

Bonhams | Cars



..... THE

SCOTTSDALE

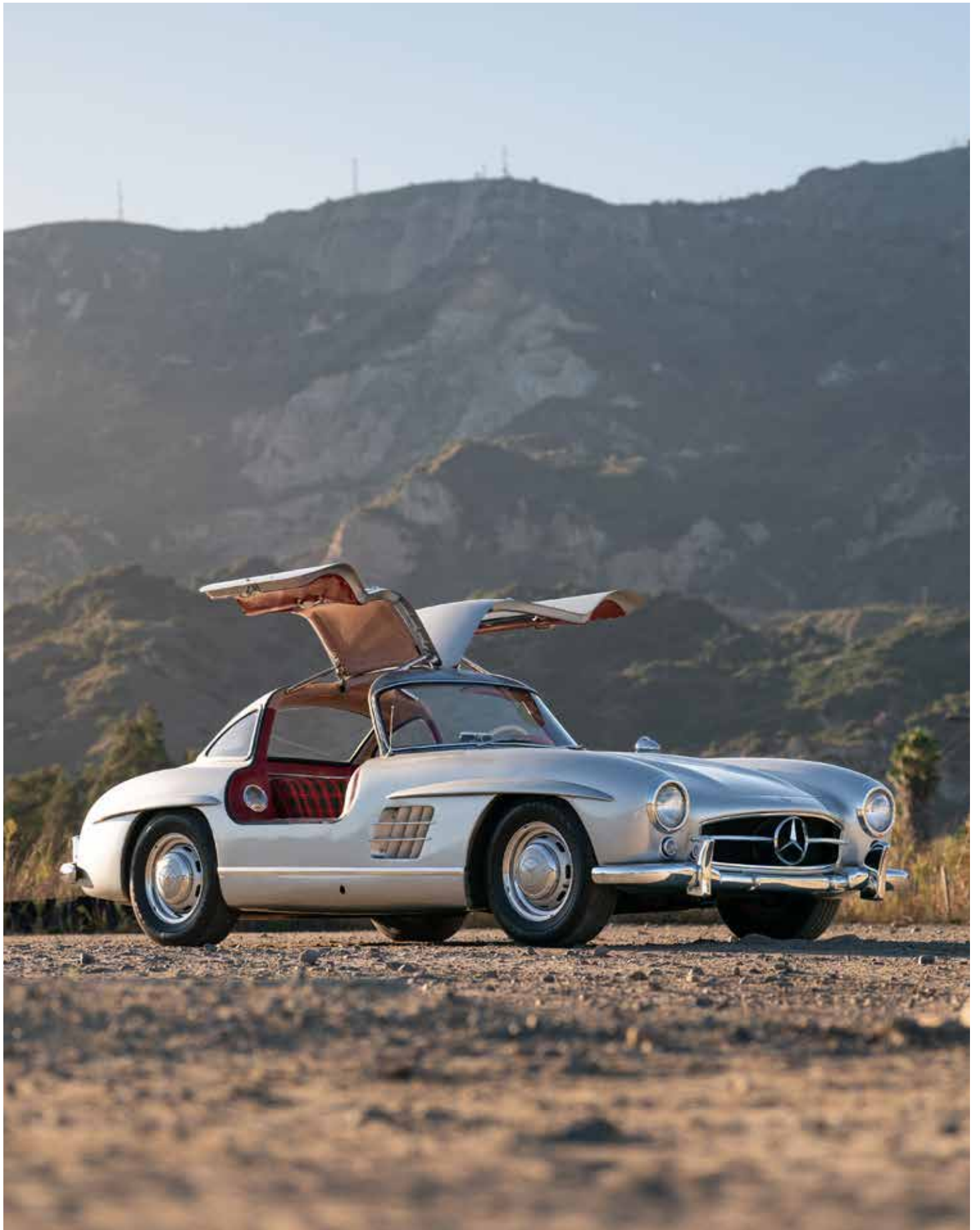
AZ

..... *Auction*

Scottsdale, AZ | January 25, 2024







..... THE
SCOTTSDALE
.....

Auction

The Westin Kierland Resort & Spa
Scottsdale, Arizona
Thursday, January 25, 2024 at 10am MST

BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

601 California Street, Suite 150
San Francisco, California 94108

[bonhams.com/scottsdale](https://www.bonhams.com/scottsdale)

PREVIEW AND AUCTION LOCATION

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

PREVIEW

Tuesday, January 23, 9am to 6pm
Wednesday, January 24, 9am to 6pm
Thursday, January 25, 9am to 10am

AUCTION NUMBER: 29260

Automobilia and Scooter Lots 1 - 2
Motorcar Lots 3 - 84

ADMISSION TO PREVIEW AND AUCTION

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

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BIDS

Bid online/app
Register to bid online by visiting
[bonhams.com/scottsdale](https://www.bonhams.com/scottsdale)

 **Bid through the app. Download now for android and iOS**

For bidding methods, post auction collection, and transport information see pages 3 and 4. Contact: +1 (323) 850 7500 or motors.us@bonhams.com

Please see pages 4 to 7 and 156 to 159 for Bidder Information and Conditions of Sale.

AUTOMATED RESULTS SERVICE

+1 (800) 223 2854

HISTORY FILES AND CONDITION REPORTS

History files are available for review in digital format. Please contact 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](https://www.bonhams.com/scottsdale).

