear Drum Brakes

- ★ Used in the *Father Of The Bride Part II* movie
- ★ In the same family's ownership for more than 25 years
- ★ Popular BT7 four-seater configuration
- ★ Attractive British Racing Green color



## THE 3000 MK II

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 1961 evolved into the far more civilized and capable machine. The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6. In '3000' form, the rugged Austin six delivered 124bhp at 4,600rpm, good enough for a top speed in overdrive of 114mph with the optional hardtop in place. Otherwise, the car remained much as the 100/6, though the more-powerful disc brakes were a welcome improvement.

## THE MOTORCAR OFFERED

Belonging to the same family for over 25 years, the car was well preserved and cared for over that time, being passed from father to daughter and preserved covered in garage. As seen on the British Motoring Industry Heritage Certificate, the car was originally Ivory White with Red Interior, which has been modified to British Racing Green and Red along the life of the car. During the family's ownership, the car was used for various media and multimedia purposes, with the most relevant one being the *Father Of The Bride Part II* movie released in 1995, directed by Nancy Meyers and starring the iconic Steve Martin. The car is seen in the movie a few times and is one of George Banks' (Steve Martin) sign of existential crisis linked to its age.

Sporadically used over the past few years, the car just received necessary service for running capacity, including a fresh battery, but a more thorough check is recommended upon purchase for safe and more extensive usage. It is also a perfect candidate for partial or full restoration depending on the new owner's desire. Accompanying the car is a copy of the Heritage Certificate, Certificate of liability insurance letter from The Walt Disney Company to the seller's father for usage of the car on set, original Driver's handbook and a People's Choice Trophy from the 10th Austin-Healey West Coast Meet.

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



47.

## 1996 PORSCHE 911 'TYPE 993' CARRERA CABRIOLET

VIN. WPOCA2996TS340141

3.6-Liter Air-Cooled SOHC Flat 6-Cylinder Engine  
 Computerized Varioram Induction System  
 285bhp at 6,100rpm  
 6-Speed Manual Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Ventilated Disc Brakes

- ★ *Just one owner and less than 28,000 miles from new*
- ★ *Highly-original and fastidiously well-preserved condition*
- ★ *Desirable, 'end-of-era' air-cooled 993 model with 6-speed manual gearbox*
- ★ *Serviced and maintained since new*



## THE PORSCHE TYPE 993

An important landmark in the Porsche 911's continuing development arrived for 1994 with introduction of the Type 993, destined to be the last to use the air-cooled engine that had been a distinguishing feature of the 911 since its introduction 30 years previously. 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. A Cabriolet and Coupe version was offered, all powered by the latest 3.6-litre version of Porsche's perennial flat-six engine. The Type 993 is today regarded as a highly collectible classic.

## THE MOTORCAR OFFERED

This highly original and well-preserved Porsche 993 Carrera is offered from its original and sole owner since new, and less than 28,000 miles has been accumulated since new. Manufactured at Zuffenhausen during July of 1995 as a 1996 model-year, US market Carrera Cabriolet, the new Porsche was delivered to the consignor in November of 1995. He had ordered the car earlier that year, exactly as it appears today, featuring the 6-speed manual G50 gearbox and finished in elegant Polar Silver Metallic over a black leather interior. The consignor would use the Porsche quite frequently in the early years of ownership, but when a roomier mode of transportation was needed, the 993 was garaged early on, and only used on special occasions.

Today the Porsche remains in highly original and beautifully preserved condition, retaining the original Polar Silver Metallic paint and black interior. Very light signs of use can be seen on the interior, a testimony to the car's single owner's careful use and the quality of these fine cars. Factory-applied decals and labels are present throughout the car, and the compartments are clean and preserved. Replete with its original books, manuals, tools, jack, space saver spare tire and inflation pump, this single-owner, low-mileage 993 Carrera Cabriolet has been serviced and maintained since new, with the most recent service performed by a noted Porsche specialist shop very few miles ago. This desirable 993 is worth serious consideration and will offer the next custodian a very usable collector car which is very much 'en vogue' these days.

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



# 48.

## 1969 MERCEDES-BENZ 280SL

Chassis no. 113044.12.009120

Engine no. 130983.12.005788

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Exquisite, nut-and-bolt restoration recently completed by Mercedes-Benz Marque specialist*
- ★ *Includes both 'Pagoda' hard top and folding soft top*
- ★ *Southern California car from new retaining the original yellow and black CA license plates*
- ★ *Restored with Incredible attention to detail*



### THE MERCEDES-BENZ 280SL

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

In 1967, Mercedes introduced the third and final iteration of the 'Pagoda', the 280SL, and it then became apparent that some cars don't

change, they just get better. "The Mercedes-Benz 280SL, the latest version of a line that began as the 230SL in 1963, is the same as ever, just better," concluded Road & Track after testing a 280SL in 1968. "For those who value engineering, finesse and high quality construction, it's alone in the field," enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL: "a Grand Tourer in the traditional sense" and "a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally)."

The 280 featured the same modified W111 chassis with a rear swing axle and independent front suspension and four-wheel disc brakes. Power came from a 2.8-liter version of Mercedes' robust inline-six and used Bosch fuel injection, a combination producing 160 horsepower in US-market

variants, which had to be modified slightly to comply with emissions standards. To compensate, the rear-end ratios were changed in these US-market cars to offer greater low-end acceleration.

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





## THE MOTORCAR OFFERED

If one is looking for a 'Best of the Best' type restored Mercedes-Benz Pagoda, this very car should be carefully considered. Not only was this a solid and straight, one-owner Southern California car from new, but the level this 280SL has been restored to by a noted Mercedes-Benz specialist is nothing short of breathtaking.

Completed at the Stuttgart-based Mercedes-Benz factory during the Spring of 1969, this 280SL was equipped for the US market, and soon after exported to Los Angeles, California, where the first owner would take delivery. The car would remain with this Los Angeles-based original owner until about 4 years ago when purchased by the consignor. The original pink slip is still with the car to this day, as are the original black and yellow CA license plates. The consignor soon after set out to treat the

highly original, solid and well-kept Mercedes-Benz to a comprehensive, nut-and-bolt restoration to exacting factory standards.

A noted Mercedes-Benz specialist Tony Wahl was retained to carry out the no expense spared restoration. The original medium blue exterior paint was stripped, and the sound SL bodywork was finished in the period-correct Mercedes color of Midnight blue (DB904), and a Parchment leather interior was fitted by professional upholsters. The original chrome and brightwork was refinished to superb standards, and all nuts, bolts, bracketry and hard lines were correctly Cadmium plated. The original engine was fully rebuilt by the Mercedes-Benz engine specialists at Metric Motors. A new black soft top was fitted, while the original Pagoda hard top was completely restored and finished in Midnight Blue. Today

the 280SL presents as would be expected for a restoration of this magnitude and is ready for competitive Concours d'Elegance judging. Inside the spotless cabin the original Becker Europa radio graces the dashboard, and the factory original A/C blows ice cold. A comprehensive restoration file is offered with the Pagoda, containing both pictures and receipts of the restoration. Truly a 'Best of the Best' example, this exquisite 280SL is impressive in every way.

**\$175,000 - 225,000**



# 49.

1983 FERRARI 512 BBi

Design by Pininfarina

VIN. ZFFJA09B000046663

Engine no. 00582

5.0-Liter 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

- ★ *Highly original example retaining most of its factory finishes*
- ★ *Just 21,701 miles on the odometer at the time of cataloging*
- ★ *One of 1,007 512 BBi models produced*
- ★ *Iconic Pininfarina designed 12-Cylinder Ferrari*



## THE FERRARI 512 BB

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 highly original, low-mileage Ferrari 512 BBi 'Berlinetta Boxer' presents beautifully inside and out, and it is very apparent upon close inspection, that the car has been fastidiously cared for since new. Although the car's early history remains unknown, the Carfax report on file picks up the Ferrari's ownership history in San Francisco, California, in 1993, where it appears to have remained until 2009, when it relocated to Illinois. By 2018 the Rosso Corsa 512 BBi joined the impressive collection of the consignor, a Reno, Nevada-based enthusiast with a taste for the very best European sports cars ever produced. Finished in its original livery of Rosso Corsa over black leather sets, with original grey cloth inserts and black carpets, this Boxer stands out as a beautifully preserved car, retaining much of the original exterior paint and factory-installed interior.





Looking at the seats and door panels, one really realizes just how careful previous owners have been with this Ferrari. The exterior features the black 'Boxer trim', and the original and iconic 5-spoke aluminum wheels are in place fitted on period-correct Michelin TRX tires.

The original import plate is located in the door jamb, indicating that this 512 BBi was imported by Grand Touring Leasing back sometime before it appeared in San Francisco. Of course, none of these cars were factory certified for the US market. Owner's manuals are with the car in the original pouch, as are the original keys. Just 21,701 miles are recorded on the odometer at the time of cataloging, indeed a figure believed to be original when inspecting the car in person. Original factory-applied decals and ID plates

remain intact, and the front compartment contains factory finishes, including the original Michelin space-saver spare tire. The original Glasurit paint sticker is in place, documenting the original color as Rosso Corsa. On a recent test drive by a Bonhams specialist the Ferrari performed very well, with smooth shifting and a feeling of a very original, tight, and unmolested car. This opportunity to find a 512 BBi with such originality should not be missed.

**\$230,000 - 260,000**



**50.****2009 MAYBACH 62 LIMOUSINE WITH PARTITION**

VIN. WDBVG78J09A002540

5,513cc SOHC Twin Turbo V12

Multi-Point Fuel Injection

543bhp at 5,250rpm

5-Speed Daimler-Benz 5-G Tronic Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- ★ A mere 3,704 miles from new
- ★ \$465,530 original price
- ★ Heavily optioned with the partition divider and electro-transparent sunroof
- ★ Private jet travel for the road—driver not included

**THE MAYBACH**

Few industry observers would have predicted the revival of the Maybach brand after almost 50 years of dormancy, but that is exactly what Daimler-Benz did in 1997 when it presented a luxury concept car at that year's Tokyo Motor Show.

The revived brand's new dawn commenced in 2002 with the launch of the Maybach 57 and 62: a brace of high-performance luxury saloons that, inevitably, incorporated a good deal of contemporary Mercedes-Benz technology. The model designations were derived from their approximate lengths: 5.7 meters in the former's case and 6.2 meters in the latter's. The 57 was intended for the owner/driver, while the longer 62 was aimed at the chauffeur-driven elite.

**THE MOTORCAR OFFERED**

This Caspian Black over Black leather Maybach 62 was ordered new through Euro Motorcars of Bethesda, Maryland. With a base price of \$409,000 and 39 standard features listed—the original owner was clearly not content with merely accepting the base model's private jet-like cabin, champagne flutes, and rear seat entertainment system. Ten additional options were selected including rear window curtains, heated and ventilated front seats, active ventilated rear seats, the Glass Sunroof package which included an electro transparent glass roof with solar panels and dual hand-held vanity mirrors (a \$15,000 option), and the Partition Wall with Intercom package for true rear seat luxury and privacy (a \$30,250 option). All told, including delivery, the original MSRP was \$465,540 (equivalent to about 4.6 billion based on the exchange rate in 2009). With all the luxuries one could desire in a vehicle—especially one driven by someone else—the car received precious

little use with only 356 miles recorded in 2012. Driven a further 3,200 miles over the next year, it was acquired by the current owner in 2013 with about 3,690 miles on the clock. Today the car shows only 3,704 miles on the odometer at the time of cataloging after nearly a decade of static display. Cosmetically a practically unused car, some mechanical recommissioning is recommended before tasking Jeeves with chauffeuring you to the next gala.

Guaranteed to have you arrive in style, the Maybach 62 was and continues to be one of the most spectacularly opulent luxury cars ever built. Here is a rare opportunity to acquire a barely used example at an estimate that is a mere fraction of its original price.

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



# 51.

## 1996 HUMMER H1

VIN.137ZA8439TE171752

6.5-Liter OHV Turbo Diesel V8 Engine  
205bhp at 3,400rpm  
440lbs ft at 1,800rpm  
4-Speed Automatic – All Wheel Drive  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ Desirable 1st generation Hummer
- ★ Kept in the mild California and Nevada climates since new
- ★ Massive 6.5-Liter Turbo Diesel powered Military-derived utility vehicle
- ★ Accompanied by CARFAX report



### THE HUMMER H1

Not just another 4x4, the Hummer (or 'Hum-Vee') is an all-terrain vehicle in a class of its own, as capable off the road as it is imposing on it. The Hummer owes its existence to the US Army's requirement for a 'go-anywhere' workhorse and was first seen in prototype form in 1980. Builders AM General were given the go ahead for production in 1985, and since then, more than 150,000 have been delivered to US and other armed forces.

In 1991 AM General made the inspired decision to offer this remarkable vehicle for public sale. Apart from additional creature comforts, the civilian Hummer is virtually indistinguishable from its military counterpart. The Hummer's astonishing off-road capability is enough to make owners of lesser 4WDs green with envy: 22" (56cm) vertical rock ledges, 60-degree upward gradients, 30"

(76cm) of water, 3' (91cm) snowdrifts and 40-degree side slopes all being taken effortlessly in its giant stride. It is also capable of towing a load weighing in excess of 7,500lbs (3,400kg).

The power unit is a 6.5-liter V8 turbo diesel producing 205bhp at 3,400rpm and delivering a mighty 440lb/ft of torque at just 1,800 revs. The Torque Trac 4 (TT4) transmission system incorporates a four-speed automatic gearbox, Zexel Torsen III torque biasing differential and reduction-gearred hubs. This powertrain is mounted in a steel box-section chassis featuring all-independent suspension, power-assisted steering and power-assisted ABS-equipped disc brakes all round, while the coachwork is manufactured from aircraft-grade aluminum alloy.

### THE MOTORCAR OFFERED

This potent Hummer H1 HMCS was completed at the South Bend, Indiana based AM General Corp plant in April of 1996. Finished in white over beige interior - just as it appears today - the car was delivered new to California in September 1996, as would remain there until 2015, when purchased by the consignor, a prominent Reno, Nevada based car collector. Used for trips to Lake Tahoe, the car has been serviced and maintained, including fitment of new Goodyear Wrangler tires about 3,000 miles ago, and remains in well preserved condition. Today, with just over 70,000 miles are recorded on the odometer. An automotive icon in its own right, the Hummer H1 is like nothing else on the road, and here is an opportunity to acquire a well-kept, unmodified example.

**\$75,000 - 100,000**



# 52.

## 1953 MERCEDES-BENZ 300S ROADSTER

Chassis no. 188012.00167/53

Engine no. 188012.00167/53

Body no. 1881800060/53

2,996cc SOHC Inline 6-Cylinder Engine

3 Solex Carburetors

150bhp at 5,000rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- ★ Recently discovered 'Barn Find' example of highly collectible Mercedes-Benz model
- ★ One of just 141 examples of the 300S Roadster produced
- ★ Exciting and worthy restoration project
- ★ Highly desirable, hand-built Flagship Mercedes-Benz model



### THE MERCEDES-BENZ 300 SERIES

More expensive than the 300SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300S was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front rank of prestige car manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

"To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of

long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal," observed Autocar magazine.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favored by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer.

The conservatively styled 300 Saloon was soon joined by the 300S (Super), a model that succeeded in recapturing all the elegance of the pre-war 540K. Introduced at the Paris Salon in October 1951, the 300S was built in two-seater Coupe, Cabriolet and Roadster forms on a shortened 300 saloon chassis.

Not only was the two-seater 300S considerably lighter than the saloon, it was also more powerful, boasting an engine equipped with triple (as opposed to twin) Solex carburetors and a raised compression ratio. Maximum power output was increased to 150bhp and top speed to 110mph (176km/h). Unlike some of its spartanly furnished contemporaries, the 300S boasted a lavishly equipped interior featuring supple leather upholstery; beautiful burr walnut trim, chromium-plated dashboard instrumentation and precision-made switchgear.







## THE MOTORCAR OFFERED

Undeniably beautiful, the 300S models looked exactly what they were, well-built, well-engineered and designed. Mercedes-Benz was arguably far ahead of the curve with their offerings of hard to improve upon coachwork in the pre-war era. As the 1950s began they were even clearer in their tailoring of types of cars and appropriate bodies for their clientele. For the 'S' designation 300 models, the very ultimate in luxury was presented in three forms a Coupe, Cabriolet and this; the sporting Roadster.

This very example emerged from the Stuttgart-Untertürkheim Mercedes-Benz plant in 1953, built largely by hand. The new 300S Roadster is believed to have remained in Europe, before being exported to Venezuela. An enthusiast from New York found the car there in the 1970s and brought it with him

to the Tri State area, where the car would remain for the next 49 years. The 300S would be used on special occasions up to a few decades ago, at which point it was laid up in a New Jersey-based garage belonging to a friend of the longtime owner. Recently, the desirable and 'Sleeping Beauty' -like Mercedes-Benz 300S Roadster was shipped to California, and closely examined.

Today 300S Roadster appears as a solid car and must be one of the last unrestored examples of the rare model produced in just 141 units. Good panel fit and finish is evident throughout the car, and the doors open and close very much like a bank vault without sagging. A respray has been done at some point, while traces of the original color found throughout the car indicates that it appears to have been finished in a stunning light blue

color from new. The interior has been retrimmed many moons ago, but the hardware and seat brackets appear to be all original. Original chrome and brightwork remains on the car, as does much of the glass. Bosch headlight and driving lights are fitted out front. What appears to be the original wood adorns the Roadster cabin, and a factory-fitted Becker Nürnberg radio is situated in the dashboard. Correct and most likely the original VDO gauges including the kilometer per hour speedometer remains in situ. The engine compartment remains largely original, with original bracketry and hardware intact, including the original ID, chassis, coachwork and engine number plates.