NOTICE TO BIDDERS

P (Purple Paddle) - Restricted Bidding:

Lots bearing the "P" symbol by the lot number will not be available for online bidding. Bidders wishing to register to bid on such lots must provide a bank letter of reference in advance. Contact motors.us@bonhams.com or our Client Service Office at bids.us@bonhams.com or +1 (323) 850 7500 at least one business day in advance of the auction date to arrange a telephone bid or an absentee bid.

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.

Bidder Information



THE WESTIN KIERLAND RESORT & SPA PHOENIX-SCOTTSDALE

DIRECTIONS AND PARKING

Bonhams|Cars 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. Valet parking will be available for guests on auction day, Thursday, January 25.

ADMISSION TO PREVIEW

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

- \$100: Scottsdale Auction catalogue, provides two people entry to all preview days
- \$50: Scottsdale Gallery Guide, provides two people entry to all preview days
- \$20: Bonhams wristband, provides one person entry to all preview days

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

Bonhams|Cars 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@bonhamscars.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.

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|Cars 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 catalogue 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 valid credit card in your name, a bank reference and dealer license, if applicable. Examples of bank references can be found in the back of this catalogue.

By registering to bid at auction, registrants agree to be bound by Bonhams' Conditions of Sale provided in the back of the auction catalogue 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. To view the auction live, please go to www.bonhams.com/scottsdale/live.

Bidder Information

CONDITIONS OF SALE:

DISCLAIMER OF WARRANTIES

We recommend you read carefully the Conditions of Sale printed in this catalogue, 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@bonhamscars.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. Bonhams is an Arizona motor vehicle dealer, dealer number L00012102. 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, Jessica Chavez: +1 (323) 436 5588, jessica.chavez@bonhamscars.com.

BUYER'S PREMIUM

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

For MOTORCAR property the premium is 12% on the first \$250,000 of the bid price and 10% on any amount of the bid price exceeding \$250,000.

For AUTOMOBILIA or non motor vehicle property, the premium is 28% of the first \$50,000 of the bid price, plus 27% of the amount of the bid price above \$50,000 up to and including \$1,000,000, plus 21% of the amount of the bid price above \$1,000,000 up to and including \$6,000,000, plus 14.5% of the amount of the bid price above \$6,000,000.

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, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, 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 Client Services prior to or at the time of purchase.

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

To recognize bidders during the sale, all intending buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the sale which will enable them to bid by means of a number allocated to them. Bidders may wish to pre-arrange suitable check or credit approval, and we recommend you speak with Client Services at +1 (323) 850 7500.

REFERENCES

Prospective buyers in this sale should be prepared to supply bank references in time to allow them to be checked before the auction. Unless payment or credit arrangements are cleared with Bonhams in advance of the sale, all sold lots subject to pending references or full payment in cleared funds will be removed to storage at the buyer's expense and risk. In any event, the full purchase price is payable to Bonhams no later than 12pm on Saturday January 27.

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

A valid Bonhams client account is required to participate in bidding activity. You can obtain registration information online, at the reception desk, or by calling our Client Services Department.

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

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

ABSENTEE BIDS

Bonhams can execute absentee bids when instructed in a timely manner. Lots will be bought as inexpensively as is allowed by other bids and reserves. Please ensure your absentee bid is sent to Bonhams well in advance of the auction.

Bidder Information

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

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

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

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT AND LOT COLLECTION DETAILS

Payment Deadline and Cashiering Hours:

Payment Deadline: 12pm MST on Saturday, January 27, 2024

Cashiering Hours:

Thursday January 25 during and after the auction
Friday January 26 from 8.30am to 5pm
Saturday January 27 from 8.30am to 12pm

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer, certified check (bank draft), or submitting a Bank Letter of Guarantee. The Bank Letter of Guarantee must be addressed to Bonhams and be in the name of the registered bidder. Credit cards are not accepted for Motorcar lots. Cash payments have a limit of \$5,000. 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 27, 2024

Uncollected Motorcar and Automobilia

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|Cars 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

International Motorcar and Motorcycle Transporters

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

CARS (Classic Automotive Relocation Services)

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

Happy New Year

Welcome to Scottsdale and Happy New Year from the entire international team at Bonhams|Cars!

Following on from one of our most successful years of auctions around the world that saw expansion into the Middle East and partnership with the Formula 1 Paddock Club™ with our groundbreaking sale at the Formula 1® Etihad Airways Abu Dhabi Grand Prix 2023, our season of events continues to grow. We will also repeat dual events in partnership with the Audrain Museum in April and October once again here in the USA and will launch in Luxembourg in partnership with the Zoute Grand Prix in the Spring. We look forward to bringing World Class auctions and cars to you in 2024.

Our season debuts here in Arizona, with our long term hosts the Westin Kierland Resort where we are proud to present a broad selection of collector cars with something for every price pocket and genre. Topping the bill are classics from immediately pre and post war eras, each of them iconic brands. The Duesenberg Model J by Franay was literally 'fit for a Queen' being bought new from the Grand Palais Salon de L'Automobile Stand in 1931 by the Queen of Yugoslavia, while at home, one of the 'J's' leading competitors was Cadillac's stellar V16 which in roadster form have always been coveted, none more so than the remarkable example that we present today which was cherished by 'A-Z' collector John Moir for more than 60 years. The foil to these is one of the most instantly recognizable cars of all time, from the original

maker of the automobile, Mercedes-Benz, the legendary Gullwing, this late 1956 car also benefiting from some five decades in the same ownership.

Once again, we're delighted to bring freshly sourced cars to our sale and to have been entrusted with property from a number of private stables as they refine their collections including selections of microcars, classic Americana and European sportscars from the Maine Classic Car Museum. The late Clive Cussler was a long-term friend and regular supporter of our auctions who we would see at a number of our auctions from Greenwich, to the dispersal sale of the Tupelo Auto Museum and each year here in the desert. We're grateful to Janet Cussler and daughter Whitney for entrusting Bonhams|Cars with a selection of classics from their collection.

Whether you're able to attend or want to bid remotely, our team is on hand to assist your inquiries, please contact us to view files and support materials.

Similarly, if you are interested in consigning to one of our sales, specialists will be on hand to discuss your car with you, and entries will remain open to our 10th Annual Amelia Island Auction through the Scottsdale week.

Bonhams|Cars

Photography Credits

Rob Mains
Lots: 44, 64, 65, 66, 67, 68, 69, 70, 71, 72

Pawel Litwinsky
Lots: 14, 23, 37, 43, 47, 61, 74, 80

Robin Adams
Lots: 16, 17, 24, 62, 77, 79, 83, 84

Nikko Salgado
Lots: 20, 26, 46, 56, 58, 60, 76

Patrick Erzen
Lots: 4, 8, 29, 53, 81, 82, 75

DCO Photography | Drake O'Konski
Lots: 18, 21, 39, 45, 59

Joshua Sweeney
Lots: 6, 48, 51, 55

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Lots: 57, 73

Motorcar Studios
Lots: 15, 41

Carlo De Luca
Lot: 38

Carl Perry
Lot: 19

Jeremy Cliff
Lot: 42

Maxx Shostak
Lot: 78

Sean Smith
Lot: 2

Shawn Brereton
Lot: 25

Simon Clay
Lot: 49

Swilson Media:
Lot: 52

Zach Brehl
Lot: 40

Acknowledgements

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CARS USA

John Clark

Collector Car Vault

Jose Alfredo Diaz

Ian Gabrielle

Jaguar Daimler Heritage Trust

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Lucky's Auto Transport

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1
**1963 SHELBY COBRA COVENTRY
MOTORS PROMOTIONAL DEALER
POSTER,**

printed on paper, folding creases with
thumbtack holes at corners, unmatted, framed,
18in H x 25½in W.

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

This promotional poster, one of the rarest Cobra posters extant, was produced for one of the most legendary factory authorized Shelby dealers, Coventry Motors of Walnut Creek, California—just east of San Francisco. Self-proclaimed to be "The World's Largest Shelby Cobra Dealership", Coventry Motors did not just sell Cobras but actively sponsored them in Motorsports, most notably campaigning Allen Grant's famous "Executor" Cobra (CSX2138), which Coventry acquired after it was retired as a factory competition car.



- ★ Beautifully restored in striking colors
- ★ Fun for the whole family
- ★ Top of the line model
- ★ Classic 1960s Mod-style

1966 VESPA 150 SUPER VBC WITH SIDECAR

Frame no. VBC1T28109

145.5cc 2-Stroke Single Cylinder Engine
 Del'Orto Carburetor
 6bhp at 5,200rpm
 4-Speed Manual Transmission
 2-Wheel Drum Brakes



THE SCOOTER OFFERED

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

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

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

The fine example of the iconic Vespa offered here was built during arguably the most desirable part of the decades-long production run, where the classic design remained largely unaltered, but performance had been significantly improved. Propelled by a furious 6-horsepower 150cc engine and equipped with 4 speeds and ten-inch wheels, these mid-sixties examples move along very well. Finished in a gorgeous candy red with ivory accents and a beige leather saddle, the 150 is

outfitted with chrome guards, whitewall tires, desirable twin saddle seating arrangement, and a rear mounted spare tire. For a bit of added fun and charm, the Vespa is equipped with a matching sidecar with additional spare wheel—allowing room for another friend, a be-goggled dog, or a bounty of vino, formaggio, and prosciutto for a picnic. The subject of a highly detailed restoration, it is reportedly a fine runner, and its exquisite detail would make it stand out in any collection of cars, motorbikes, or automobilia. Beautifully presented throughout, this classic Italian offers fun transportation for three in the finest la dolce vita fashion.

\$10,000 - 15,000
WITHOUT RESERVE



From The Maine Classic Car Museum Collection

Lots 3-12, 27-36 and 50-55



- ★ Believed to be one of fewer than 50 examples produced
- ★ Upgraded engine with Abarth bits
- ★ Beautiful livery
- ★ A hand-built dose of Italian charm

From The Maine Classic Car Museum Collection
1969 MORETTI 500

Chassis no. 110F0972235

650cc OHV Inline 4-Cylinder Engine (see text)
Single Carburetor

Approximately 50bhp at 4,600rpm
4-Speed Manual Transmission

Independent Coil-Spring Front and Trailing Coil-Spring Rear Suspension
4-Wheel Hydraulic Drum Brakes



THE MORETTI

Giovanni Moretti built the first Moretti motorcycles, light cars, and vans in the late 1920s. In 1945, he established Fabbrica Automobili Moretti SpA in Turin as a motor manufacturer, its first product being La Citta (The Town) a small two-seater "city car" powered by a 500cc twin-cylinder engine. Unusually for the time, Moretti produced its own power units rather than relying, like most of its Italian contemporaries, on FIAT engines. A range of small-capacity "fours" of 600cc and 750cc was developed; some with single overhead camshafts, others with twin-cam heads. For a small manufacturer, Moretti offered a bewilderingly diverse range of models including coupés, estate cars, commercials, and even electrically powered vehicles.