Today this elegant and very rare 300S Roadster offers the perfect canvas for a comprehensive restoration. The factory-



correctness is impressive throughout, and it is apparent that the inherent quality of these impressive Flag Ship Mercedes-Benz models shines through now nearly seven decades after it was built. It has often been said that any great restoration starts with a great car, and the chance offered here to bring this luxurious Mercedes-Benz back to its former glory should not be missed.

**\$375,000 - 475,000**



**53.****1967 OSI 20M TS**

Chassis no. EX54GJ01940

2,300cc V6 Engine

Solex 32 DDIST 2-Barrel Carburetor

108bhp at 5,000rpm

4-Speed Transmission

MacPherson Struts Front, Live Axle Rear

Disc Brakes Front, Drum Brakes Rear

- ★ *Rare limited-production, hand built European coupe*
- ★ *1 of less than 200 examples believed to be in existence*
- ★ *Very solid bodywork and largely undisturbed*
- ★ *Styled by one of Italy's best*

**THE OSI 20M TS**

In 1960, coach builder Ghia, sought contracts to put some of its designs into limited volume production, and formed a parallel company to carry out the work. The brainchild of Luigi Segre, owner of Ghia, and Arrigo Olivetti, owner of automotive component manufacturer Fergat, Officine Stampaggi Industriali – shortened to OSI – set up modern production facilities in Turin, adjacent to Ghia's operations. Its first commissions were for the Innocenti 950 Spider, and the station wagon variant of the Fiat 1300/1500 sedan, the Familiare.

In January 1965, Ford's European subsidiary, headquartered in Cologne, Germany, commissioned OSI to build a successor to its flagship Taunus Coupe. The new luxury coupe was to seat four in comfort and use the fourth-generation Taunus 20M executive car chassis and as many of its components

as possible. It would be sold and serviced by Ford dealerships.

The new OSI 20M TS was first shown in concept form on the Ford stand at the Geneva Motor Show in March 1966. Principal credit for the styling went to Sergio Sartorelli, whose hand shaped the Volkswagen Type 34 "razor edge" Karmann Ghia and the Fiat 2300 S Coupe. At the time, Sartorelli was director of OSI's new central styling department.

Designer Tom Tjaarda, who worked with Ghia at the time, believed that designer Sergio Corgiolla may have contributed to the lines of the OSI, which might have been influenced by a sketch by American designer Virgil Exner Jr. In an interview Paul Hardiman in the November 2002 issue of *Classic & Sports Car* magazine, Tjaarda recalled that Exner would often send sketches to Luigi Segre, the head

of Ghia. "I think that the 20M coupe was one of Exner's designs," he said. "I remember very well these sketches in general but not the 20M coupe specifically, but they were only rather general concept drawings and both Corgiolla and Sartorelli deserve much credit for their development and refinement of these cars."

The 20M TS was offered with the Ford Cologne pushrod V6 engine, in either 2.0 or 2.3 liter form. Mechanically, it was virtually identical to the volume production car, with MacPherson strut front suspension, a live rear axle, front disc brakes and rear drums. It shared the sedan's 106.5-inch wheelbase. The luxurious interior was hand-tailored, with leather bucket seats and complete instrumentation.





### THE MOTORCAR OFFERED

The OTI 20M TS remained in the catalog only through 1967. Approximately 2,000 of these hand-built coupes are believed to have been produced, with sales limited to the German market. It was succeeded by the Capri coupe in 1969. Marque experts agree that only about 200 examples still exist, only a handful of which are on this side of the Atlantic.

The earliest known history of this car currently is that the original owner purchased the car in Europe and imported it to the West Coast, and we understand that it was originally blue with a tan interior. In general terms, the integral condition of the car appears to be largely undisturbed, however, a previous owner did repaint the car in sea foam green and likely at the same time he also changed the center section of the grill. The bodywork is reported to be very solid, which is rare in these cars.

In 2008, the car appeared in an online auction and was purchased by its current owner, an enthusiast from the Pacific Northwest. At that time, it appeared very similar to how it appears today, with the current Jaguar wire wheels fitted. The original front seats are available if the new owner would like to

acquire them. The rear seat appears to be original along with the carpets and side door panels. The engine compartment also appears to be largely original.

The well proven Ford 2.3 Liter V6 engine provides very good power and revs well. This would be an excellent choice for a rolling restoration, as it could be enjoyed as is or returned to original specifications. OTI are very rare on this side of the Atlantic, and this would be a great car for Cars and Coffee events or for weekend drives.

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



# 54.

## 1954 PORSCHE 356 PRE-A 1500 COUPE Coachwork by Reutter

Chassis no. 52257  
Engine no. 32749 (see text)

1,488cc OHV Flat 4-Cylinder Engine  
2 Carburetors  
72bhp at 5,100rpm  
4-Speed Manual Transaxle  
4-Wheel Independent Suspension  
4-Wheel Hydraulic Drum Brakes

- ★ *Desirable early 'Bent-window' Pre-A model fitted with sunroof*
- ★ *Stunning restoration performed by noted Porsche specialist Jeff Huber*
- ★ *Recorded as having been retained for 'Porsche Factory Use' when new*
- ★ *Offered with copy of Porsche Certificate*



### THE PORSCHE 356

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

Having commenced manufacture with a short run of aluminum-bodied cars built at the Gmünd, Austria-based old sawmill, Porsche began volume production of the steel-bodied 356 Coupe at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then from 1955 in its original factory at Zuffenhausen. In 1951 a works car finished

first in the 1,100cc class at the Le Mans 24 Hours, thus beginning the marque's long and illustrious association with Le Sarthe.

Constant development saw the 356's engine progressively enlarged, with 1.3-litre and 1.5-litre units first becoming available in 1951. In 1952 the original split windscreen was replaced by a one-piece bent screen and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the revised 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.

These early 'Pre-A' Porsche 356 models are today considered some of the most collectible and rare Porsche cars ever produced, and are admired for their pure and clean design.

### THE MOTORCAR OFFERED

The early Pre-A examples of the legendary Porsche 356 are becoming increasingly difficult to find. Indeed, no Porsche Collection can be truly complete without one of these groundbreaking models which started it all. According to the copy of the Porsche issued Certificate of Authenticity of file, this Porsche 356 Pre-A chassis no. 52257 was completed at the Zuffenhausen-based Porsche works during the summer of 1954 and was one of 1,363 Coupes produced that year. While the original engine no. 33178 is no longer with the car, a correct type 546 engine carrying no. 32749 of identical specification and only 429 units previous is currently installed. It is considered a period correct replacement engine from the same 1500cc engine group. The Porsche Certificate further indicates that the original paint color was Derby Red, with Rosanil Leather in the cockpit. Most





interestingly, the Porsche records indicate that this 356 was intended for “Porsche Factory Use”, and these cars were typically used for testing and executive transportation. The sunroof option is not listed on any factory documentation for this car, but as the sunroof became an official factory offering during late 1954 production, it is possible this was a sunroof test car. Further records indicate that this car was shipped to Brumos Porsche of Jacksonville, Florida in 1955, for use by Herr Will Van de Kamp, the US East Coast Distributor for Volkswagen at the time.

When acquired by the consignor about a decade ago, this early Pre-A Porsche was found in sound condition, but in need of a complete restoration. Although a comprehensive restoration was begun at another restoration facility, Jeff Huber of Tulsa,

Oklahoma-based Huber Restorations was tasked to take over and complete the restoration returning the rare, early Porsche 356 to its former glory. The exterior and interior colors are done as they were at the factory in 1954; with Derby Red paintjob gracing the clean 356 Reutter bodywork and the interior trimmed in Rosanil red leather. Tan German type square weave carpets were fitted and color-coded 16” wheels were mounted with white wall tires. The dash-mounted Telefunken radio was restored, as were the delicate metric instruments situated in the distinct early Pre-A dashboard.

Today this rare Porsche presents beautifully inside and out and would be a welcomed entrant to any Porsche event or Concours d’Elegance. Offered with a tool kit and the aforementioned documentation, this early

Pre-A 356 Sunroof Coupe beautifully demonstrates the pure and clean design of these early Porsche cars.

**\$180,000 - 230,000**



# 55.

## 1934 ROLLS-ROYCE 20/25HP TOURER Coachwork in the style of Barker

Chassis no. GXB8

Engine no. P4B

3,669cc OHV Inline 6-Cylinder Engine

Single Carburetor

55-65bhp at 3,000 rpm

4-Speed Manual Transmission

4-Wheel Leaf Spring Suspension

4-Wheel Drum Brakes

★ *Bodied in the style of the legendary Experimeantal Phantom I 10EX*

★ *Recent cosmetic and mechanical service*

★ *A legendary brand, well-supported by clubs around the world*

★ *Copies of factory records on file*



### THE MOTORCAR OFFERED

Rolls has always carefully evolved with market forces and traits to remain relevant and marketable and a car such as the 20/25hp is a perfect example of the company reacting to the trend that began in the early 1920s of owners who drove their cars. The introduction of a smaller Rolls-Royce - the 20hp - catered to those that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom.

The 'Twenty' proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more-powerful cross-flow version of the Twenty's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in

their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralized chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period. This Rolls was delivered new as a Hooper bodied Limousine in the United Kingdom to G. Vaughn Morgan living at 37 Harrington Gardens in South Kensington, London—a stately residence that would later become Society of Genealogists. In keeping with the theme of the house it once frequented, the family history of this Rolls is traced back by the Rolls-Royce Foundation to a post-WWII history in Miami, Florida in the ownership of one Robert Collins. In 1974 the Rolls was purchased by its long-time Ohio owner who kept the car for nearly four decades.

At some point the Rolls was rebodied in the sporting, open semi-boattail coachwork it wears today evoking the Barker bodied Experimeantal Phantom I 10EX. 20/25s were often given rather formal coachwork, so to have an open tourer on the chassis is unique. It is reported that in this ownership the car received a frame-off restoration. Sold in 2013, it passed through a few subsequent owners prior to arriving in the current collection. In 2020, the Rolls was repainted to its current colors while the interior was retrimmed. Most recently, in March of last year, an extensive \$4,800 mechanical service was completed by Albers Bentley. A handsome and capable touring car, it would be welcome on any number of events in addition to a fabulous open machine for the whole family.

**\$60,000 - 80,000**



**56.****1979 ASTON MARTIN V8 VOLANTE**

Chassis no. V8COL15032  
 Engine no. V/540/5032/LFA

5,340cc Paxton Supercharged DOHC V8 Engine (see text)  
 4 Dual-Throat Weber Carburetors  
 300bhp at 6,000rpm  
 3-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ Original US delivery LHD V8
- ★ Retains matching-numbers engine
- ★ Uprated with a Paxton supercharger
- ★ Offered with copy of factory build sheet

**THE ASTON MARTIN V8**

The acquisition of Aston Martin by Company Developments in 1972 brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard.

Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburetors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Despite the switch, fuel economy improved and even in automatic-transmission form the Weber-equipped car proved almost as quick as the preceding manual version.

**THE MOTORCAR OFFERED**

According to copies of Aston Martin's factory build records, this V8 Volante was built during January of 1979. The car was equipped with a left-hand drive steering arrangement and a 3-speed automatic transmission, just as it appears today, and destined for the US market. The Volante was finished in Imperial Burgundy over a Fawn interior with dark red piping and a natural top. The first owner was recorded as Mr. Ira Smalloff of New York City.

The Aston Martin's early history remains unknown, but the car is listed in the Aston Martin Owners Club in 2005 and '06 as belonging to Dr. Dion Ehrlich of Elkins Park, Pennsylvania. At some point the car was repainted its shade of deep emerald green with the interior retrimmed with dark blue dash roll and piping. Additionally, European-style chrome

bumpers were installed and the droptop was

upgraded in performance with the addition of alloy wheels, fatter tires, bigger brakes, and a Paxton supercharger.

Acquired by the current owner in November of 2010, the car has been on static display since acquisition and mechanical recommissioning is recommended prior to barnstorming to your next event. The V8 is increasingly being appreciated by collectors as an important cornerstone of the Aston Martin story in America. After recommissioning, this V8 would make a lovely cruiser once again.

**\$50,000 - 80,000**  
**WITHOUT RESERVE**



# 57.

## 1977 FERRARI 308 GTB

Design by Pininfarina

Chassis no. 22273

Engine no. 02610

2,926cc DOHC V8 Engine

4 Twin-Choke Weber Carburetors

255bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

★ *Highly sought after, Carbureted Berlinetta 308*

★ *Recent, extensive 30,000 mile service*

★ *Offered with original books in leather pouch*

★ *Timeless Pininfarina design in the purest form*



### THE FERRARI 308

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

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

featured dry-sump lubrication. In road tune this superbly engineered power unit produced

255bhp, an output good enough to propel the 308 GTB to a top speed of over 150mph.

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

### THE MOTORCAR OFFERED

This desirable 308 GTB was built at the Maranello Works in September of 1977 and is one of approximately 2,185 carbureted 308s produced between 1977 and 1980. The original service book accompanying the Ferrari indicates that Bavarian Motors of Fort Worth, Texas sold the car on February 12, 1978 to first owner, a Mr. Milt Bronson. By the 1990s, the 308 had migrated to California, where it was recorded in the hands of Svend and Diane Steffen of Stonyford, CA. Most recently, the Ferrari was the subject of an extensive 30,000 mile service including work/replacement to the timing belts and tensions, engine and transmission gaskets, cam and distributor seals, cooling and fuel hoses, spark plug wires, filters (air, oil, and fuel), and a/c system with receipts detailing the work. Today, this desirable Berlinetta version of the carbureted 308 presents in well-preserved condition, and the black leather interior very much appears to be original. The car is offered with the original books and manuals in leather pouch.



**58.****1966 MERCEDES-BENZ 230SL**  
Design by Paul BracqChassis no. 113042.12.016478  
Engine no. 127981.12.0044392,308cc SOHC Inline 6-Cylinder Engine  
Bosch Mechanical Fuel Injection  
150bhp at 5,500rpm  
4-Speed Automatic Transmission  
4-Wheel Independent Suspension  
Front Disc - Rear Drum Brakes

- ★ Long-time California and Arizona car retaining the old black CA plate
- ★ Well-documented example offered with impressive history file, original owners manuals and tools
- ★ Retains its matching-numbers engine and bodywork
- ★ Timeless Paul Bracq design on a high-quality classic Mercedes-Benz

**THE MERCEDES - BENZ 230SL**

Launched at the Geneva Auto Salon in March of 1963, the 230SL—or W113 in Mercedes-Benz language—was a very different sort of sporting car than its fire-breathing predecessors. Intended as the replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favor of a 2.3-liter fuel-injected six-cylinder SOHC engine, producing 150bhp. The new engine was derived from that of the great 220SE. The Paul Bracq-penned body was an all-new, stylish design which became an instant classic. Beneath the skin, the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes, and the choice of a four-speed manual or automatic transmission. Top speed was in excess of 120mph.

**THE MOTORCAR OFFERED**

This elegant Mercedes-Benz 230SL 'Pagoda' was completed at the Stuttgart-based Mercedes-Benz plant during August of 1966. According to the original owner's manual on file, the first recorded owner was a Mr. Jack Finch of Martinez, California, who appears to have taken European delivery when this car was new, most likely by picking the 230SL up right from the Mercedes-Benz factory. A first service was performed on the car in September of 1966 in Verona, Italy, hence this assumption. From December of 1966 through the late 1970s, the car was diligently serviced by European Motors Ltd of Oakland, CA; presumably Mr. Finch's local Mercedes-Benz agent.

The car appears to have been white from new, and later repainted in the beautiful Dark Red exterior paint color as seen on the car

today, topped by a black convertible top. A hard top is offered with the car, and a period Becker Europa TR radio is situated in the dash. This 230SL has been partially restored, and the comprehensive history file contains receipts from the work done in recent years. Original ID plates and chassis stampings remain intact, and body and engine numbers match that of the factory build sheet. Offered here is a charming example of the first-generation Pagoda.

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

# 59.

## 2002 BMW Z8 ROADSTER

Design by Henrik Fisker

VIN. WBAEJ13432AH61917

5.0-Liter M-Power 32-Valve V8 Engine  
Bosch Motronic Fuel Injection  
400bhp at 6,600rpm  
6-Speed Manual Transmission  
4-Wheel Independent Suspension  
4-Wheel Disc Brakes

- ★ *Less than 9,500 original miles and just two previous owners since new*
- ★ *Highly original and well-preserved example in iconic livery*
- ★ *Offered with Hard Top and a host of factory accessories*
- ★ *A timeless and powerful BMW collector car*



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

The resulting Z8 remained remarkably faithful to the Z07 concept, with the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8, including a banjo-style steering wheel. The sleek and taut bodywork was all wrought in aluminum, as was the space-frame chassis. The 4,941cc V8 engine was aluminum as well, a 400-horsepower power-plant that motivates this lithe roadster to 60mph in a scant 4.2 seconds. Needless to say, the Z8 was fitted with all the luxury appointments befitting a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible top.

Along with being a stunning, hand built limited-production roadster, BMW further enhanced the Z8's appeal to collectors by announcing that a 50-year stockpile of Z8 parts would be maintained. Despite a hefty launch price, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of MSRP. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.





## THE MOTORCAR OFFERED

This stunning BMW Z8 Roadster was completed at BMW's impressive Munich-based manufacturing facility as a US market car during August of 2002. The new BMW Roadster would enter the US through Port Hueneme, California, and the first owner is recorded to have taken delivery in November of 2002 in the state of Nevada. By 2004, the Silver Z8 had gone back to California, where the second owner took delivery in the Saint Helena area, at which time about 5,000 miles was recorded on the odometer. The car is believed to have remained with this California-based owner until acquired by the consignor - a Danish enthusiast and car guy through and through - and the highly original BMW Z8 Roadster has since formed part of his impressive collection of sports and special interest cars based in Reno, Nevada. Being that the only options available were exterior

and interior color choices, this Roadster is equipped with one of the most visually appealing combinations of Titanium Silver over Black Nappa Leather, the same color combination used in the majority of BMW's Z8 press releases. Holding true to their motorsport roots, BMW only gave this car the ideal driving experience, consisting of 3-pedals connected to a 6-speed manual gearbox, powered by the potent M-Power V8 engine.