As an Italian, Moretti could not avoid involvement with motor sport, taking part in long-distance rallies and entering the Le Mans 24-Hour race with an attractive small sports prototype. In addition, the company built the occasional monoposto racer and later a Formula Junior car. By the early 1960s, it had become apparent that manufacturing was no longer sustainable. The firm turned exclusively to specialist coachbuilding, reorganizing itself as Moretti Fabbrica Automobili e Stabilimenti Carrozzeria SAS. A range of attractive sports coupés and cabriolets were offered on FIAT chassis, including an 850 that looked remarkably like a miniature Ferrari Dino. Then in the 1980s, Moretti introduced several small 4x4s on the FIAT 126, 127, and Panda platforms.

THE CAR OFFERED

Offered here is an undoubtedly charming and exceedingly rare Fiat Moretti 500. It is believed that fewer than 50 examples of the hand-built Moretti 500s left the factory, with far fewer having survived. This example is said to have spent much of its life in Italy, where it was lovingly restored in 2005 before making its way Stateside. In search of some grunt to match the sporting looks, the original 500cc engine was upgraded to a 650cc unit which has been massaged with an Abarth sump and sports exhaust. The fun, compact Fiat 500 is a superb foundation, but with the sporting looks of the Moretti body, an upgraded powertrain, and the fact that you are almost certainly never going to encounter another on the road, this hand-built Italian Coupe becomes the dose of La Dolce Vita that's been missing from your life.

\$15,000 - 25,000
WITHOUT RESERVE



4.

From The Maine Classic Car Museum Collection
1971 HONDA N600 "WOODIE" WAGON

Chassis no. AN6001025276

36.6ci, SOHC Inline 2-Cylinder Engine

Single 3-bbl Keihin Carburetor

45hp at 7,000rpm

4-Speed Manual

Front, Coil Spring, Rear, Leaf Spring Suspension

Front Disc - Rear Drum Brakes

- ★ Popular Japanese micro-car
- ★ Tastefully restored and enhanced with wood trim
- ★ Jewel like presentation, surprising performance!
- ★ In the current ownership since 2018



THE CAR OFFERED

Not surprisingly, considering that it was the world's largest producer of motorcycles, Honda's first foray into sports cars featured technology borrowed from its Grand Prix-winning two-wheelers. Engines were all-aluminum, twin-overhead-camshaft, four-cylinder, water-cooled units, with four carburetors and roller bearings used throughout, while the early S500 model employed a part-chain transmission. In 1964 the S500 was superseded by the S600, which featured a 600cc engine and a conventional rear axle, though for some markets chain drive was retained.

The first Honda automobile to be sold in Europe, the S600 was available as a coupé or convertible. When fully equipped (there were two trim levels offered) the S600 came with special paint, reversing lights, better seats,

a cigarette lighter, a heater, and a radio and loudspeaker as standard. With 57bhp on tap, this little gem could reach 140km/h (90mph) and was capable of giving the large Sprites and Midgets a run for their money. In 1967 Honda added the N360 a four-passenger sedan to this range, the N standing for Norimono, meaning 'vehicle' and distinguishing it from their motorcycles. A larger engine version, the N600 joined the family slightly later.

This mini-Woodie bears a sticker from the Honda 600 mecca "Merciless Mings", suggesting that it is one that has received attention from this noted enterprise in Duarte, California that specializes in this giant slaying little Hondas. The car certainly has both style and panache in its detail and finish, the deep petrol blue paintwork being offset by light sky-blue wheels and then adorned with wood

panels to its lower halves much along the lines of a Mini Countryman, or Wood & Pickett Mini. The interior has been beautifully refinished in two tone grey fabric.

It is no doubt that its striking appearance was what drew it to the attention of this collection during an annual pilgrimage to the fall auctions on Labor Day weekend in Auburn Indiana, being acquired for the collection in 2018, being presented for sale then as offered from another private collection.

Part of the 'microcar' section of this collection that is being refined today, this jewel of a Honda has considerable charm and appeal and will surely gain attention wherever it lands today.

\$14,000 - 18,000
WITHOUT RESERVE



5.

From The Maine Classic Car Museum Collection
 1959 AUTOBIANCHI BIANCHINA FIRST SERIES
 TRANSFORMABILE COUPÉ

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

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

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



THE AUTOBIANCHI BIANCHINA

While Bianchi is best known today as one of the oldest and most prestigious names in cycling, the company founded by Edoardo Bianchi was once quite diverse, producing arguably the world's finest racing motorcycles, and building its first automobile in 1900.

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

The Bianchina debuted as the Transformabile coupé with a full-length folding sunroof. Positioned up-market from the FIAT 500, which had been conceived as basic motorized transportation for the impecunious masses, the Bianchina was marketed as a 'second car' or luxurious 'recreational vehicle'. Appealing strongly to affluent middle-class ladies, it reflected Italian society's increasing prosperity. In 1960 the newly introduced and more powerful FIAT 500D engine became standard equipment on the Bianchina range.