The Z8 retains its factory-delivered hard top and many other factory accessories. The aluminum bodywork retains its factory applied paintwork, and no accidents or mishaps are reported or apparent. The body panels are arrow straight and the paintwork is beautiful, emblematic of a cosseted life of careful ownership. The interior shows extremely well, and really complements the Titanium Silver

exterior color perfectly. The Carfax report on file has recorded consistent mileage readings. Just 9,444 original miles are recorded on the odometer at the time of cataloging, and the overall condition is impressive due to the life of the car being spent in well-maintained surroundings by long-term owners.

This particular Z8 is a great opportunity to acquire low mileage, meticulously maintained example of BMW's retro-modern Roadster, complete with its factory hard top. As one of the most exhilarating and bespoke sports cars to ever come out of the BMW factory, these powerful, stick-shift, aluminum-bodied now classic and highly collectible BMWs are prone to continue their appreciation among car collectors around the world.

**\$225,000 - 275,000**



**60.**

## 2003 ASTON MARTIN DB AR1 ROADSTER

Coachwork by Zagato

VIN. SCFAE62313K800087  
Engine no. 00393

5,935cc DOHC V12 Engine  
Electronic Fuel Injection  
435bhp at 6,000rpm  
6-Speed Manual Transmission  
Four-Wheel Independent Suspension  
Four-Wheel Brembo Disc Brakes

- ★ Two owners from new
- ★ Number 87 of 99 made
- ★ Fabulous Stronsay Siler over  
Royal Blue leather color combo
- ★ Fewer than 1,900 original miles



### THE DB AR1

Aston Martin renewed its fruitful relationship with renowned Italian styling house of Zagato, most famously begun with the DB4GT Zagato of the 1960s, after a meeting between Elio Zagato's son Andrea and Aston Martin CEO Dr Ulrich Bez at the Pebble Beach Concours d'Elegance in 2001. The result was a stylish coupé, based on the DB7 V12 Vantage supercar, recalling the sublime looks of the original DB4GT Zagato. So favorable was the DB7 Zagato's reception that it was decided to produce an open car in similar vein: the DB AR1.

Designed with the California weather in mind, and a Roadster in the proper tradition with no hood and space for just two people, the DB AR1 was previewed by a select group of potential customers to gauge reaction. The car was so well received on its debut at the Los Angeles Auto Show in 2002, that all 99 of the proposed limited edition were purchased.

Powering the new open supercar was a developed version of Aston's state-of-the-art, 6.0-liter V12 enjoying a boost in maximum power to 435bhp, some 20 horsepower more than the DB7 Vantage. This power increase together with more torque, a revised final drive ratio and 'active' sports exhaust system produce a noticeable improvement in mid-range performance, where it is most useful in everyday driving. An AP twin-plate racing clutch combined with a revised quick-shift gearlever for the six-speed manual transmission enable the driver to maximize use of the increase in power and torque and enjoy a faster gear-change.

Acceleration can only be described as stunning, 60mph arriving in just 4.9 seconds, while its top speed of 185mph makes the DB AR1 the world's fastest true roadster. Above all, the DB AR1 was designed to be a true 'driver's car', equally at home on the autobahn or challenging

back road. This is a car that beckons you to look for places to go.

Restraining this superlative high performance are equally exalted brakes: Brembo racing-style grooved discs - 335mm at the front, 330mm at the rear - gripped by alloy four-pot calipers assisted by an improved brake booster unit and moderated by Teves ABS. Power is transmitted to the road via a limited-slip differential to special multi-spoke 19" alloy wheels (8"/9.5" f/r) incorporating revised offset to give a wider track, shod with low profile Yokohama tires.

The interior boasts electrically controlled sports seats, six-speaker Becker stereo radio cassette system with 6-CD changer, alarm and immobilizer with remote central locking and trunk release. There is electronic traction control and power-assisted rack and pinion steering.





## THE MOTORCAR OFFERED

This fantastic, low mileage AR1 Roadster has lived a charmed life. Purchased new by New York City property developer Steven Pozycki, it was finished in the stunning color combination of Stronsay Silver over Royal Blue hides with contrasting white stitching and matching Royal Blue carpets and fitted with the desire 6-speed manual. The 87th of 99 DB AR1s constructed, it was sparingly driven and enjoyed by Mr. Pozycki for a few years before being traded to a dealer from which it was acquired by the current owner in March of 2008 with just over 1,800 miles on the clock.

Having covered less than 1,900 miles since leaving Newport Pagnell—57 of which have been driven in the current ownership over the last 14 years—it has been on largely static display since being acquired by the current

owner. Given its long-term off-road use, mechanical recommissioning is recommended prior to enjoyment. This barely used, coachbuilt roadster is now ready to move onto to its third lucky owner.

**\$180,000 - 240,000  
WITHOUT RESERVE**



# 61.

## 1960 MERCEDES-BENZ 190SL

Chassis no. 121040-10-016259

Engine no. 121921-10-016340

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex Twin-choke Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ Recent factory-correct, nut-and-bolt restoration completed by Huber Restorations
- ★ Stunning, period-correct Slate Grey over Red livery
- ★ Accompanied by color-coded, 3-piece fitted luggage set
- ★ Attractive European Roadster for the connoisseur ready for Concours judging



### THE MERCEDES 190SL

In 1954, Mercedes displayed a concept at the New York Auto show of a beautiful two-seat roadster with a removable hardtop. This concept came to market in 1955 as the 190SL, a more approachable, less intense sports car compared to the record-breaking 300SL 'Gullwing'. While the 190SL featured a carbureted 1.9 liter inline four-cylinder engine compared to the 300SL's direct-injected 3-liter slant six, they shared a basic engine design, suspension system, and a level of detail and craftsmanship that defines Mercedes-Benz.

The new engine, which shared the same bore and stroke of the 300SL, was paired with a fully synchronized 4-speed transmission that sent power to the rear swing axles. The 190SL implemented the same suspension systems as the 300SL, affording it confident handling and drivability.

The 190SL is immediately recognizable as a Mercedes, featuring dramatic curves and thorough yet restrained use of brightwork that defined this era of Mercedes. Many styling cues are borrowed from the 300SL as well, notably the massive three-pointed star in the grille as well as the 'eyebrows' over the wheels.

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

Completed at the Stuttgart-based Mercedes-Benz factory during the early months of 1960, this stunningly well-restored example presents incredibly well inside and out. The SL was purchased from an Atlanta-based estate by a Tulsa, Oklahoma-based enthusiast some years ago, where the German luxury sports car had been laid up for decades and ripe for a comprehensive restoration. Although some of the work was begun at another restoration facility, the current owner entrusted Jeff Huber of Huber Restorations, Tulsa, Oklahoma to do the car front to back, and put his stamp of approval on it. Huber is well known for their work on classic Mercedes-Benz and Porsche cars, and the outcome today validates their extreme attention to factory correct detail in their restorations. Many photos are available of the restoration, and shows the mechanical components fully disassembled, restored/rebuild and put back together as would have





been done at the factory in 1960. The exterior is finished in a lovely, period-correct Slate Grey color, beautifully accenting the classic, flowing lines of the 190SL Roadster bodywork. A proper black German convertible top is fitted, with the right chrome trim in place. Stunning chrome and brightwork with the right markings compliment the Grey bodywork, and lights and lenses are in equally excellent condition. Inside, a striking red leather interior is fitted to the highest standards, with matching red carpets and convertible top cover. The correct Ivory-colored steering wheel and gear knob adds further contrast, and a cool, period-correct High Fidelity radio adorns the dashboard alongside the correct VDO gauges. In the trunk, a beautiful 3-piece fitted luggage set can be found, perfectly matching the interior. Under the hood, the level of care in the restoration is immediately

recognizable in the materials and colors used, a trait evident throughout the car. The original twin-choke Solex carburetors remain in place and factory ID and chassis plates appear to be the original, factory stamped items. Just over 1,700 miles has been driven since the comprehensive restoration was completed by Jeff Huber and his team in 2019.

Offered with owner's manual and shod on period-appropriate white wall tires, this professionally restored 1960 Mercedes-Benz 190SL offers a great opportunity to purchase an outstanding example of this charming and iconic roadster.

**\$170,000 - 220,000**



# 62.

## 1995 FERRARI F355 SPIDER

Design by Pininfarina

VIN.ZFFPR48A3S0104074

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

- ★ *Highly original, well-preserved example with less than 900 miles from new*
- ★ *Fitted with the desirable gated-shift, 6-speed manual transmission*
- ★ *Desirable Black over Biscuit livery*
- ★ *Elegant and timeless 'no-frills' Pininfarina design*



### THE FERRARI F355

'Complex, sophisticated, and very fast, it is the quantum leap that has enabled the Ferrari V8 to run in proud parallel with the 456GT and 550 Maranello,' enthused *Car* magazine's review of the F355. 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 mould of that great drivers' car, the Dino 246GT. Just how great an advance it was may be gauged from the fact that the F355's best time around Ferrari's Fiorano test track was three seconds quicker than the formidable 512TR's.

Despite its prodigious performance the F355 was no mere 'racer on the road', but a thoroughly modern automobile employing state-of-the-art technology - in the form of computer-controlled variable damping - to reconcile the differing requirements of ultimate roadholding and acceptable comfort. A light-action clutch, proportional power-assisted steering, and driver's air bag were other features calculated to make the car reassuringly user-friendly.

The heart of the F355 though, was its phenomenal 3.5-litre 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 370bhp at 8,250rpm, with 268lb/ft of torque available between 5,000 and 6,500rpm. A six-speed gearbox,

mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

Testing an F355 in 1994, *Autocar* achieved a top speed of 173mph, with the 0-60mph dash covered in 4.3 seconds. 'The F355 is, we're certain, a landmark car for Ferrari,' declared the esteemed British motoring magazine. 'Not only is it good enough to tear down the walls of the class you think it should be in and cause deep blushes throughout the one above, but it is also the best sports car Ferrari has turned out since the 246 GT Dino some 30 years ago.' Praise indeed.





## THE MOTORCAR OFFERED

This stylish F355 Spider was completed at the Maranello Ferrari works as a 1995 model-year car and finished in the same stealth black exterior color as seen on the car today. While the new semi-automatic F1 gearbox was now available in the F355, the original owner seems to have made the wise choice and saved him or herself the optional-F1 gearbox's extra cost and gone for the now much more desirable standard 6-speed gated manual. According to the Carfax report on file, the F355 Spider was acquired new by a private and first owner Florida on March 15, 1996, a resident presumably residing in Miami at the time.

The black F355 Spider remained in Florida through the 2000s, presumably stored away, as the mileage was kept extremely low. In 2009 Ferrari North America is reported to

have done a fuel distributor recall on the F355. The 2nd owner, a Georgia-based resident, purchased the Ferrari in 2015, at which point the car had just clocked about 600 miles on the odometer. The car has remained in Georgia ever since and had clocked just a few more miles (721 to be exact) in 2017. A recent belt service has been performed, just due to time, and many other service records are offered with this low mile F355 Spyder.

Offered with a clean Carfax and the odometer reading less than 900 miles from new, this 6-speed manual F355 Spider must be among the lowest mileage examples left. 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.

**\$130,000 - 160,000**



**63.****1953 ROLLS-ROYCE SILVER WRAITH LIMOUSINE**

Coachwork by H.J. Mulliner

Chassis no. LALW30

Engine no. L29A

4,887cc F-Head Inline 6-Cylinder Engine  
 Single Downdraft Carburetor  
 Approximately 125bhp  
 4-Speed Automatic Transmission  
 Independent Front Suspension – Live Rear Axle  
 4-Wheel Hydraulic Drum Brakes

- ★ *Delivered new to New York City*
- ★ *Documented by copies of factory build records*
- ★ *A rare and coachbuilt limousine*
- ★ *Original left-hand drive US market car*

**THE MOTORCAR OFFERED**

Rolls-Royce's first post-war model, the Silver Wraith debuted in late 1946 and employed a chassis similar to that of the Silver Dawn and MkVI Bentley, though with a 7" longer wheelbase at 10' 7". The Wraith, however, was only intended for traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Only the bore and stroke dimensions were shared with the pre-war overhead-valve Wraith engine, the major advantage of this 'F-head' layout being its large valves and generous water jacketing around the valve seats. Manufacture of the short-wheelbase Wraith ceased in 1952, with a total production of 1,144; the long-wheelbase version continued until the introduction of the Phantom V in 1959, by which time 639 chassis had been completed.

There are few cars as majestic as a Rolls-Royce in the immediate post-war era as exemplified by this handsome and graceful example. LALW30 was delivered new in the rare left-hand drive

form in which it remains to this day. The 'L' prefix of this number denotes the authenticity of this sinistral arrangement. According to copies of the factory records, the car was built for the American market when new, and as completed was imported and retailed through the J.S. Inskip for its first owner, magazine publisher Carl Tucker of New York City.

Ordered with luxurious limousine coachwork by H.J. Mulliner, it was finished in black over beige leather and fitted with an automatic transmission, foglamps, bonnet locks, white wall tires, a cigarette case, and—fittingly for a magazine man—a notebook in the armrest. Delivered new in April of 1953, it spent its early life shuttling between New York City and Mount Kisco, just north of NYC. The ensuing two decades are not known, but by 1971 it was in the collection of Rexford T. Parker at Bowdoin College in Brunswick, Maine. It appears that Mr. Parker either moved to Los Angeles or the car

was sold to a Richard T. Parker of Los Angeles in that same year. Richard Parker would be recorded as keeping the car through to at least 1986. It is understood that the car was restored in 1990-1—at which time it was painted silver with black fenders—with the engine rebuilt in 1991 (records of work completed no longer accompany the car). It was a year later that the car entered the collection of the antepenultimate owner, Roy Judd of Hermosa Beach, California.

Showing the car occasionally, Judd would keep the car a subsequent 17 years before selling it to New Jersey Rolls enthusiast John Cory. In November 2008, it was acquired by the present owner. It has been off the road on static display since. Still showing nicely with ample presence, after some recommissioning it would be a lovely touring car.

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



## 1997 BENTLEY CONTINENTAL R CALIFORNIA EDITION COUPE

VIN. SCBZB14C2WCX63031.

- ★ *Just under 41,000 miles from new*
- ★ *The fifth of only 6 Continental R California Edition Coupes built*
- ★ *Numerous Continental T styling features*
- ★ *\$28,000 in recent service records*

6,753cc Turbocharged OHV V8 Engine  
 Computer Controlled Fuel Injection  
 386bhp at 4,150rpm  
 4-Speed Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Power Assisted Vented Disc Brakes



## THE MOTORCAR OFFERED

Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with 'Sport' mode for brisker acceleration, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph (0-97km/h) time to under 6 seconds and boosting top speed to in excess of 150mph (241km/h). Maximum torque – a mighty 550 lb-ft – arrived at a lowly 2,000rpm. The Continental R was in production at the Crewe factory from 1991 through 2002, and only 1,236 were manufactured during this time.

As if being one of the lucky 72 individuals to have ordered a left-hand drive Continental R wasn't enough, you could have ordered a special California Edition (alternatively known as the Beverly Hills) Continental R Coupe. A dealer limited edition, it featured numerous unique features including chromed headlight rings, body-colored mirrors and front and rear spoilers, Continental T bumpers fore and aft, Continental T flared wheel arches covering T-sourced 18-inch 285/45 rims, stainless steel oval exhaust tip, turbo boost gauge in the center gauge stack and more. It was a veritable Conti T with extra rear legroom and of the six made, each one was uniquely spec'ed – this one being the only example with a body-colored radiator grill surround.

Of little surprise, it was delivered new to California and spent the two decades of its existence between La Jolla, Los Angeles, and

Palm Beach, Florida. Finished in Arctic White over Sandstone and Soft Tan two-tone seats with tan carpets, it is the fifth of six California Editions produced – as indicated on its kick plates. Of the fewer than 41,000 miles on the clock today, half were accumulated in the first four years with only another 10,000 click added in the past 17 years. In the present ownership, it had a major, 30,000 mile service in 2019, and brake work (as well as other service) in 2020 – all performed by Bentley of Zionsville, Indiana with service receipts from the last three years totaling \$28,000. A well-presented machine replete with books, recent service records, copies of factory build sheets and more, it is equally at home on Worth Ave, Rodeo Dr, Fifth Ave, or wherever classy folks congregate.

**\$50,000 - 70,000**



**65.****1960 AUSTIN-HEALEY 'BUGEYE' SPRITE MARK I**

Chassis no. AN5L34872  
 Engine no. 9M-U-H 372633

948cc OHV Inline 4-Cylinder Engine  
 2 SU Carburetors  
 43bhp at 5,200rpm  
 4-Speed Manual Transmission  
 Front Independent Suspension - Live Rear Axle  
 4-Wheel Hydraulic Drum Brakes

- ★ Beautifully restored Bugeye Sprite Mark I
- ★ Tastefully finished in period-correct Iris Blue
- ★ A fun and iconic little British Roadster
- ★ Factory-delivered, left-hand drive example

**THE AUSTIN-HEALEY SPRITE**

Intended to make sports car motoring more affordable, the Donald Healey-designed Sprite entered production at MG's Abingdon factory in March 1958. The new car was officially introduced a few months later in Monte Carlo, just prior to the Monte Carlo Rally, underlining this brand-new car's sporting intentions. Its unitary construction body shell featured a distinctive, rearward-hinging, combined bonnet and wings, which was topped by two 'bugeye' headlamps, thus ensuring instant recognition and the now familiar nickname.

The Sprite used independent front suspension and rack-and-pinion steering, ensuring great road holding. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which perhaps was unsurprising as there was nothing competing with it either on price or performance.

**THE MOTORCAR OFFERED**

This lovely Austin-Healey 'Bugeye' Sprite Mark I benefits from a beautiful restoration and stunning, period-correct exterior color of Iris Blue. Completed at the Abingdon-based Sprite production line during March of 1960, this little Roadster was equipped from the factory with the left-hand drive steering arrangement as seen on the car today, and most likely destined for the sports car hungry US market. Today the charming little 'Bugeye' (or 'Frogeye' as they are referred to overseas) presents beautifully inside and out, and it is evident that a comprehensive restoration has been performed in the past. The correct for a 1960 Sprite Mark I Iris Blue exterior color lays nice and flat on the curvaceous Roadster bodywork and has excellent shine to it. Silver-painted wheels with dog-dich hub caps add a nice contrast and are fitted with Dunlop tires. Inside the little 2-seater cockpit, the bucket-

style Roadster seats are trimmed in black with white piping, and dark blue carpets covers the floors. The engine is painted in the correct army-green Austin-Healey engine color, and an optional heater is fitted to keep the occupants warm on the brisk evening drive. A repair and tune-up guide is offered with this little iconic 'Bugeye' Roadster. This charming 1960 Austin-Healey Sprite Mark I is a very tidy example of the iconic and easily recognizable little British sport car.

**\$25,000 - 35,000**  
**WITHOUT RESERVE**



## 1929 FORD MODEL-A HOT ROD COUPE

Chassis no. A1159213

Modified 1932 Ford Model B 4-Cylinder Engine  
Triple Stromberg 97 carburetorsFord C4 3-Speed Automatic Transmission with Gear Vendors Overdrive  
Leaf Spring Suspension  
4-Wheel Drum Brakes

- ★ *Second Hot Rod made by Dick Flint after his iconic, 1929 Model A Roadster from the cover of Hot Rod Magazine in May of '52*
- ★ *Rare four-port Riley overhead valve conversion*
- ★ *Original car purchased back in 1969*
- ★ *Great amount of work involved*



## THE BUILDER - DICK FLINT

Like most of the important figures in the Hot Rod History, Dick Flint's adventure started after WWII under the sun of Southern California. Working at the So-Cal Speed Shop and present at the first Bonneville speed trial in 1949, Flint had the perfect inspiration to put together his first, and almost only, machine - a 29' Model A roadster, directly inspired from the prewar Indianapolis roadster races. Among the heavy modifications the Model A received, the nose might be one of the most recognizable; designed and built in collaboration with Neil Emory at Valley Custom, Flint filled it up with his own built 286-inch '40 Mercury capable of a 143.54-mph pass at El Mirage in 1950. Seen as one of the most iconic roadsters of its time, the built received various distinctions and recognitions, especially its usage as cover picture for a 1951 issue of *Hop Up* and the May 1952 cover of *Hot Rod Magazine*.

## THE MOTORCAR OFFERED

Celebrating his 75th birthday in 2001, Flint decided it was time to remove the dust from a 29' Model A Coupe bought back in 1969 and undertake a new project. Rigorous in its building process, his first step was to break down the car entirely and have everything laid out as a puzzle. From there, the proper building could start. Starting with the chassis, Flint took the original Model A rails and had Dagel's Street Rods add one of their X-members and also "Z" the rear crossmember. Dropped I-beam axle went out front while the rear remained the same. Following with the wheels, Flint had two pair of Kelsey Hayes wire wheels installed - 6 inch at the front, 8 at the rear. The engine was the next big project, and to do so, Flint received help from Taylor Engines from Whittier, CA. The 1932 Model B four-banger received a 1932 C crank, custom Taylor B rods, and a re-sleeving of the block for a set of JEP pistons. A custom-ground billet camshaft (using George Riley's

specs) was fabricated, and Isky 185G valve springs with Riley rockers were used with a Riley four-port head from 1936. The whole block breaths through a trio of Stromberg 97 carbs couple to 4-inch-diameter air cleaners while it is being cooled through a 1936 Ford V-8 water pump, Derale fan and Brassworks radiator. The power is then sent through a Ford C4 transmission and a Gear Vendors overdrive, the whole being controlled through a Lokar shifter. Finally, the body was restored and put together by renown Alan Potter from Metalmeisters Coachwork in Ventura, CA and then painted in the car original color - Vagabond Green - with accents of black on the fenders and Tacoma Cream on the wheels. Taking close to 15 years to complete, the build appears as a beautiful Model A Coupe Hot Rod and is now ready for a new keeper to enjoy.

**\$60,000 - 80,000**

# 67.

## 1963 JAGUAR E-TYPE SERIES I 3.8 COUPE

Chassis no. 889369

Engine no. RA4089-9

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

- ★ Recent comprehensive servicing and refurbishment
- ★ Matching numbers example finished in elegant Carmen Red over Black livery
- ★ Nicely restored and well presented
- ★ Offered with original owner's manual and Heritage 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

According to its Jaguar Cars Heritage Certificate, this sleek E-Type Fixed Head Coupe first emerged from Jaguar's Coventry workshop on October 29, 1963 sporting opalescent silver blue paint over a dark blue leather interior. Shortly thereafter, on November 6, it was dispatched to the New York based Jaguar distributor to be united with its first owner. The new E-Type was completed with a left hand drive steering arrangement, and equipped for the US market. The first generation XKE models quickly gained iconic status in the US due to its elegant European looks, high performance capabilities thanks to its 3.8 liter responsive engine and its wonderful drivability.

Today, this stunning E-Type is fresh from an extensive mechanical restoration carried out by marque experts in 2020, who also performed numerous aesthetic improvements





to the interior and exterior of the coupe. The XKE's mechanicals were disassembled and prepared for refurbishment, while on the exterior, the bonnet as well as other parts of the body were also removed, disassembled and stripped. The XKE was then painted with base coat, clear coat and finally wet sanded and buffed to the striking finish that you see today. The look of the E-Type presents a timeless combination that undeniably suits this elegant automobile. All the bright work presents wonderful and is finely polished, complementing the paint beautifully. Cosmetically the E-Type looks exceptional, with outstanding finish and detail throughout. With its spacious interior and plentiful amounts of storage, this XKE fixed head coupe proves to be a wonderful car for touring, vintage car rallies or even showing at a local concours show.

The original, matching numbers engine is great condition and recently received a plethora of servicing ensuring the car is ready to be driven. A small list of some of the recently performed services include engine service, cylinder head adjustments, miscellaneous suspension and steering rack refurbishment, new aluminum radiator, rebuilt carburetors, servicing of the hydraulic and brake system as well as tidying up and detailing the vehicle. The undercarriage and engine bay has been gone through as well, giving this sports car up to date service, performance and handling characteristics to match its handsome cosmetic state. Accompanying this fine E-Type Coupe is an original owner's manual, operating/service handbook, copies of original documents, invoices as well as the Jaguar-issued Heritage Trust Certificate. Having just over 600 miles

driven since the completion of the restoration, this Jaguar is ready to be enjoyed for many miles to come. Few cars can rival the Jaguar E-Type in performance, beauty, and desirability and this particular Coupe is a superb example of one of the most iconic cars of the '60s.

**\$130,000 - 170,000**



**68.**

## 1959 ASTON MARTIN DB MKIII SPORTS SALOON Coachwork by Tickford

Chassis no. AM300/3/1497

Engine no. DBA/1118

2,922 cc DOHC Inline 6-Cylinder Engine

Triple Weber 40DCOE Carburetors (see text)

Est. 195bhp at 5,500rpm (see text)

4-Speed Manual Transmission

Front Independent with Live Rear Axle Suspension

Front Disk and Rear Drum Hydraulically Assisted Brakes

★ Upgraded to DBB engine specification

★ Retains the original, matching numbers engine

★ One of only 551 DB MkIIIs made

★ Original left-hand drive with three owners since 1969



### THE ASTON MARTIN DB MKIII

Although it never featured in a James Bond film, having ceased production years before the franchise commenced, the DB MkIII nevertheless was the Aston Martin driven by '007' in Ian Fleming's novel, 'Goldfinger'. It was also the last Aston Martin produced with the six-cylinder engine designed under the supervision of the great W O Bentley.

Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose gives the car a more imposing look, while the interior boasted

a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver.

The 3.0-liter engine had benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft, and a new cylinder head with bigger valves. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

If that still was not enough, customers could opt for a more powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburetors and produced 180bhp or 195 with the twin exhausts. This engine was fitted to 47 cars.





## THE MOTORCAR OFFERED

This lovely DB MkIII was ordered new in California through British Motor Cars of San Francisco, California. Delivered on April 29, 1959 in Deep Carriage Green over Beige Connolly leather, the original owner was recorded as H. Bryan Wilson of Snelling, California at the foothills of Yosemite. It appears the next owner was Robert Downing of Opp, Alabama, who acquired the car in 1969 and would maintain it in his garage for the next 42 years. An engineer by trade, Mr. Downing would bring the car out West to the Bay Area—not far from where it was originally delivered—and eventually completely an extensive, long term restoration of the DB MkIII.

Torn down bear metal and stripped to its basic pieces, it was noted during the disassembly that the body sections and

ancillary parts retain their correct and original Tickford body number of #303. During the restoration, it is reported that the car was gone through with each part either refurbished or replaced (it should be noted that no restoration records accompany the machine). During the mechanical rebuild, the engine was uprated with a balanced crankshaft, performance pistons, triple Weber carburetors, and a hotter camshaft from DB3S/104. The completed machine was repainted in British Racing Green and interior retrimmed in tan camel skin leather with match tan Wilton carpets. The work is understood to have been finished in 2010. It should be mentioned that records of the work completed do not accompany the car.

Sold by Downing in March of 2011, it was acquired a month later at the end

of April, 2011. Not actively used in the present ownership, it is ready for some light recommission work before active use. An exceedingly rare interim model that straddled between the DB2/4 and DB4, and made rarer still by the fact it was an original left-hand drive export model from new and uprated to its present spec, this MkIII is sure to provide ample enjoyment on any number of events, tours, or weekend drives.

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



# 69.

## 1949 BUICK 'RAIN MAN' ROADMASTER CONVERTIBLE

Chassis no. 15235854

320ci OHV Inline 8-Cylinder Engine  
Single Carburetor  
150bhp at 3,600rpm  
2-Speed DynaFlow Automatic Transmission  
Front Independent Suspension - Live Rear Axle  
4-Wheel Hydraulic Drum Brakes

- ★ Depicted in the legendary movie *Rain Man*
- ★ Driven by Dustin Hoffman and Tom Cruise
- ★ Purchased right from the movie set by Dustin Hoffman
- ★ Offered from the Collection of Dustin Hoffman



### RAYMOND BABBITT (HOFFMAN):

*Definitely know this car; it's a 1949 Buick Roadmaster straight eight, fireball eight. Only 8095 production models.*

### CHARLIE BABBITT (CRUISE):

*I'll tell you a story about my father, that car in the garage, was off limits to me. He said it was a classic, it demands respect."*

### BARRY LEVINSON (DIRECTOR):

*The car had a very strong visual presence in the film and was featured throughout. It became a character. Dustin, Tom Cruise, and the '49 Buick. In essence, the car had "third billing."*





One of two iconic 1949 Buicks used in *RAIN MAN*, this one was acquired by Dustin Hoffman when the film wrapped. Restored by Larry Payne, Glendora, California, and shown at a 1989 Buick Car Club event, the *RAIN MAN* Buick has remained in Hoffman's ownership. In 34 years the car has rarely been seen publicly.

"The Buick's been in storage too long," says Hoffman, "It should be driven, enjoyed, and cherished."

A multi-award winning movie, *RAIN MAN* is a 1988 American road drama film directed by Barry Levinson, from a screenplay written by Barry Morrow and Ronald Bass. It tells the story of abrasive, selfish young wheeler-dealer Charlie Babbitt (Tom Cruise), who discovers that his estranged father has died and bequeathed virtually all of his multimillion-dollar estate to his other son, Raymond Babbitt (Dustin Hoffman), an autistic savant, of whose existence Charlie was unaware. Angry at being cut out of his share of the inheritance, Charlie takes Raymond out of the

mental institution and vows to bring him to live in California. Since Raymond will not fly, Charlie puts him in the front seat of the 1949 Buick and they set out on a cross-country odyssey.

The *RAIN MAN* Buick is an extraordinary opportunity to own the "third character" in this life-changing journey that brought movie-goers all over the world to love Hoffman's Raymond for, as Roger Ebert put it, "what he was, not for what he was not, or could not be," and to learn, as Cruise's Charlie did, "how to pay attention, how to listen and how to be at least a little patient some of the time."

*RAIN MAN* premiered at the 39th Berlin International Film Festival, where it won the Golden Bear, the festival's highest prize. [4] It was theatrically released by MGM/UA Communications Co. in the United States on December 16, 1988, to critical and commercial success, grossing \$354.8 million, on a \$25 million budget, becoming the highest-grossing film of 1988, and received a leading eight nominations at the 61st Academy

Awards, winning four (more than any other film nominated); Best Picture, Best Director, Best Actor (for Hoffman), and Best Original Screenplay.

As of 2021, *RAIN MAN* is the first and only film to win both Golden Bear and Academy Award for Best Picture.

**RAYMOND:**  
*I'm an excellent driver.*

**CHARLIE:**  
*I'll have to let you drive sometime.*

**RAYMOND:**  
*I like to drive slow on the driveway.*

**CHARLIE:**  
*If you get this right, Ray, you can drive anywhere you want as slow as you want.*

**\$150,000 - 250,000**



# 70.

## 1957 CADILLAC ELDORADO BIARRITZ CONVERTIBLE

Chassis no. 5762015428

Engine no. 5762015428

365ci OHV V8 Engine

2 Four-Barrel Carter Carburetors

325bhp at 4,800rpm

4-Speed Hydra-Matic Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Power-Assisted Drum Brakes

- ★ Beautifully restored inside and out
- ★ Fully-loaded example with a host of power amenities
- ★ Retains matching numbers engine
- ★ GM's top-of-the-line Convertible for 1957 with splendid Jet-age styling



### THE CADILLAC ELDORADO

From their radically curved wraparound windshields to their unusual "X-member" frames, the 1957 Cadillacs were virtually all new. Engineered to maintain Cadillac's "Standard of the World" prominence, the '57s evidenced a fresh and pleasing vigor in their styling. Cadillac customers could choose from two convertible styles: the traditional Series 62 offering or the ultra-prestigious Eldorado Biarritz.

Cadillac had debuted the first Eldorado, a special sports convertible that introduced the wrap-around windshield, in 1953. Priced at an astounding \$7,750, the ultra-plush first edition attracted 532 buyers. Sales rose in 1954, as the Eldorado became for that year essentially a specially trimmed Series 62 Convertible.

The 1955 Eldorado was more distinctive, with its exclusive sharp-edged fins. In 1956, the Eldorado became available in both the

"Biarritz" convertible and "Seville" two-door hardtop models.

Stylists working under the direction of GM design chief Harley Earl made the 1957 Eldorados more special than any preceding editions. The softly rounded rear sections of the Eldorado bodies were obviously inspired by GM Motorama show cars. Blade-like fins jutted forth from the tapering rear deck. A split rear bumper and memorable tail lamp treatment lent further distinction. Special 15-inch chrome-finish Sabre-Spoke wheels were standard on the Eldorados. The Biarritz was supplied with a fiberglass reinforced plastic top boot, finished in the same color as the car body.

Eldorado standard equipment for 1957 included almost every conceivable power-

assist and luxury feature available at the time. These included a power six-way front seat, left-hand remote outside mirror, a radio, and power steering, brakes and windows. Air conditioning, E-Z Eye tinted glass and an automatic headlamp dimmer were among the few extra-cost options. The Biarritz convertible listed for \$7,286—about \$2,000 more than the ticket for a Series 62 convertible.

Cadillac produced a total of 1,800 Eldorado Biarritz Model 6267SX convertibles for 1957. (The 'S' in the model code indicated special styling, while the 'X' was GM code for a body style equipped with power windows.)





## THE MOTORCAR OFFERED

This top-of-the-line Cadillac Eldorado Biarritz Convertible has been restored in striking Dakota Red over a two-tone black and white luxurious interior. No easy task to complete, the lipstick paint is complimented by a nicely finished chrome trim that liberally adorns the car. Loaded with power features including a power top and windows, the 1957 Eldorados are among the prettiest with the sweptback tailfins, bold front Dagmars, and simple, elegant design. Gold-colored turbine-style hub caps are fitted, surrounded by period appropriate white wall tires.

Outfitted with a 'Batwing' air cleaner with dual 4-barrel carburetors lurking underneath, heater, and a host of power amenities, it is a more than six decade-old luxury car with comfort that rivals - and even exceeds - many modern-day Convertibles. Then and now,

there are few classier ways to show you've arrived than to appear on the scene in '57 Eldorado Biarritz Convertible.

**\$135,000 - 175,000**



71.

## 1953 FORD F-100 PICK UP

Chassis no. F10R3C10315

Ford Flathead V8 Engine

Single Twin-choke Carburetor

Est. 200bhp at 4,800rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension - Live Rear Axle

4-Wheel Disc Brakes

- ★ *Exquisitely well-restored inside and out*
- ★ *Tastefully upgraded with period-correct performance features*
- ★ *Delightful misty green and cream livery*
- ★ *An American Icon through and through*



## THE FORD F-100

Nowadays an integral part of American popular culture, the Pick Up truck has come to be thought of as the modern-day equivalent of the cowboy's horse. Ford's first completely new post-WW2 pick-up was the F-1 of 1948 that featured modern, up-to-the-minute styling and a cab rubber-mounted to the separate chassis. Its replacement for 1953 was the F-100, a half-ton model that would remain a fixture of Ford's commercial line-up, albeit periodically restyled and updated, for the next few decades. Sleeker and more modern than its predecessor, the F-100 was available in numerous different configurations and with a choice of inline 'six' or V8 engines.