THE CAR OFFERED

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

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



6.*From The Maine Classic Car Museum Collection*
1960 HILLMAN MINX IIIA CONVERTIBLE

Chassis no. B 1005701H LCX

1,494cc OHV 4-Cylinder Inline Engine
 Single Zenith Carburetor
 57bhp at 4,400rpm
 3-Speed Manual Transmission with Extra Low Gear
 Front Suspension by Coil Spring, Leaf Spring Rear Suspension
 4-Wheel Drum Brakes

- ★ *Believed to be one of three dozen surviving cars in the USA*
- ★ *Attractive color scheme*
- ★ *Formerly in a prominent mid-Western Collection*

**THE CAR OFFERED**

First used by Hillman in 1932, the Minx name continued on the company's medium-sized saloon in the post-war era. All post-war Minxes featured unitary construction bodies and by the mid-1950s the old side-valve engine had been phased out in favor of a new 1,390cc overhead-valve power unit. The latter was enlarged to 1,494cc on the Minx Series III of 1958, the latter gaining distinctive tail fins for 1959 when it became the IIIA. Those 1959-60 Series IIIA Hillmans sported a new split grille, larger windshield and at the rear vertical tail lamps and light fins were added.

The 1950s/60s generation of Hillmans drew influence from the Sunbeam Rapier, and with its origins coming from the pen of none other than Raymond Loewy, it is perhaps surprising

that the cars struggled to gain sales traction. Ultimately, they were deemed to be a little too austere in their appointments and by American standards underpowered, rather than appropriately powered. Priced in close parity to a Corvette for a Deluxe version, in retrospect it is not too surprising which option the vast majority of buyers chose.

Today, thanks to the modern age of the internet, the modest number of cars that are known to survive in the U.S. are charted and is believed to be around three dozen, making them exceptionally rare. Owing to its left-hand drive configuration and odometer in miles this would almost certainly be one of those rare derivatives of the model.

The car was acquired for the collection in late 2020 at a dispersal sale of the Mid-West based collector Najeeb Khan. It is not known where he acquired the car, but it had clearly been the subject of a sympathetic restoration in relatively recent years to judge from how it presents today. The exterior appears to be finished in Rootes' Lake Blue paintwork, which is blended with a sky-blue interior and royal blue fabric top.

An appealing and fun 1960s convertible, this Minx lays on the charm.

\$10,000 - 15,000
WITHOUT RESERVE



7.

From The Maine Classic Car Museum Collection
1948 CITROEN 2CV

Chassis no. 9322

375cc Air-Cooled Horizontally Opposed 2-Cylinder Engine
 Single Downdraft Carburetor
 9bhp at 3,800rpm
 4-Speed Manual Transmission
 Front Leading Arms, Rear Trailing Arms with Torsion Bars
 4-Wheel Drum Brakes

- ★ An exceptionally rare first-year 2CV
- ★ One of the most innovative small cars of all time
- ★ Largely complete and ideal for refurbishment or restoration



THE CITROEN 2CV

In the years bookending World War II, France's substantial rural population still relied on horse carts for transport. Citroen's vice president, Pierre Boulanger, envisioned putting French farmers on wheels via a bare-bones motorcar that was inexpensive to own, simple to service, and capable of traversing the cart tracks and cobble paths dotting the French countryside.

The resulting 2CV or *deaux chevaux* (named for its 2 taxable horsepower), reached production in 1948 and was as simplistic as it was innovative. Every feature had a purpose, with nothing frivolous. The stamped-steel body sat on a platform chassis, while ingenious long-travel suspension utilized 8 interconnected torsion bars to give an astoundingly soft ride. The

roll-top roof accommodated oversize cargo, the sling-type seats further smoothed the ride, and the air-cooled twin drove the front wheels for excellent traction.

In 1953, *Autocar* declared "the extraordinary ingenuity of this design, which is undoubtedly the most original since the Model T Ford," while the famous British journalist L. J. K. Setright described the 2CV as "the most intelligent application of minimalism ever to succeed as a car," and a car of "remorseless rationality." Beloved in France and the world over, the simultaneously cheeky and serious 2CV – known variously as the "umbrella on wheels," the "tin snail," the "ugly duckling," and the "upside-down pram" – is one of the most significant production cars of all time.

THE CAR OFFERED

The 2CV offered here is a rare, desirable, and highly collectible first year example. Finished in an appropriately austere shade of gray, this car's corrugated bonnet, early-type grille, and full-length folding roof (to accommodate those extra-long baguettes) are unique to the early models. Formerly of the Sarasota Classic Car Museum, this 2CV is highly original and unrestored. Some mechanical work is required to return it to running and driving condition, however, its significance as a first-year example and the simple joy of experiencing a 2CV in its purest form would undoubtedly make it worth the effort.

\$12,000 - 18,000
WITHOUT RESERVE

Note this car is titled as a model 1949.



8.