## THE MOTORCAR OFFERED

This impressive Ford F-100 Pick Up benefits from a comprehensive restoration with tasteful and appropriate 'Hot Rod' upgrades, performed by a skilled and knowledgeable team of specialists. This original Ford F-100 was sourced and acquired by the consignor - a prominent Virginia-based collector of exceptional motorcars - due to its sound and solid, all-metal bodywork. His restoration shop, Page Customs, has since treated the All-American Ford F-100 to a thorough, nut and bolt restoration, where period-appropriate performance upgrades has been included. The bodywork has been finished in a stunning misty green color, with neatly contrasting cream-colored wheels, also color-coded to the front grill of the truck. A black interior and an under-dash heater was fitted. Out front, a free-rev'ing flathead Ford V8 was installed, topped by Edelbrock aluminum cylinder

heads. A rare 3-speed manual transmission with overdrive shifts the power, while disk brakes and upgraded suspension adds to the braking and handling characteristics of the Ford Pick Up. The bed is trimmed with beautiful wood, and superb quality craftsmanship is evident everywhere you look. Here is the chance to acquire a stunningly well-presented example of one of America's all-time favorite modes of transportation.

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



## 1997 BENTLEY CONTINENTAL T COUPE

VIN SCBZU22C4VCX53442

6,753cc Turbocharged OHV V8 Engine  
Computer Controlled Fuel Injection  
400bhp at 4,150rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Power Assisted Vented Disc Brakes

- ★ *Just under 26,000 miles from new*
- ★ *One of only 321 Continental T's built*
- ★ *Complete with copies of factory records and lengthy service history*
- ★ *The fastest and most expensive Bentley available in 1997*



## THE MOTORCAR OFFERED

Introduced in June 1996, the Continental T was a short-wheelbase version of the Continental R, some 4" (100mm) being taken out of the chassis aft of the doors. With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W.O.'s 1920s racers. The engine start button was another neat 'retro' touch. Despite weighing as much as two Ford Mondeos, the luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tire-shredding 5.8 seconds on its way to a (governor limited) top speed of 155mph. Equally eye-watering was the price: \$324,500 at time of launch.

This grand coupe was built in March of 1997 and sent to the U.S. one month later to be delivered to its first owner through Don Massey Cadillac in Plymouth, Michigan in late-April. Finished in Carmine Red with two-tone St. James Red and Black interior trimmed in the most supple of leathers, this wide-hipped T was the most powerful Bentley one could buy in '97 and among the most expensive cars on the market.

The first owner certainly enjoyed the Bentley since by the time the car was sold to its second owner, Lou Battistone of Towson, Maryland in April of 2003 the car had over 5,000 miles on it. Battistone would keep the car for eight years and cover about 15,000 miles, regularly servicing it at Euro Motorcars in Rockville, Maryland. In 2011 the Bentley was acquired by legendary Chicagoland car

collector Ed Schoenthaler. Ed maintained the car at Bentley of Downer's Grove, covering about 3,000 miles in his ownership. The seller acquired the car early last year.

Today under 23,800 miles appear when the stump pulling V8 is brought to life. It should be noted that the most recent Illinois emissions test in November 2020 recorded the mileage as '25,000'—a figure that appears to have been recorded in error. Complete numerous service records, Bentley factory records, a clean CARFAX report as well as its original books, tools, it is reported to be great driving car. Only 321 of Continental T's of all varieties (including special editions) were built, of which 91 were left drive examples built in '97, and they remain today as one of the best bang-for-your-buck cars you can buy.

**\$80,000 - 100,000**



# 73.

## 1978 PORSCHE 930 3.3 TURBO COUPE

Chassis no. 9308800407

Engine no. 6881169

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

★ Beautifully kept example of the legendary 930

★ Delivered new through George Follmer's Porsche+Audi, and retained in the Golden State for decades

★ Matching numbers example fitted with factory sunroof

★ Offered with original owners manuals and tools



### THE PORSCHE 930 TURBO

Much of the Porsche 911's development had resulted from the factory's racing program. 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 - only four speeds in the gearbox. It was 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."

Although the Turbo's characteristic flared wheel-arches and 'tea tray' rear spoiler had already been seen on the Carrera model, the car's interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978 the Turbo's engine was enlarged to 3.3 liters, gaining an inter-cooler in the process. Power increased to 300bhp and the top speed of what was the fastest-accelerating road car

of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy the newly enlarged Turbo for a couple of years before increasingly tough emissions legislation forced its withdrawal from the North American market. More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.





## THE MOTORCAR OFFERED

As one of the most raw and unbridled cars available on the market in its day, the 930 Turbo has rightfully earned its place as a legend. It is quite rare to find an example as unfettered as the one offered here. This fine 930 Turbo Coupe was completed at the Zuffenhausen based Porsche plant during May of 1978, the first production year for the 3.3-Liter 930. It was one of just 461 examples made for the US market that year, and the 407th produced in the sequence.

According to the original owner's manual on file, this Porsche Turbo was finished much as it appears today, built to California state specifications, equipped with an electric sunroof and finished in Grand Prix White. The new Porsche was delivered through the Porsche and Audi dealership owned by legendary racing driver George Follmer,

located in Los Angeles, California. The first owner was a S. Sigoloff of Los Angeles, and delivery of the potent new Porsche took place on October 1, 1978.

The second owner is recorded as a Randy Michel, also a Los Angeles resident, who is recorded as having bought the Porsche in 1987, with a mileage recorded of just 3,500 miles at the time. By the 2000s the 930 was located in Oak View, California, and it is believed that the car remained in the mild California climate until purchased by consignor a few years ago, a Reno, Nevada-based collector. Today the 930 appears in very well-kept condition inside and out. Grand Prix White paint per the paint identification plate in door jamb still graces the exterior, part of which is possibly the factory original applied paint. Panel fit is very good, and

compartments and factory decals and ID tags remain in original preserved condition. A chocolate brown interior with matching carpets graces the interior, and 100,256 miles are recorded on the odometer at time of cataloging, surely the actual distance the Porsche 930 has travelled since new.

The 930 is complete with the original owner's and maintenance manuals in the original pouch, space-saver spare tire with compressor and tool kit. Retaining its matching numbers engine and factory sunroof, this is a well-kept example of the extremely powerful and equally iconic original Porsche Turbo.

**\$80,000 - 110,000**



## 74.

## 1920 FORD MODEL T COUPE

Engine no. 3755979

177ci L-Head Inline 4-Cylinder Engine  
Single Carburetor  
20bhp (rated)  
2-Speed Planetary Transmission  
4-Wheel Transverse Leaf Spring Suspension  
Rear-Wheel External Contracting Drum Brakes

- ★ Exceedingly original and beautifully preserved condition
- ★ previously in the famed collection of William 'Bill' F. Harrah
- ★ Fitted with many desirable period-correct accessories and 1920s CA license plates
- ★ A healthy surviving example of the car that put America on wheels



## THE FORD MODEL T

After spending his formative years as a motor manufacturer experimenting with a variety of models, Henry Ford pared the company's range down to just one – the Model T – destined to be the world's first mass-produced automobile. One of the most important developments in motoring history, the Model T arrived in October 1908, ushering in Ford's new one-model policy that would see more than 15 million sold worldwide by the time production ceased in 1927. Rugged, reliable and easy to drive thanks to its simple, pedal-operated transmission, the Model T introduced more people to motoring than any other car. Despite its apparent simplicity, the Model T was an advanced design for its day.

## THE MOTORCAR OFFERED

This highly original example of a desirable Model T Ford must be one of the best-preserved examples in existence, now more than 100 years after it rolled off Henry Ford's famous production line. We can thank the late pioneering car collector Mr. William 'Bill' F. Harrah for this, as he understood and admired the Model T's importance, and purchased this car for his collection, presumably sometime during the 1960s or 1970s. This Model T Coupe formed part of his 1400-plus car collection and was eventually sold at one of the dispersing auctions in 1986, where a local Casino owner would acquire the car. The highly original Ford was acquired by the consignor in 2013, and has thankfully been retained in its highly preserved, unrestored condition. Close inspection reveals what appears to be original interior and trim inside the cabin, as well as the vinyl-clad roof. The

patina is lovely throughout, as are the period 1920 CA license plates. The Model T is offered with a Harrah Collection verification certificate, and old restoration estimates acquired for Mr. Harrah; yet thankfully never acted on! The car is reported to run and drive beautifully and has a feel of a car that has never been apart or neglected. An ideal candidate for Preservation Class Concours Judging, this exceedingly original and finely preserved now 100-year-old Model T deserves a close look and serious consideration.

**\$15,000 - 20,000**  
**WITHOUT RESERVE**



**75.****1959 AUSTIN-HEALEY 'BUGEYE' SPRITE  
MARK 1 RACECAR**

1,293cc OHV Inline 4-Cylinder Engine  
Twin SU Carburetors  
90bhp at 5,400rpm (approx.)

Close-Ratio 4-Speed Manual Transmission  
Independent Coil Spring Front and Semi-Elliptic Leaf Spring Rear Suspension  
Lockheed Hydraulic Front Disc and Rear Drum Brakes

- ★ Documented with SCCA logbook
- ★ Offered with Title
- ★ Charismatic vintage race car
- ★ A great way to start historic racing

**THE AUSTIN-HEALEY SPRITE**

Having forged strong links with BMC in the process of developing the successful Austin-Healey 100, Donald Healey turned his attention to designing a smaller version intended to make sports car motoring affordable to a wider sector of the market. Raiding the BMC parts bin for suitable components, Healey used Austin's 948cc A-Series engine, the A30/35's front suspension and rear axle, the Morris Minor's steering rack, and an MG twin master cylinder.

Although its powertrain and running gear were entirely conventional and were thoroughly tried and tested, Healey's new baby was notable for its state-of-the-art unitary construction body/chassis. Christened 'Sprite', the new sports car entered production in March 1958 and featured a distinctive, forward-hinging bonnet and wings topped by two fixed

'frog eye' headlamps, thus ensuring instant recognition and the now-familiar nickname. Despite the Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance.

**THE MOTORCAR OFFERED**

This example is a prepared for historic racing. It was campaigned actively by its last owner extensively in the Pacific Northwest. Included in the sale is the car's logbook which list all its former track outings. Interestingly enough it also offered with a title, so could be made road legal, and surely would be as much fun on the road as on the track. Finished in yellow with a blue racing stripe, we feel that the Austin-Healey Sprite would be a great car for the new or the veteran racing enthusiast. Today, the car starts easily and is reported to be well maintained and is great fun to drive. The engine compartment is very clean, and the car appears to be well prepared. Austin-Healey Sprites are great fun on both the track and on the road. They are easy to care for and are great fun for both veteran collectors and new enthusiasts!

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



## 76.

### 1961 DEVIN SUPER SPORT

Chassis no. SSECH001

Engine no. 3970010

350ci Chevrolet V-8 Engine

Holley 4-Barrel Carburetor on Devin Manifold

4-Speed T-10 Manual Transmission

Independent Front and Rear Suspension with Coil Springs

Four-Wheel Disc Brakes

- ★ *An exciting example of one of America's best-known postwar sports cars*
- ★ *Beautiful, highly detailed fiberglass bodywork*
- ★ *Reliable Chevrolet drivetrain for dependable driving excitement*
- ★ *Well-preserved older restoration in classic colors*



#### THE DEVIN

The postwar American boom for sports cars, especially exotic and sexy foreign roadsters, collided with the entrepreneurial spirit common among gear-headed young men in the early 1950s. It was a can-do time in which the idea of setting up a shop and building either sports car components, or your own entire sports car, did not seem remotely harebrained, and many people on both coasts attempted to do just that. Few succeeded on a permanent basis, but they left behind some creative, good-looking automobiles, that the world would be less interesting without.

Among these enterprising minds was Bill Devin of California. A racing driver and former dealer who knew how to sell sports cars, Devin had formerly partnered with the well-known Ernie McAfee in an effort to sell Siatas. After that endeavor, he set up a business to build his own automobiles, Devin Enterprises.

What he sold were largely custom chassis and bodies, created using what was then the latest high-tech material, fiberglass. Fiberglass allowed virtually anyone with the right tooling to mass-produce a lightweight, adaptable body for virtually any chassis – and thanks to virtually everyone in America buying new automobiles, the market for used chassis was wide-open and provided numerous opportunities. Devin bodies were sleek and graceful, being copied off the Italian sports cars that their manufacturer raced and loved. Numerous variations were produced, at one point some 27 in all, and Devin would become the most successful and largest manufacturer of fiberglass bodies.

The Devin Super Sport or SS was noteworthy in that it was frequently sold as an intact car, rather than as a kit, with some 15 examples built. Nonetheless, Devin did supply a

handful of SS's, perhaps no more than three, in disassembled form, and others were frequently rebuilt over the years with new drivetrains by successive generations of owners. Modification was never a sin with a Devin; the building of a car to suit one's own desires was the marque's entire ethos





## THE MOTORCAR OFFERED

The Devin SS offered here is an example of one that was sold as a kit by Bill Devin, and assembled by a private owner to his or her liking. The body, which is in very good overall condition after only two owners in the last four decades, features covered headlights that give it a special Ferrari 250 TR-esque feeling, while the hood's hidden hinges and locks give a super-clean look. It is mounted on a 2x3-in. Devin boxed tubular frame, mounted with 1961 Jaguar front and rear suspension components; there are coil-over shocks and disc brakes with Dunlop calipers at all four corners, with the rear brakes being inboard.

Providing motivation is a hardy Chevrolet small-block V-8, featuring an extremely rare Devin-stamped intake manifold crowned by a 650CFM Holley four-barrel carburetor and Mallory distributor. Header exhaust and side

pipes provide a wonderful exhaust note that is nonetheless not too threatening to the ears. The rear end is a 1961 Jaguar 3.23 unit, while the transmission is a tried-and-true GM T-10 four-speed box, dated 08/09/1961 on the side case.

Additional charming appointments include the original Moto-Lita steering wheel and lap belts, as well as road equipment including full headlights with high beams, tail and brake lights, and turn signals, allowing for easy use on modern streets.

This is a thrilling machine to drive and great-looking, to boot – still very much the dream that Bill Devin sold his customers in the heady golden age of the fiberglass roadster.

**\$100,000 - 130,000**



# 77.

## 1984 PININFARINA SPIDEREUROPA VOLUMEX

Chassis no. 05505247

1995cc Supercharged Inline 4-Cylinder Engine

Weber Carburetor

133bhp at 5,600rpm

5-Speed Manual Transmission

Upper and Lower A-Arm Front and Solid Axle Suspension with Coil Springs

Four-Wheel Disc Brakes

- ★ *One of the ultimate Fiat 124 Spider variants; very rare in North America*
- ★ *European-delivery model with Abarth-tuned supercharged engine and suspension*
- ★ *Among the most powerful roadgoing Spider*
- ★ *Very nice overall condition*



### THE MOTORCAR OFFERED

Fiat was one of the leading manufacturers of affordable Italian thrills in the postwar era. Among their offerings was a sleek and attractive Spider born from the platform of the dependable 124 sedan. The Spider boasted unique styling by the talented Tom Tjaarda for Pininfarina, and a four-cylinder engine designed by none other than Aurelio Lampredi, the former Ferrari engine maestro, that was one of the first mass-production twin-cam engines built by any automaker. Power was delivered through an especially efficient five-speed manual gearbox, to wheels backed by excellent four-wheel disc brakes. The result was an outstanding sports car that, for the buyer's dollar, offered unbeatable performance and adroit handling.

Numerous versions of the 124 Spider were produced over a run that was impressive for its span – extending under Fiat's auspices

from 1966 until 1981, then under the direct care and badging of coachbuilder Pininfarina as the Azzurro, for North America, and the Spidereuropa for other markets, until 1985.

One of the most scarce 124 Spider variants on American shores is the Volumex, a supercharged variant offered by Pininfarina for two years at the end of production, featuring every performance accessory that they had used over the years, as well as Abarth suspension and internal engine components to ensure that it would have handling even more nimble than a stock Spider. The Volumex was, for reasons unknown, sold only in Europe and more specifically only in Germany, at a price some 35 percent higher than the standard fuel-injected model. Perhaps unsurprisingly, this powerful Spider was rare even when new. With 133bhp, it

could achieve a top speed of nearly 120mph, no surprising from something with the Abarth scorpion on it!

The Volumex offered here is one of those rarities and is in splendid overall condition. Its current owner imported it from Germany two years ago, shortly after it had been completely restored in a nut-and-bolt effort, which the owner reports as having been photo-documented. According to the owner it is one of only three in North America, two of which, ironically, are in Arizona. He notes that its unusual Weber carburetor has been rebuilt using a repair kit out of Germany, and the car has been fitted with a primer switch that turns the fuel pump on to fill the carburetor bowl before the engine cranks over – so that the Spider starts immediately. With power windows and other luxury accessories, it is





not only quick but genuinely comfortable, and is an outstanding sports car in all regards.

Surely a rare find, this is among the most interesting Fiat Spiders to have ever come to an American auction, and undoubtedly one of the fastest as well.

**\$50,000 - 60,000**



# 78.

## 1962 JAGUAR MK II SPORTS SALOON

Chassis no. P216725DN

Engine no. LB6575-11

3,781cc DOHC Inline 6-Cylinder Engine

Individual Throttle Bodies with Fuel Injection (see text)

220bhp at 5,500rpm (Factory Power Rating)

5-Speed Manual Transmission (see text)

Independent Front Suspension – Live Rear Axle

4-Wheel Ventilated Disc Brakes

- ★ Desirable, powerful 3.8-liter model
- ★ Attractive color combination
- ★ No expense spared restoration
- ★ Recipient of numerous engine performance upgrades



### THE JAGUAR MKII 3.8

"One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating." - *Autocar*.

One of the most readily recognized cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal MKII saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts.

Introduced in October 1959, the MKII replaced the MKI, the Coventry firm's first unitary construction saloon car. Closely related to its immediate predecessor albeit extensively revised, the MKII offered better all-round

visibility courtesy of larger windows while the MKI's rear wheel spats disappeared and the rear track was widened, improving both roll-resistance and stability. The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the center. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-liter XK engines, provided the discerning, string-back gloved, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-liter, overdrive-equipped form, the MKII could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards.

### THE MOTORCAR OFFERED

The ultimate iteration of the MKII, this particular car has been the recipient of an extensive restoration with a high concentration of increasing the engine power output as well as improving the driving characteristics with modern day equipment. Finished in Opalescent Silver Blue paint over a Beige interior, this Right-Hand Drive MKII would eventually make its way to the United States for a new and improved life.

This Jaguar was treated to a wonderful performance minded restoration making this MKII a truly enjoyable driver with high performance and comfort to match. The star of the show is the comprehensively built engine with an extensive list of upgrades. This rebuilt engine, utilizing a correct series 1961 date coded block, has received a major increase in the horsepower range thanks to a meticulously built engine block featuring





a rebuilt rotating assembly with increased compression ratio, port matched intake and exhaust ports, fuel injection conversion with individual throttle bodies, upgraded ignition and coils, high volume oiling pumping system with upgrades to the oil cooling components, aluminum radiator by Ron Davis, milled XJ6 series head with modifications to the water passages, performance camshaft by Isky, custom polished and tuned stainless exhaust manifolds and dual exhaust system, while the lightened aluminum flywheel and balanced crank dampener keep the engine revolution rotating effortlessly. This extensively built engine was mated to a dependable 5-speed manual transmission to truly emulate an excellent driving experience.

Besides the powertrain of this Jaguar receiving an extensive list of upgrades, the running gear has also been enhanced with

many modern components to help improve the driving dynamics as well as the safety of the vehicle. The brakes on all four corners were upgraded to larger ventilated discs with large 4-piston brake calipers supplying the much improved stopping capabilities along with an improved hydraulic system. Stainless steel brake lines replace the spongy rubber lines, while the car received all new rubber bushings. Koni shocks help dampen the ride and the enlarges sway bars also help improve the handling dynamics of this performance bred MKII. Topping this off is an improved steering rack for a more responsive feel.

The body, resplendent in the attractive shade of Opalescent Silver Blue by Glasurit, was carefully disassembled and then received primer, base coat, clear coat and finally, color sanding and buffing to result in the stunning finish seen today. New rubber and seals were

installed, while new leather interior, panels and new Wilton wool carpets were custom made, fitted and installed. The signature interior wood trim has been restored and in fantastic condition, while the interior and exterior Brightwork has been replated to an amazing luster. The interior also received an audio upgrade with the sound system featuring a Sony cassette head unit up front and a Sony CD changer in the back. Accompanied items to come with the car include a special build binder, tools, jack, writeup, software user guide, engine manual, Sony radio instructions, photo album and a DVD documenting the engine. With all of improvements made to this MKII, this is surely a wonderful opportunity to acquire a superbly built and uniquely restored Show-Driver classic Jaguar eligible for many vintage rallies and car shows.

**\$75,000 - 105,000**



**79.****1989 PORSCHE 911 SPEEDSTER**

VIN. WP0EB0917KS173260

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

- ★ Beautifully trimmed in Silver Metallic over Grey leather
- ★ One of just 824 '89 Speedster to come to the US from new
- ★ Single owner since 2004.
- ★ The ultimate, open G-body

**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

One of only 824 '89 Speedsters to come to the United States from new, this Silver Metallic over Grey example left the factory in Zuffenhausen in June of 1989. Nicely outfitted with options including 8-way power seats for both driver and passenger, a shorter shifter lever for the G50 transmission, and a Blaupunkt Reno AM/FM cassette radio, little is known about the car's early history.

The first known history is in 2001 when the car was registered in New Jersey with 121 miles on the clock—a figure that is recorded to have been original on both the title and CARFAX. In 2004 the Porsche was acquired by the current owner with a reported 124 original miles, again a figure indicated as from new on accompanying DMV paperwork.

While the car has been on static display since acquisition, it appears that the original miles-per-hour speedometer and odometer was replaced with a metric unit that currently reads 21 km—which is likely the mileage covered since the unit was installed. The overall condition of the car would tend to indicate that the metric speedometer was installed very shortly after purchase in 2004 and that the car remains a very low mileage example.

Showing nicely after its years off the road and with virtually no use, mechanical recommissioning is recommended prior to active enjoyment. Rarely seen in this elegant and classic color scheme, the Speedster is sure to provide delight to its lucky new owner.

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



# 80.

## 1958 IMPERIAL CROWN LIMOUSINE

Coachwork by Ghia

Chassis no. LY1-1001

Engine no. CE5732438

392ci OHV Hemi V8 Engine

4-Barrel Carburetor

345bhp at 4,600rpm

3-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Power Drum Brakes

- ★ One of just 31 examples of the flamboyant, Ghia-built Imperial limousine
- ★ Owned by the Easton family of Toronto, Canada, for over 40 years
- ★ A beautiful and rare coachbuilt limousine with Chrysler's dramatic Forward Look styling.
- ★ Exclusive and luxurious in every way, both inside and out



### THE IMPERIAL CROWN

As Chrysler rolled into the 1950s, they were buoyed by a booming economy and strong sales, due in part to the arrival of Virgil Exner, who joined the advanced styling department, signaling Chrysler's intention to ditch its stodgy image once and for all. To get Chrysler back at the leading edge of American style, Exner first had to wrest control of the design process from the engineering department. But once he did, he had free reign over the new design language. Exner's appetite for European design led to a fruitful relationship with Luigi "Gigi" Segre of Carrozzeria Ghia in Italy. The two men worked closely together on a series of spectacular show cars and the Chrysler Ghia Specials, finally putting Chrysler's "styled by engineers" reputation to bed once and for all. The international influence spilled over into Chrysler's regular production cars, which were soon looking leaner, more graceful, and more cohesive. Exner's first entirely new,

clean-sheet design was the flagship 1955 Imperial; the beginning of the revolutionary "Forward Look" Chryslers, that would define American automobile design for the remainder of the decade. The new Imperial was a part of an ambitious plan to better align the flagship model with its chief rival and industry leader, Cadillac. To shake the image of being fluffed-up Chryslers, Imperial transitioned into a standalone division at the pinnacle of the company's line, with unique styling and equipment. Vital to Imperial's image-boost was the inclusion of a factory-built limousine, and here Chrysler's connection with Ghia was put to good use. Ghia's craftspeople took as many as 17 hours per car just to ensure the doors fit perfectly, and each Imperial was beautifully hand finished. Such attention to detail came at a price, more than \$15,000 in 1958 – with total production over the nine-year run topping out at just 132 units.

### THE MOTORCAR OFFERED

This marvelous and stylish 1958 Imperial Crown Limousine is one of just 31 such examples built by Ghia in 1958 and is one of only a few known survivors. This car was delivered on April 21, 1958, via Ontario Automobile Co. Limited in Toronto, Ontario, Canada. According to the original warranty card, the first owner was the T. Eaton Co. Limited, one of Canada's oldest and largest department store chains. The Eaton family were prominent socialites, sometimes referred to as "Canada's Royal Family," and considering their stature, the Imperial Crown was a natural choice of transport. Queen Elizabeth II even stayed with the Eaton family during one of her official visits to the Royal Fair, and it is believed that she used this car during her stay.





The Eatons owned the Imperial for many years, and when their business faltered in the late 1970s, the car went into storage at their summer home. The most recent owner, a collector from Michigan, purchased the Imperial from the Eatons in the late 1990s. After a light refurbishment, he occasionally used the car for local shows, but it maintained a low profile in his collection. It presents in remarkably well-preserved condition, mainly unrestored excepting a respray in the original black and some selective restoration work as needed.

Typical of Limousines of the period, the driver's compartment is upholstered in leather for durability, while the rear compartment features luxurious wool broadcloth fabric. In front, the leather-upholstered driver's seat is well-preserved in original condition, with an appropriate level of creasing in the upholstery and an attractive sheen to the leather.

The elaborate Jet Age style instruments and controls are excellent originals, with some light patina on the chrome fittings that are consistent with the car's highly original presentation. In the rear, blue-gray fabric covers the rear bench seat, door panels, and two folding opera seats. Like the driver's compartment, it is quite well-preserved and reflective of the car's pampered existence. Along with the jump seats, other equipment includes electric windows, rear clock, powered glass partition, and rear-compartment air conditioning.

Powering the mighty Ghia-Imperial is Chrysler's largest engine offering of the time - the 392 cubic-inch Hemi V8. This car has a correct, Imperial-specification engine topped with a single four-barrel carburetor, good for 345 horsepower in standard form. It pairs with a robust torque-flite automatic transmission with

pushbutton controls for the driver and features power brakes, power steering, and the factory air conditioning compressor.

Thanks to Virgil Exner's Forward Look and the partnership with Ghia, Chrysler produced some of the most uniquely stylish and memorable automobiles of the 1950s and 1960s. With its dashing fins, gun-sight taillights, and sophisticated detailing, the 1958 Imperial Crown limousine is the ultimate expression of Exner's visionary, transatlantic style. This Imperial is a superb example of Chrysler's flamboyant and stylish flagship, ready for enjoyment and sure to please its next caretaker.

**\$90,000 - 130,000**



81.

## 1970 CADILLAC DeVILLE CONVERTIBLE

Chassis no. F0194016

472ci OHV V8 Engine  
 Holley Electronic Fuel Injection (see text)  
 Est. 375bhp at 4,400rpm  
 3-Speed Hydra-Matic Automatic Transmission  
 Front Independent Suspension - Live Rear Axle  
 Front Disc - Rear Drum Brakes

- ★ *Believed to be a Southwestern car from many decades*
- ★ *Recently treated with a new leather interior*
- ★ *Beautifully presented throughout*
- ★ *Offered with owner's manual and history file*



## THE CADILLAC DEVILLE

As America ushered in the beginning of the 1970s and the dawn of the Disco Era, Cadillac would soon find itself at the very top of the American automobile market. Although Lincoln and Cadillac appealed to the same customers and had a similar price range, for the 1970 model year, Lincoln was outgunned at every front. Unparalleled in comfort and status—in the driveway or at the country club—a Cadillac was the only sensible choice. By 1970, the DeVille's engine had increased from 429 cubic inches to a massive 472 cubic inches overhead-valve V-8 engine. This mighty Cadillac motor was rated at approximately 375 horsepower, all of which were needed, because even the lightest of 1970 Cadillac models tipped the scales at more than 4,500 pounds.

## THE MOTORCAR OFFERED

This sizable 1970 Cadillac DeVille Convertible is about as big as Detroit went to date. The low and wide design is unmistakably 1970s, and while the Hydra-Matic automatic transmission ensures comfortable cruising, the big 472 cubic inch (7.7 Liter) V8 has plenty of power on tap to feed the rear wheels. This well-optioned Cadillac was built at GM's Detroit during the final production-year of the third generation DeVille Cadillac and is believed to have been kept in the mild Southwestern climate of Arizona for many decades.

Today the car has feeling of a sound and solid car, which has been well looked-after over the years. The white exterior color has been resprayed, while many original finishes can be found intact throughout the car, along with ID plates and factory stampings. The chrome,

stainless trim and brightwork appear to be original. The comprehensive history file offered with the car contains receipts and work orders for restoration work, which includes a new leather interior recently fitted. A Holley 'Sniper EFI' electronic fuel injection system has replaced the original 4-barrel carburetor for reliability.

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



82.

## 1984 ASTON MARTIN LAGONDA SERIES III SALOON

VIN. SCFDL01S0ETL13341

Engine no. V/580/3341

5,340cc DOHC V8 Engine

Fuel Injection

305bhp at 5,500rpm

3-Speed TorqueFlite Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Power-Assisted Disc Brakes

- ★ Futuristic technology and aesthetics
- ★ One of only 75 Series 3 Lagondas built
- ★ Delivered new to the United States
- ★ Perfect mobile office for Mergers and Acquisitions



## THE MOTORCAR OFFERED

This lovely Series 3 Lagonda is a fine example of the brilliance and entrepreneurial spirit of Aston Martin. It showcases a plethora of avant-grade features, not least of which is the distinctive futuristic flattened snout and rear end, rectangular headlamps with hood pop-ups, shortened central front grille and a fighter-jet configured console, controlling one of the first ever computer management and digital instrument systems.

One of the first of the Series 3 models to be produced, this car benefits from a fuel injection system, an upgrade on its Series 2 predecessors, which were carbureted. This car is vested in its original special order color combination of Cumberland Grey with a Fawn leather interior and beige Wilton wool carpeting edged in coordinating fawn and wood burl fascia. According to copies of the factory build

records, it was completed in March of 1984 and bound for the United States.

Sparingly used throughout its life, it is recorded as having just under 9,300 miles in June of 1990, but barely managed to double that figure in the ensuing three plus decades. Acquired by the present owner in February of 2008, it was reported at the time to have recently had a full service by Aston specialists Autosport Designs of Huntington, New York. Since acquisition, the car has been on static display and will require recommissioning prior to active use. When sold, it was noted on the paperwork as having 22,865 original miles, but the under hood mechanical odometer currently reads 22,859 miles—likely indicating a clerical error of some sort given the fact the car has not been driven by the current owner.

Showing nicely today, this Lagonda Series 3 comes with many extras, including the original briefcase-style tool kit, owner's manual, a center console mounted period-correct mobile phone on which to phone your friends in St. Moritz, and a copy of the build sheet as well as the CARFAX. With only 645 Lagondas built from 1974 through 1990, of which a mere 75 were Series 3, this example is quite possibly unique in its condition and rarity.

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



**83.****1937 CORD 812 SUPERCHARGED PHAETON**

Chassis no. 81231415H

Engine no. FC 2944

290ci Supercharged Flathead V-8 Engine

Single Stromberg Carburetor

170bhp at 4,250rpm

4-Speed Pre-Selector Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Drum Brakes

★ *Iconic American Classic Era design*★ *Well-restored and maintained; desirable supercharged drivetrain*★ *Auburn Cord Duesenberg (ACD) Club Certified Category 1*★ *Restoration work by renowned ACD experts Paul and Joe Kaufmann***THE SUPERCHARGED CORD**

The Cord 810 debuted in November 1935, where it received a rapturous reception at US automobile shows. Originally conceived as a baby Duesenberg, this amazing design was the work of a team headed by Gordon Buehrig, who had previously designed the famous Duesenberg Beverly style and the stupendous Duesenberg "Twenty Grand" for the 1933 Chicago World's Fair.

The 810 body style with its louvered "coffin" nose, streamlined wings, concealed gas filler under a modern flap, headlamps that opened by means of hand-cranked on either side of the airplane-style engine-turned aluminum dash and the absence of running boards would prove immensely influential. The following model year, cars all over the world suddenly had horizontal chrome strips along the hood, squared-off grilles and more shapely side treatments. None however, could aspire to the clean, simple and timeless beauty of the original. A front-wheel-drive car like the L-29, the 810 differed from

its predecessor by virtue of its more compact Lycoming V-8 engine and 4-speed, pre-selector electric gearbox, modeled on the French Cotal.

The Cord was re-designated 812 for 1937 when custom sedans on a longer wheelbase joined the range, although it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Supercharging was made available on the 1937 812 model, and these can be distinguished from the normally aspirated 812s by the chrome-plated external exhaust pipes mounted on each side of the hood and grille. Priced competitively in the USD 2,000 - 3,000 range, the 810/812 should have been a huge success, but this was not to be. The Cord Corporation was in deep financial trouble, and when Mr. Cord sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made..'

**THE MOTORCAR OFFERED**

This particular Cord phaeton, the four-passenger convertible model with a "disappearing" top, is recorded by ACD Club historian Ron Irwin as having been a 1936 810 model, which remained unsold at the end of the year and was returned to the factory for renumbering and sale as a 1937 812. At a later point it was upgraded as the most desirable supercharged model, with a correct "FC" engine and front sub frame donated from a Custom Beverly Sedan, and in this form was noted by Mr. Irwin as being owned by longtime Cord collector Dr. Fay Culbreth of North Carolina, in 1971. Subsequent owners were Henry Delmar Clayton and the late Cord expert, Doug Johnson of New Jersey, highly respected for his dedication to the history and maintenance of his favorite automobile.

The car was then purchased by Ralph Helm of Scottsdale, Arizona, who decided to return the Cord to beautiful original condition. In this spirit he undertook its restoration in the early 1990s at



the hands of second-generation Cord mechanic, Paul Kaufmann, under the watchful eyes of legendary Auburn-Cord-Duesenberg master restorer Merlyn "Joe" Kaufmann of Manitowoc, Wisconsin. They collectively decided the car to be finished in the beautiful factory-correct color of Geneva Blue, with accessory front and rear bumper guards and a tan top. Mr. Helm and Paul Kaufmann painstakingly found original parts and the engine was meticulously reconstructed to original specifications, which turned out to be a two year long process. Mr. Helm researched the Cord's history carefully; with the original serial number unknown, he corresponded with Mr. Irwin regarding a correct identity, eventually settling upon 812 31415 H as an appropriate, unclaimed number. In this form and with the restoration completed, the car was awarded ACD Club Certification as a Category 1 Original Car. This important designation verified and documented the history of the car for future generations.

Mr. Helms estate has had the mechanical integrity of the car highly scrutinized by PDH Automotive of Glendale, Arizona, including having the transmission sorted to function properly, as well as select cosmetic improvements. The late Lee Richardson, a well-respected ACD enthusiast, was well known for his electrical work on the L-29 and 810/812 transmissions and pre-selector system also assisted in the restoration process. Accompanying the car is its complete ACD Club Certification paperwork, detailing the research into its history and specification, as well as rare Cord specification sheets and extensive receipts and invoices from its restoration, showing the level of workmanship involved. A high-quality, mechanically sound driver, this Cord should be a joy for ACD Club tours, CCCA CARavans, and other events for which these exceptionally modern Classics are well-suited.