From The Maine Classic Car Museum Collection

1959 CITROËN ID 19 BERLINE

Chassis no. 228891

1,985cc inline 4-Cylinder Engine
 Single Downdraft Carburetor
 83bhp at 4,500rpm
 4-Speed Manual
 4-Wheel Independent Hydropneumatic Suspension
 Front Inboard Disc, Rear Drum Brakes

- ★ *One of the most advanced cars of the 20th century*
- ★ *Beautifully sculpted design by Flaminio Bertoni*
- ★ *Previously owned by noted marque specialists*
- ★ *Well preserved and eminently charming*



THE CAR OFFERED

Just as it had done 21 years previously with the revolutionary Traction Avant, Citroën stunned the world in 1955 with the launch of the strikingly styled DS. Beneath the newcomer's futuristic, aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension plus power-operated brakes, clutch, and steering. Perhaps most remarkably, this was not a low-volume special – this was Citroën's bread-and-butter family sedan, ultimately selling in the millions of units.

With the DS's introduction, Citroën stole a significant advantage over the competition. No European car would match the DS's ride quality for several years (and it would likely be another Citroën!), the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in computer-controlled form into the 21st Century. From 1956, a simplified ID19 version became

available lacking the hydraulic power-assists, though these were gradually restored as the ID's specification improved over the years. Exterior trim was reduced, and the interior too was toned down, with the instruments' chromed bezels replaced by plastic items. This simplified entry-level model was intended to reassure potential new customers that the car was reliable and sensible to run on a daily basis.

This appealing ID 19 joined the Collection in 2018, having come from the noted Citroën sales and service specialist, Rally Imports of Midland, Michigan. Documents show that prior to that, it was with an owner in Grosse Pointe, Michigan, dating back to at least 1991. According to published chassis number databases, chassis number 228891 is one of the first (if not the first) ID 19 produced for the 1959 model year. It is a charming example, with black paintwork and minimalist trim that

serve to enhance its futuristic appeal. Riding on steel wheels with "pizza cutter" Michelin tires and simplified hub caps, the ID looks as if it could have emerged from the pages of a sci-fi novel. It is presented in tidy, well-preserved condition, with honest authenticity. The cabin is in preserved original condition, and while less luxurious than its DS sibling, is still remarkably comfortable for all occupants.

At first glance, the Citroën ID 19 is wholly unconventional, and yet once experienced, its quirks make perfect sense and highlight the sheer brilliance of the entire design. This attractive and well-preserved example represents a superb entry point into the uniquely delightful world of classic Citroën ownership.

\$40,000 - 50,000
WITHOUT RESERVE



- ★ *The first car sold by Rich Toyota of Huntington, Virginia*
- ★ *Wonderfully preserved, showing 21,100 miles*
- ★ *Includes a pristine original tool kit*
- ★ *A rare and charming Japanese sedan*

From The Maine Classic Car Museum Collection
1967 TOYOTA CORONA 1900 DELUXE

Chassis no. RT43 20903

1,879cc OHV Inline Four-Cylinder Engine
Single Downdraft Carburetor
90bhp at 4,600rpm

Two-Speed Toyoglide Automatic Transmission
Unequal Length A-Arm Front, Solid Axle Rear Suspension
Front Disc, Rear Drum Brakes



THE TOYOTA CORONA

Toyota dabbled in the USA starting in the 1950s but struggled to establish a foothold in the world's most important car market. In the early 1960s, they bowed out temporarily to revise the range and return with a more export-friendly lineup. The gamble paid off, and Toyota fostered a reputation for quality, dependability and value that had heretofore been unheard of by American car buyers. Compact by standards of the day, the mid-sized Corona was an outstanding family car, powered by a 1.9-liter "3R" inline four making a useful 90 horsepower, and available with an automatic transmission and deluxe trim to appeal to "feature hungry" American buyers. With handsome straight-edge styling and a distinctive angled front-end treatment, it successfully shed Toyota's previously stodgy image and set the stage for their remarkable success in the USA.

THE CAR OFFERED

This 1967 Corona 1900 Deluxe originally hails from Huntington West Virginia, where it was sold new by Rich Toyota. What makes this car particularly special is that it was the very first car sold by the fledgling Toyota dealership. When the first owner traded it back a few years later, the dealer principle, Mr. Chris Wallace, jumped at the chance to keep the car and display it in his showroom, and it stayed there until the late 1990s/early 2000s when the dealership was sold and renamed Advantage Toyota.

Mr. Wallace took the Corona with him when he retired, ultimately parking it on the roadside with a For Sale sign in the window. It was subsequently acquired by the owner of an Ashland, Kentucky-based new car dealer, and displayed in his large and eclectic museum (alongside saltwater aquariums,

vintage Barbies, exotic taxidermy, antique firearms and more). Following an unfortunate encounter with the IRS, his collection was dispersed, and the Toyota Corona passed through the hands of other collectors who, thankfully, recognized its rarity and exceptionally original condition – including the consignor. Through the years, this rare Corona Deluxe has been wonderfully preserved, down to its rare original tool kit, and it survives as a delightful display of Toyota's enduring legacy of quality.