**\$100,000 - 130,000  
WITHOUT RESERVE**



84.

## 1953 ROLLS-ROYCE SILVER DAWN SALOON

Chassis no. LSMF12

Engine no. S6F

4,566cc OHV Inline 6-Cylinder Engine

Single Zenith Carburetor

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Desirable specification of Rolls-Royce
- ★ Delivered new to radio and television broadcast pioneer George Storer
- ★ Original left-hand drive, US delivery
- ★ In the current ownership since 2008



## THE MOTORCAR OFFERED

LSMF12 dates from that later series of cars with the enlarged stowage and increased engine capacity. The car was ordered new through Waco Motors of Miami, Florida by George P. Storer, Esq. Mr. Storer had started his career as an oil man founding the Fort Industry Oil Company to service Speedene gas stations in Toledo, Ohio. As a cost saving measure, Storer placed the stations next to rail lines to fill the stations directly from rail cars (rather than tanker trucks). Heavy placement of radio advertising led to buying an interest in, and later the entirety of, the local radio station WTAL (later changed to WSPD to promote the gas stations). More radio stations followed and in 1931 the company transitioned entirely to radio stations. In 1948, the company expanded its reach to television.

Storer's successful oil, and later radio and television businesses afforded him the opportunity to buy a Donegal Green with Ivory coachline over Beige leather, Fawn headliner and brown cloth Silver Dawn. Unsurprisingly,

among the other options selected, a medium wave radio was installed.

Splitting time between Bloomfield Hills, Michigan and Miami, Florida, Storer enjoyed the car in both locations. It is not recorded how long his ownership tenure lasted, but the car eventually entered the collection of fellow Michigander Emerson W. Kiteley of rural Marlette, Michigan, 90 minutes north of Bloomfield Hills. In February of 1986, the Rolls passed to Emerson's daughter Roberta, with whom it would remain until it was acquired by the current owner in May 2008.

On static display since acquisition, mechanical recommissioning is recommended prior to active touring and use.

**\$25,000 - 35,000**  
**WITHOUT RESERVE**



85.

## 1961 CHEVROLET IMPALA SS COUPE

Chassis no. 11837A182183

350ci OHV V8 (see text)

Single Carburetor

Approx. 300bhp at 5,500rpm

3-Speed Automatic Transmission

Independent Front Suspension - Live Rear Axle

Front Ventilated Disc and Rear Drum Power-Assisted Brakes (see text)

Without Reserve

- ★ Nicely restored and uprated
- ★ Numerous discrete modernization improvements
- ★ "Bubble-top" styling.
- ★ One of the first "muscle cars"



## THE MOTORCAR OFFERED

Once again Chevrolet came out with a totally redesigned full-size car with both bodywork and chassis completely changed. The 1950s were gone, and so were fins, baroque trim and fanciful panel shapes. The result was very clean and uncluttered, only the side flashes seemed held over from the past.

The specter of performance was raising its head, as it seems to at the start of each decade. This time the poster child was the "bubble-top" Impala Sport Coupe, which could be bought with the first dealer-installed Super Sport package. For a measly \$55, the buyer got "SS" fender emblems, spinner hubcaps, tachometer reading to 7000rpm, dash pad, heavy duty shocks and brakes. It was usually ordered with the \$43 power brakes and \$75 power steering, which was a good idea if...you ordered the new

monster 409 cubic-inch, big-block Turbo-Fire engine, which developed 360 horsepower at 5,800rpm and came standard with dual 4-barrel carburetors. Only 142 buyers ponied up the additional \$484 for the big engine, while 453 buyers went for the SS package with a smaller mill.

This Impala was the subject of a comprehensive restoration by the antepenultimate owner. The car was torn down to the frame, sand blasted, and refinished with numerous new parts including springs, shocks, fuel and brake lines, uprated front disc brakes, and a rebuilt front end. The body was finished in Victory Red while the chassis was sealed in POR15. Bumpers were rechromed and stainless steel trim was replaced or refreshed as needed. Upgrades to the original spec include a heady 350ci

V8 mated to an automatic transmission and additional power features including power brakes and steering, as well as cruise control and Vintage Air A/C. The retrimmed interior discretely hides the climate control system and modernized stereo hidden behind a vintage fascia while sound deadening material has been added to the floors. A book of photos documents the restoration. Acquired by the prior owner in 2016 and driven less than 100 miles in the ensuing four years, it has been in the current owner's care for about a year where it has been sparingly used.

A classic machine with good looks that have stood the test of time, this uprated machine will no doubt provide plenty of enjoyment and comfort to its lucky new owner.

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



# 86.

## 1953 NASH-HEALEY LE MANS COUPE

Coachwork by Pinin Farina

Chassis no. 3072

Engine no. NHA1295

252ci OHV 'Dual Jetfire' 6-Cylinder Engine

Twin Carter YH Carburetors

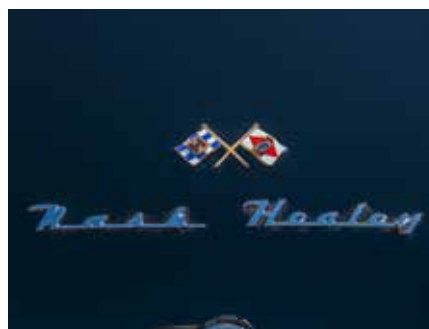
140bhp at 4,000rpm

3-Speed Manual Transmission with Overdrive

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ One of 507 Nash-Healeys produced, of which less than 100 are believed to have been Coupes
- ★ Eligible for exclusive international events including the Mille Miglia and Le Mans Classic
- ★ Beautifully presented example in a stealth black exterior over lovely Terracotta interior
- ★ Desirable Pinin Farina built American hybrid model with competition heritage



### THE NASH-HEALEY

Late in 1953, Nash-Healey introduced a handsome new Coupe model with the name Le Mans. It was more than an honorary title, as Nash-Healeys had competed in the grueling Le Mans 24 Hour race since 1950, when Tony Rolt and Duncan Hamilton entered a prototype model in the famed French endurance race. It finished fourth of 29 to cars complete the race. Clothed in lightweight aluminum bodies, there were four of these racers, which had Nash Ambassador engines, upgraded with aluminum high-compression heads, special manifolds and twin SU side-draft carburetors.

In 1951, Rolt and Hamilton were fourth in class and sixth overall, behind a Jaguar but ahead of two Ferraris. The following year, with Leslie Johnson and Tommy Wisdom driving, Nash-Healey finished third overall behind two works Mercedes 300SLs, taking

first-in-class from Luigi Chinetti's Ferrari and beating Briggs Cunningham's C4-R by a full ten laps. Additionally, they earned the Rudge-Whitworth Cup for the best performance over two consecutive years and the Motor Gold Challenge Cup. Johnson also contested the Mille Miglia that year, with motoring correspondent Bill McKenzie as passenger. They managed seventh overall, in a race won by Ferrari.

For 1953, Johnson again took the helm, but partnered with Bert Hadley. Starting from 27th place, Johnson and Hadley managed to advance to 11th by race's end, despite the fact that they had achieved a higher average speed than in 1952. By this time, however, Nash Motors was busy with the merger negotiations that led to American Motors, and further racing was discontinued.





## THE MOTORCAR OFFERED

This beautiful example of the limited-production Nash-Healey Le Mans Coupe features the hand-built stylish 2-door Coupe bodywork by famed Turin-based Carrozzeria Pinin Farina, well-known for their design and coachbuilding of some of the most important Ferrari models ever made. Completed in 1953, it is believed to be one of less than 100 Coupe examples made in the 507-car Nash-Healey production run, of which just about 50 Coupe examples is believed to have been made in 1953. Continuous restoration to mechanical and cosmetic aspects of the rare Italian-American hybrid has been performed in the last decade, and include refurbishment of the six-cylinder 'Dual Jetfire' engine and transmission, a brake system overhaul and attention to various parts of the chassis and suspension, reconditioning of the fuel tank, fuel lines and sending unit, rebuild carburetors

and water pump, and fitment of a new period-correct 6-volt battery and a fresh set of white wall tires. The Nash-Healey Le Mans Coupe retains its correct wire wheel, as well as its original dashboard-mounted radio. What appears to be the original chassis and engine number ID plate, is stamped matching the engine and chassis numbers, so it can be assumed that the car retains its original engine.

Recent cosmetic refurbishments have been carried out by professionals in the San Diego area, and today the Pinin Farina bodied Nash-Healey presents beautifully detailed in its stealth black exterior color over a lovely Terracotta-colored interior. The engine compartment and chassis are beautifully detailed with correct finishes and decals. Original Pinin Farina factory applied undercoating can be found under the aluminum rear deck lid, as seen on other cars

of the era built by the famous Turin-based coachbuilding firm.

A Nash-Healey offers an enticing classic car rally, race or tour alternative: A car with both international competition and design pedigree, low production numbers, and a thrilling driving experience. Rarer than a Gullwing, and eligible for many of the same exclusive international events, this intriguing international hybrid deserves serious consideration.

**\$75,000 - 125,000**



# 87.

## C.1935 RILEY MPH/SPRITE SUPERCHARGED TWO SEATER SPECIAL/RECREATION

Chassis no. 26F2361

Engine no. T1221

1,496cc, OHV Inline 4-Cylinder Engine, with supercharger

Single SU Carburetor

In excess of 80bhp at 5,000rpm

4-Speed Pre-select Transmission

Semi-Elliptic Leaf Spring Suspension

4-Wheel Drum Brakes

- ★ *Stunning rebuild of period Riley into iconic sports model*
- ★ *All Riley running gear with additional supercharger*
- ★ *Long term ownership of more than 37 years*
- ★ *Reported to be ready to use and enjoy for fast road tours*



### THE MOTORCAR OFFERED

Some of the rarest of all Riley models were the Sprite and MPH cars, and they provided the marque with a number of their successes, as well as participating in many of the most evocative events of the period, including the Mille Miglia and at Brooklands. Ultimately, it was the development of a Riley by Raymond Mays of BRM famed that spawned its pre-war spiritual predecessor, the E.R.A. Copy is of course the acknowledged sincerest form of flattery, and it is not surprising that since the period in which they were built even, people have sought to emulate these cars, normally using the basis of more ubiquitous or production numerate models, then improving performance and (re)bodying from their perhaps more humble or formal origins into this most sporting guise.

The current owner was responsible for building this beautifully presented Riley along

these lines. Commencing in the late 1980s and using a 1935 Riley Falcon Saloon as the donor car, it has been built into the best-looking variant of the breed and with a careful eye to develop exceptional performance. During the rebuild all of the running gear was transferred into a more sturdy new frame, all the while retaining the Falcon identity and mechanical components. The four-cylinder powerplant was rebuilt and a supercharger built by respected engineer Derek Chinn was added and a period pre-selector gearbox was sourced and built up with close ratio gears. Much of the rebuild was carried out by noted experts in the UK, Thos. Hamlin of Bridgwater in Somerset and Allen Clear. The bodywork chosen is that of the iconic MPH and Sprite models, with the exquisite 'bumble bee' tail, this being custom built with framing by Allen Clear and paneling in aluminum by respected second generation coachbuilder Ian Pitney of

Pitney Restorations. When first constructed the engine was putting out 70+ plus brake horsepower, but this has since been improved with a set of Keith Pointing 'Fast Road Cams' and is likely now more than 80. The car was trimmed using the finest tan Connolly hides purchased directly from Connolly and is finished in striking red paintwork. With every detail carefully matched to the original MPH/Sprite guise, it carries the correct style dash and instrument layout, fold flat windshield and 'Brooklands' aero screens among other features. While the performance is stated to be far in excess of the original 6 and 4 cylinder figures, thanks to its supercharger. Looking and driving just as the original models do, this carefully constructed recreation, or Special offers all the fun for a fraction of the price.

**\$75,000 - 125,000**





88.

## 1973 VOLVO 1800 ES SPORT WAGON

Chassis no. 18363004405

1986cc SOHC 4-Cylinder Engine  
 Bosch Fuel Injection  
 112bhp at 6,000rpm  
 3-Speed Borg-Warner Automatic Transmission  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ From the last year of production
- ★ Nicely presented and maintained
- ★ Sporting red over black colors
- ★ A truly practical and sporty car



## THE VOLVO 1800

Introduced in 1960 and popularized by The Saint television series, Volvo's pretty P1800 sports coupé, although no hairy-chested tire-shredder, was nonetheless 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 and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form. Breathing through twin carburetors this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. The introduction of the successor P1800S in 1963 brought with it a capacity increase to 1,985cc, power going up to 108bhp as a result. 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 1800ES sports estate extended its lease of life into the early 1970s.

## THE MOTORCAR OFFERED

This final year 1800ES is finished in red over black leather and fitted with an optional Borg-Warner automatic transmission. The car was later in long term possession of a careful owner who maintained it in the fine condition it is found today. Largely as it left the factory, it features a later cassette radio and sportier steering wheel. Accompanying the car from the prior owner's tenure is a thick stack of records including literature, manuals, and more. Since entering the garage of the current owner, it has been sparingly used and looked after.

Sporty in the front, practical in the back, stylish all around—the 1800ES is the car The Saint would have driven had he done part time work as a carpenter or been a long board surfer.

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



**89.****1989 PORSCHE 911 CARRERA 3.2 COUPE**

VIN.WP0AB0914KS120854

Engine no. 64K03636

3,164cc SOHC Flat 6-Cylinder Engine  
 Bosch LE-Jetronic Fuel Injection  
 231bhp at 5,900rpm  
 5-Speed Manual G50 Transaxle  
 4-Wheel Independent Suspension  
 4-Wheel Disc Brakes

- ★ Single owner since 1991
- ★ Stunning Grand Prix White over White leather color scheme
- ★ Well optioned example
- ★ Fewer than 55,000 original miles

**THE PORSCHE 911 CARRERA 3.2**

Porsche revived the evocative Carrera name - previously used for the competition orientated versions of the preceding 356 model - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the title to all 911 variants, co-incidentally with the introduction of the 3.2-liter engine, from the start of the 1984 model year. The revived name was part of a major revamp of the long-running 911, now selling better than ever, development of which had slowed while Porsche concentrated on meeting the ever increasing demand.

No major changes were made to the bodysell, though there was a new front spoiler with integral fog lamps, while the number of models on offer remained at three: Coupe, Targa, and Cabriolet. Thirty-plus years on, the Carrera 3.2 is now highly sought after and for very good reason, though finding one is not that easy.

**THE MOTORCAR OFFERED**

This stunning 911 is fresh from over three decades of continuous, female ownership. Acquired by the current owner in March of 1991 with 2,828 miles on the clock, it was a well optioned used car with a short shifter attached to the G50 manual, auto heating control, cruise control, a Blaupunkt Reno SQR46 radio connected to a premium sound system and amp, and a sunroof. Best of all, the car was finished in the oh-so-period-correct triple Grand Prix White over white leather and white carpets.

The first seven years of ownership saw an enthusiastic 46,000 miles driven under foot. Following that, another 6,000 miles would be added over the next six years but less than 1,000 more have been driven in the ensuing 18 years. Recent records show tens of thousands of dollars in service including service to the electrical system, HVAC system,

clutch pedal, engine, and more as well as the requisite fluid replacement. Recently the subject of a comprehensive detailing and now showing only under 54,800 original miles and replete with a clear CARFAX, this blindingly white 911 is ready to shine at the next tour, show, or local drive.

**\$45,000 - 55,000**  
**WITHOUT RESERVE**



90.

## 1951 HUDSON HORNET 2-DOOR CLUB COUPE

Chassis no. 121460

308ci Inline 6-Cylinder Engine

Twin H-Power Carburetors

160bhp at 3,800rpm

Hydramatic Dual-Range Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully restored example
- ★ Lovely Burgundy color combination
- ★ Loaded with dazzling trim and Twin H-Power induction system
- ★ A classic and iconic piece of Americana



## THE HUDSON HORNET

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

Hudson's innovation for 1948 was the "step-down" chassis with the foot wells recessed between the widened chassis rails. This was an early expression of the "unit body" concept, which merged the body and frame in a single, welded unit. The rear chassis rails passed outside the rear wheels, which was in contrast to the other American automobiles of the era. Rather, the Hudson's rear fender skirts were functional, they were not just a stylistic embellishment. The model was marketed as the step-down Hudson, and the cars were only five feet high. They were among the fastest, best handling cars around, combining Hudson's competent 6- and

8-cylinder engines with the low center of gravity and relatively light weight of the step-down design.

Hudson highlighted the 1951 model year with a new Hornet model, which empowered the already dramatic step-down design with a larger engine. At the heart of the Hornet was an evolution of the new Super Six engine which had been introduced in the step-down model in 1948, but enlarged to 308ci. The most powerful Six on the market, it was soon campaigning on the stock car tracks, rolling up six first-place finishes on the competitive NASCAR circuit.





## THE MOTORCAR OFFERED

This beautiful 1951 Hudson Hornet 2-Door Club Coupe was acquired by Ron and Judy Burton of Orting, Washington some decades back, from a private individual in the area who had yard full of Hudsons in need of restoration. The comprehensive restoration was carried out during the early 2000s, and Ron Burton reportedly 'touched every bolt' working six days a week for two years to complete the job. Stripped down to bare metal, this elegant Club Coupe was repainted in an elegant Burgundy color with a reupholstered Burgundy cloth and leather interior to match. The extensive bright work received similar attention, with stainless pieces brought to a high polish and re-plated chrome pieces. A fabric roof was fitted to add a little custom appearance, while a later 'souped up' 7X series engine was fitted, presumably from a 1954 Hudson. Restoration receipts are

available in the history file accompanying the sale of the car.

The Burtons entered the Hudson Hornet in a few local classic car meets and won First Place in all of them. This past Summer, at one last outing for the Hudson Hornet after the Burtons had passed, the car won First Price in the 1940-1954 class at the Roseburg, Oregon Lithia's Graffiti Show n' Shine meet.