\$14,000 - 18,000
WITHOUT RESERVE



10.*From The Maine Classic Car Museum Collection***1966 WOLSELEY HORNET MK II**

Chassis no. W-A2S2-829260

1,100cc OHV Transverse Four-Cylinder Engine (see text)

Single S.U. Carburetor

38bhp (est)

4-Speed Manual All-Synchro Transaxle (see text)

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- ★ A rare "Bentley meets Mini" luxury variant
- ★ Finished in its original Glen Green and Spruce Green livery
- ★ Updated with a 1,100cc engine and all-synchro gearbox
- ★ Wonderfully preserved and eminently charming

**THE WOLSELEY HORNET MK II**

Wolseley Motors Ltd was one of Britain's oldest motor manufacturers, founded in 1901 as an offshoot of the industrial powerhouse, Vickers. A highly prestigious marque in the Edwardian era, Wolseley fell into receivership only to be rescued by William Morris. With the merger of Morris and Austin in 1952, Wolseley fell under the BMC umbrella where it remained. With the introduction of the iconic Austin Seven and Morris Mini-Minor – collectively known as "The Mini" – BMC soon offered upmarket versions of the versatile little runabout. Much more just a badge-engineering job the Wolseley Hornet and its Riley Elf sibling sat on a long wheelbase platform to increase passenger space, and featured revised bodywork with a larger boot, extended fins on the quarter panels, and a stately upright radiator grille. Being British, there was of course, a healthy slathering of leather n' wood elevating the humble Mini to baby-Bentley status. Reflecting that status, it was considerably more expensive and compared to more than 5 million Minis, just 28,455 Wolseley Hornets were produced, with most staying in the home market.

THE CAR OFFERED

Per the accompanying BMIHT production records, this Wolseley Hornet is a mid-production Mk II model, completed on December 24, 1965. This right-drive home-market car rolled out of the factory in an appealing color scheme of Glen Green over Spruce Green, with Porcelain Green leather trim, and optioned with a fresh air heater. The sliding windows of this Mk II model allow for the requisite vermouth and gin bottles in the door pockets, as directed by Sir Alec Issigonis in his design brief.

This delightful little Wolseley has obviously been cherished, and it eventually left the UK and joined a prominent and eclectic collection in the American Midwest, where it stayed through 2019. It is accompanied by a Heritage Certificate, selected service records, and previous MOT certificates. It is noted that at some point, the drivetrain was upgraded with a 1,100cc engine and all-synchro four-speed transaxle, and is said by the consignor to be a wonderful driving car. Refinished in its original color scheme and with a marvelously

preserved original interior, it represents a rare opportunity to acquire a distinctive Mini variant that blends Swingin' Sixties innovation with Old World British charm.

\$14,000 - 18,000
WITHOUT RESERVE



11.

From The Maine Classic Car Museum Collection
1957 RELIANT REGAL MKIII

Chassis no. 561051

747cc Side Valve Inline 4-Cylinder Engine
Single Downdraft Carburetor
16bhp

4-Speed Manual Synchronesh Gearbox
Single Front Swingarm and Coil-Over Damper, Live Rear Axle with Leaf Springs
Three-Wheel Drum Brakes

Without Reserve

- ★ A uniquely charming microcar
- ★ Powered by a mighty 747cc 'four
- ★ The most fun you can have on 3 wheels



THE RELIANT REGAL

Reliant Engineering Co. of Two Gates, Tamworth, England was established in 1935, producing three-wheeled delivery vans powered by 747cc Austin Seven engines. Reliant later took engine production in house, and in 1952, released their first passenger car, the not-ironically named Regal. With a box section chassis, ash-framed aluminum body, and 16bhp, it took some doing to push a Regal to 60 miles per hour, but it was an efficient and practical city car. In 1956, the Regal was redesigned with an ash-framed fiberglass body (used on all subsequent Reliants), with saloon or open tourer configuration. Reliant later released its own all-aluminum engine, and the Regal remained in production until 1973 when the Robin took its place. Benefits of the three-wheeled Reliant were that it could be run with a motorcycle license to save on road tax, it was economical to run, yet was more car-like than rivals such as the Bond Minicar.

THE CAR OFFERED

The "regal" Regal Tourer offered here is a Mark III model, featuring Reliant's first application of fiberglass coachwork. Finished in a delightful mint green, it is presented in good overall condition with a light patina that encourages enjoyment. The consignor reports the seats were recently reupholstered in deep red, which provides a lovely contrast against the green body. This Regal Mk III features an Austin-derived engine, which sits near the middle of the chassis, punching 16 horsepower through a synchronized 4-speed manual transmission. Please note that at the time of cataloguing, there is no soft-top accompanying the car. If ever there was a car that proves you don't need big power (or even four wheels) to have big fun, the Reliant Regal is it.

\$10,000 - 15,000
WITHOUT RESERVE



12.*From The Maine Classic Car Museum Collection***1961 PANHARD PL 17 SEDAN**

Chassis no. 2078607

Engine no. 116838

848cc Air-Cooled 2-Cylinder Boxer Engine

Single Downdraft Carburetor

50bhp, Estimated

4-Speed Manual Transmission

Front Transverse Leaf Springs, Rear Trailing Arms and Torsion Bars

4-Wheel Drum Brakes

- ★ *A rare and delightfully French family car*
- ★ *Advanced and sprightly 2-cylinder powerplant*
- ★ *Renowned for its comfort and surprising performance*
- ★ *Lovingly preserved condition*

**THE PANHARD PL 17**

Europe's post-war motoring landscape changed drastically as economies rebuilt and demand for affordable, efficient cars exploded. By the 1950s, the "people's car" was a critical market in every major motoring nation, due mainly to the overwhelming success of the Volkswagen Beetle. As the 1960s dawned, the growing middle class wanted affordable cars that were more than just basic transportation. Naturally, the French took their own unique approach. Panhard, traditionally a more prestigious name in French motoring, joined the fray with the Dyna Z and its successor, the PL 17. Similar in size to the VW Beetle, the PL 17 offered room for four (or six diminutive French) passengers, and clever engineering beneath a sleek, aerodynamic body. Despite displacing just 849cc for

taxation purposes, it was more powerful than the 4-cylinder Beetle and could achieve a higher top speed. Early models had aluminum bodywork, but the cost of manufacturing bankrupted Panhard, allowing Citroen to take over. Even the later steel cars weighed just 1,775lbs (805kg).