Sold on behalf of the Burton Estate, this classic Hudson is in wonderful condition throughout and is fitted with many desirable period accessories, including wire wheels and Hudson's venerable Twin-H Power intake. With era-defining style and class-leading performance, the Hudson Hornet is a highly desirable automobile from one of America's greatest firms.

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



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# Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Bidder Information included in this Catalog, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalog shall be offered for sale or sold by Bonhams and any Seller of such property for whom Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

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](http://www.bonhams.com/WebTerms) for more information.

## 1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.

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

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

1.4 'Catalog' means the booklet or digital rendering in which these Conditions of Sale appear or the online lot listing which links to these Conditions or Sale, as may be amended by the saleroom notices or any other published or posted notices at the Sale and/or online, or any verbal announcements during the Sale.

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

1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction, as set forth in the Catalog.

1.11 'Seller' means the person who offers the Lot for sale.

## 2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer. Occasionally, Bonhams may have a legal, beneficial, or financial interest in a Lot.

## 3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter display may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only and should not be relied upon by anyone, including any bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter. The bid price stated by the Auctioneer is the prevailing and binding bid price.

## 4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its absolute and sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale at any time and, in the case of any error or dispute with respect to bidding to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the Lot. In the case of any dispute with respect to bidding, Bonhams' records shall be conclusive.

4.2 Bonhams shall have the right, in its sole discretion, to cancel or rescind the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams, the Seller or the Buyer to any liability, including liability to any third party; (iii) if Bonhams is prevented by fire, theft or any other reason whatsoever from delivering any Lot to the Buyer or a sale otherwise cannot be completed; or (iv) there are any other grounds for cancellation under these Conditions of Sale. In the event of a sale cancellation or rescission, Bonhams' liability shall be limited to the sum of the Purchase Price actually paid for the Lot by the Buyer and shall in no event include any compensatory, incidental or consequential damages.

4.3 All Lots are offered subject to a Reserve unless otherwise indicated in the Catalog. 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 until reaching the Reserve 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, pre-sale viewing or inspection 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

6.1 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'.

6.2 New bidders and bidders who have not recently updated their registration details with Bonhams must pre-register to bid at least two (2) business days before the Sale. Individuals will be required to provide government-issued proof of identity and proof of residence. Entity clients will be required to provide certificate of incorporation or equivalent documentation showing the name and registered address, documentary proof of officers and beneficial owners, and proof of authority to transact.

6.3 Bonhams reserves the right to request further information in order to complete bidder identification procedures and at its sole discretion to decline to register any person as a bidder and to reject any bid.

6.4 Bonhams may also request a financial reference (such as a bank letter written on bank letterhead) and / or deposit from bidders before allowing them to bid.

6.5 In order to register to bid, bidders may be required to pay a bidder registration fee as listed in the Buyer Information section. Registration fees are subject to change in Bonhams' discretion and it is each bidder's responsibility to apprise themselves of any changes to the registration fees in advance of the Sale.

## 7. THE BUYER/BIDDER; BUYER'S/BIDDERS WARRANTIES

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.

7.3 The Buyer/bidder warrants that:

(a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");

(b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");

(c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;

(d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

## 8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motor Car Lots: If a purchased Lot consists of a motor car, 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.

8.2 Buyer's Premium for Motorcycle Lots: If a purchased Lot consists of a motorcycle, the Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) on the first One Hundred Thousand Dollars (\$100,000) of the Hammer Price of such Lot and TEN PERCENT (10%) on any amount by which such Hammer Price exceeds One Hundred Thousand Dollars (\$100,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.3 Buyer's Premium for Automobilia, Memorabilia & Other Non-Motor Vehicle

If a purchased Lot consists of automobilia, memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-SEVEN AND A HALF PERCENT (27.5%) on the first Twelve Thousand Five Hundred Dollars (\$12,500) of the

# Conditions of Sale for Motor Vehicles (continued)

Hammer Price of such Lot, TWENTY-FIVE PERCENT (25%) on the amount of Hammer Price above Twelve Thousand Five Hundred Dollars (\$12,500) up to and including Six Hundred Thousand Dollars (\$600,000), TWENTY PERCENT (20%) on the amount of Hammer Price above Six Hundred Thousand Dollars (\$600,000) up to and including Six Million Dollars (\$6,000,000), and FOURTEEN AND A HALF PERCENT (14.5%) of any amount by which such Hammer Price exceeds Six Million Dollars (\$6,000,000), together with any applicable sales or use tax and any fees or duty due on the Lot.

8.4 No Buyer's Premium for Benefit Lots:

No buyer's premium will apply to any Lot explicitly identified in the Lot description or in the Buyer Information section of the Catalog as a 'Benefit 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 cashier's check, money order, or wire transfer in United States currency, no later than the date and time specified in the 'Buyer Information' section of this Catalog. Upon prior arrangement with Bonhams, the Buyer also may pay for a Lot 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 preview premises no later than the date and time specified in the 'Buyer Information' section of this Catalog.

11.2 In the event a Lot is not removed timely as provided in paragraph 11.1, Bonhams reserves the right to remove the Lot to storage at the Buyer's risk and expense, whereupon the Buyer shall become liable for uplift, removal, storage and handling charges and applicable taxes as described in the 'Buyer Information' section 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.

Packing and handling of purchased Lots are at the responsibility and entire risk of the Buyer. Bonhams is not responsible for any acts or omissions in our packing or shipping of purchased Lots or any acts or omissions of other carriers or packers of purchased Lots, whether or not recommended by Bonhams.

## 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 The Buyer is responsible to pay all city, state, federal and any and all other taxes due, unless exempt by law. Proof of exemption is the Buyer's responsibility and subject to Bonhams' verification. 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) Cancel the sale of the Lot, or any other Lot, to the Buyer at any time, retaining as liquidated damages all payments made by the Buyer;
- (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.
- (h) Reveal the Buyer's identity and contact information to the Seller.

## 16. ABSENTEE, TELEPHONE AND ONLINE BIDS

Absentee, telephone and online bidding are services provided by Bonhams as a convenience to bidders on an "as available" basis, and Bonhams cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. At its discretion, Bonhams will execute absentee bids and accept telephone bids and online bids via bonhams.com, provided that neither Bonhams nor its employees or agents will be liable for any error or default (whether human or otherwise) 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, online, or other bids submitted remotely, including without limitation, any telecommunications or internet fault or failure, or breakdown or problems with any devices, online platforms or websites. By participating at auction by telephone or online, bidders expressly consent to the recording of their bidding sessions and related communications with Bonhams and its employees and agents.

## 17. BONHAMS' COPYRIGHT

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

## 18. MISCELLANEOUS

18.1 These Conditions of Sale and the relationship of the parties shall be governed by the laws of the State of California. Jurisdiction and venue for all dispute resolution shall be in San Francisco, California, as set forth in the following paragraphs. Any dispute, controversy or claim arising out of or relating to this agreement, or the breach, termination or validity thereof, brought by or against Bonhams shall be resolved by the mediation and arbitration procedures set forth below.

### Mediation and Arbitration Procedures

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

(b) If mediation does not resolve all disputes between the parties, or in any event no longer than 60 days after receipt of the written notice of dispute referred to above, the parties shall submit the dispute for binding arbitration before a single neutral arbitrator. Such arbitrator shall be a retired judge or an attorney familiar with commercial law and trained in or qualified by experience in handling arbitrations. Such arbitrator shall make all appropriate disclosures required by law. The arbitrator shall be drawn from a panel of a national arbitration service agreed to by the parties, and shall be selected as follows: (i) If the national arbitration service has specific rules or procedures, those rules or procedures shall be followed; (ii) If the national arbitration service does not have rules or procedures for the selection of an arbitrator, the arbitrator shall be an individual jointly agreed to by the parties. If the parties cannot agree on a national arbitration service, the arbitration shall be conducted by the American Arbitration Association, and the arbitrator shall be

selected in accordance with the Rules of the American Arbitration Association. The arbitrator's award shall be in writing and shall set forth findings of fact and legal conclusions.

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

(i) the arbitration shall occur within 60 days following the selection of the arbitrator;

(ii) the arbitration shall be conducted in the city of San Francisco, California; and

(iii) discovery and the procedure for the arbitration shall be as follows:

(A) All arbitration proceedings shall be confidential;

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

(C) Discovery, if any, shall be limited as follows:

(i) Requests for no more than 10 categories of documents, to be provided to the requesting party within 14 days of written request therefor; (ii) No more than two (2) depositions per party, provided however, the deposition(s) are to be completed within one (1) day; (iii) Compliance with the above shall be enforced by the arbitrator in accordance with California law; (D) Each party shall have no longer than eight (8) hours to present its position. The entire hearing before the arbitrator shall not take longer than three (3) consecutive days;

(E) The award shall be made in writing no more than 30 days following the end of the proceeding. Judgment upon the award rendered by the arbitrator may be entered by any court having jurisdiction thereof.

To the fullest extent permitted by law, and except as required by applicable arbitration rules, each party shall bear its own attorneys' fees and costs in connection with the proceedings and shall share equally the fees and expenses of the arbitrator.

18.2 Bonhams maintains an auctioneer bond on file with the California Secretary of State (Bond No. 57BSBGL0808) and in other applicable jurisdictions and such other bonds as required by its licenses and permits.

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

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

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

18.6 These Conditions of Sale shall be binding on the successors and assigns of all bidders and Buyers and inure to the benefit of Bonhams' successors and assigns. If any part of these Conditions of Sale is deemed invalid or unenforceable, such invalidity or unenforceability shall not affect the remaining provisions of these Conditions of Sale, which the rest shall remain in full force and effect.

18.7 Time is of the essence of this agreement.

18.8 It is expressly acknowledged by each bidder or Buyer that Bonhams has not provided any legal or tax advice or assistance to bidder or Buyer and no one at Bonhams has acted as the bidder's or Buyer's attorney or tax advisor. Each bidder or Buyer is

responsible for retaining its own advisors with respect to the accounting, financial, tax, regulatory and/or legal implications of any transaction contemplated under these Conditions of Sale. Bidder or Buyer acknowledge that it had the opportunity to consult an attorney before signing and this agreement and is signing this agreement having had such opportunity to consult with an attorney of its choosing and carefully reading this agreement in its entirety, understanding all of its terms and conditions, and knowingly and voluntarily agreeing to the same.

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Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)  
Please circle your bidding method above.

Paddle number (for office use only)

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**Notice to Absentee Bidders:** In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the General and Buyer 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.

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BIDDER REGISTRATION FEE: \$130

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Tel 323 850 7500  
[bids.us@bonhams.com](mailto:bids.us@bonhams.com)

Bonhams

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| Sale title: Scottsdale Auction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Sale date: January 27, 2022                                        |
| Sale no. 27328                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Sale venue: Westin Kierland Resort                                 |
| <b>General Bid Increments:</b><br>\$10 - 200 .....by 10s<br>\$200 - 500 .....by 20 / 50 / 80s<br>\$500 - 1,000 .....by 50s<br>\$1,000 - 2,000 .....by 100s<br>\$2,000 - 5,000 .....by 200 / 500 / 800s<br>\$5,000 - 10,000 .....by 500s<br>\$10,000 - 20,000 .....by 1,000s<br>\$20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s<br>\$50,000 - 100,000 .....by 5,000s<br>\$100,000 - 200,000 .....by 10,000s<br>above \$200,000 .....at the auctioneer's discretion<br>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) _____<br>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<br>Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.                                                                                                                                                                                                                                                                                                                                                              |                                                                    |

| SHIPPING                                                                                                                  |                                                                                                                                                                                        |
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| Shipping Address:<br>(if different than above)<br>Address: _____<br>City: _____<br>Country: _____<br>Post/ZIP code: _____ | Motorcars:<br>I will collect purchases myself by 12pm Jan 29 <input type="checkbox"/><br>I will arrange transport via a third party shipper <input type="checkbox"/><br>Shipper: _____ |

Please note that all telephone calls are recorded.

| Type of bid<br>(A-Absentee, T-Telephone) | Lot no. | Brief description of lot<br>(In the event of any discrepancy, lot number and not lot description will govern.)<br>If you are bidding online there is no need to complete this section. | MAX bid in \$<br>(excluding premium and applicable tax)<br>Emergency bid for telephone bidders only* |
|------------------------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|                                          |         |                                                                                                                                                                                        |                                                                                                      |
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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. |       |
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+1 (212) 644 9009 (fax)

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at the Scottsdale Auction on January 27, 2022.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)

**BANK LETTERHEAD**

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Auctioneers Corp  
580 Madison Avenue  
New York, NY 10022  
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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.

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If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)  
(DIRECT TELEPHONE NUMBER)

# Bonhams

AUCTIONEERS SINCE 1793



THE  
AMELIA ISLAND  
AUCTION

## Consignments invited

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Consignments invited

Carmel, California | August 19, 2022

### INQUIRIES

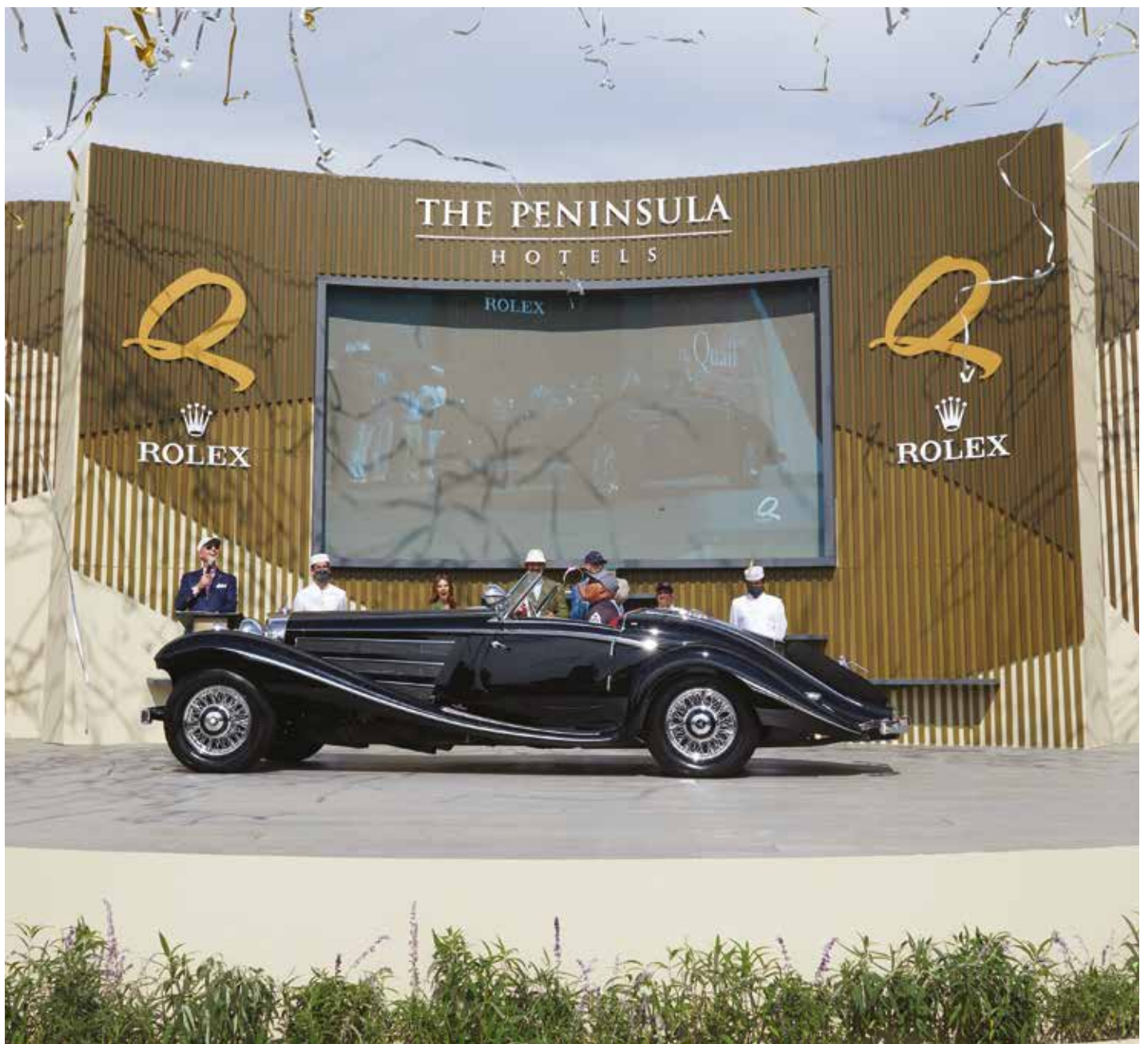
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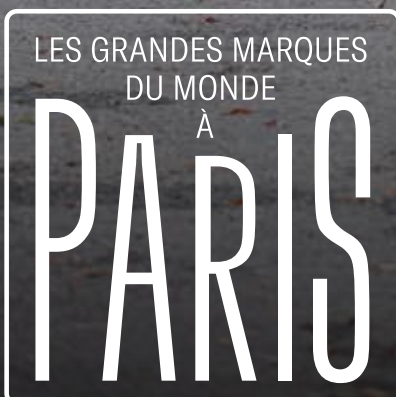
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| 2      | 1931   | Ford Model A Roadster Pick Up Hot Rod                | 17     | 1965   | Rolls-Royce Silver Cloud III Long Wheelbase Touring Limousine |
| 10     | 1936   | Ford Model 48 Roadster Hot Rod                       | 16     | 1968   | Shelby GT500 KR Fastback                                      |
| 71     | 1953   | Ford F-100 Pick Up                                   | 24     | 2018   | Simpson Swift Roadster                                        |
| 1      | 1948   | Harley-Davidson FL 74ci Panhead                      | 88     | 1973   | Volvo 1800 ES Sport Wagon                                     |





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