The air-cooled remarkably well-engineered boxer twin features hemispherical combustion chambers, a roller-bearing crank, and torsion valve springs. With its slick and lightweight body, the PL 17 could top 80mph in standard form. In 1961, Panhard PL 17s swept all three podium positions at the Monte Carlo Rally – a mighty feat for an 850cc French family saloon!

THE CAR OFFERED

This 1961 PL 17 sedan is a lovely example of this rare and quirky French family car. According to the consignor, it was sold new in Belgium and spent much of its life gently motoring around the continent. It came to the USA several years ago with a collector from Midland, Michigan, and has since been well maintained in largely original condition. Original details include the wonderful turbine wheel covers and aluminum headlight eyebrows and aluminum bumpers. Handsomely presented in maroon with tan upholstery, it is a charming example of this most unusual French sedan that's certain to draw smiles from all who encounter it.

\$20,000 - 30,000
WITHOUT RESERVE



1937 PLYMOUTH PT PICKUP TRUCK

Chassis no. 8854790

201.3 ci L-Head Inline 6 Engine
 Single Downdraft Carter Carburetor
 70bhp at 3,000rpm
 3-Speed Manual Transmission
 Semi-Elliptic Leaf Spring Suspension
 4-Wheel Hydraulic Drum Brakes

Without Reserve

- ★ Debut year of the commercial range for Plymouth
- ★ Tastefully liveried
- ★ Nice, older restoration
- ★ Perfect for family drives



THE PLYMOUTH COMMERCIAL

Introduced by Chrysler in 1928 as a sub-brand below Dodge and its flagship namesake marque, Plymouth offered stylish, if practical, vehicles at low cost. Initially powered exclusively by straight fours, Chrysler spent \$9 million on research and development before releasing a new six cylinder for Plymouth and the rest of its brand portfolio.

In 1937 to add to its burgeoning car production, Plymouth introduced a commercial vehicle line which it did generally in response to its dealer network, who when not tagged to a Dodge agency felt they needed a utilitarian product. Aesthetically it owed a lot to the contemporary passenger

cars of that year, but in reality they were their own in terms of content. It sat on a slightly extended 116 inch wheelbase as opposed to the standard chassis, while retained the same engine albeit slightly detuned.

THE CAR OFFERED

This light commercial from Plymouth is finished in a subtle combination of black with dark maroon accent features to the hood and waist molding, the deck lid and side panels, as well as the wheels. The interior mirrors the exterior with black fabric trim, a grey cord headliner and the dashboard painted in the same maroon, and this is enhanced with a wood rimmed steering wheel.

In the present ownership since 2017, the Plymouth has been enjoyed in its home state of Maine, where it has been a fun foil to the modern cars on the road, drawing admiring looks wherever it has travelled.

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



14.**1970 VOLVO 1800E**

Chassis no. 184451-31472

Engine no. 1494

1,986cc OHV Inline B20E 4-Cylinder Engine
 Bosch D-Jetronic Fuel Injection
 130bhp at 6,000rpm
 4-Speed M410 Gearbox w/Electric Overdrive
 Independent Front Suspension with Live Rear Axle
 4-Wheel Disc Brakes

- ★ *Single family ownership since new*
- ★ *Numbers matching, California 'Blue Plate' car*
- ★ *Largely original and beautifully preserved*
- ★ *Unique color combo of California White w/ original Red interior*
- ★ *Offered with original books, two sets of keys, and original spare tire*

**THE VOLVO P1800**

Unveiled in 1960, Volvo's elegant P1800 sports coupé marked a noteworthy departure for the traditionally restrained Swedish automaker. Constructed initially by Jensen Motors until 1963 when production relocated to Sweden, the sporty P1800 shared its underpinnings with the 121 Saloon, including the robust four-cylinder, overhead-valve engine, displacing 1,778cc. With twin-carburetors, it delivered a respectable 100bhp, and a later, healthy 130bhp with Bosch injection. The design, credited to Pelle Petterson under the guidance of Petro Frua of Carrozzeria Ghia, the P1800 is a sensible Swede in a fine tailored suit.

THE CAR OFFERED

According to the ID tag and factory Warranty & Service Booklet on file, this lovely single-owner, California 'Blue Plate' car was completed in March of 1970, originally finished in California White (code 42) with Red leather interior (code 327-625). It was sold new via Auto Martin, Ltd. in Grants Pass, Oregon, on June 7, 1970 to Mr. and Mrs. Dahl of Eureka, California who made the 166-mile trek from their home to pick up their beloved Volvo - a treasure they would cherish until now.

This Volvo is reported to have had just one respray in its original California White, while the unrestored red interior is remarkably well-kept, and the factory rubber trunk mat and spare tire/cover are intact. The car retains its original Smiths gauges showing and even the factory

Volvo/Bendix transistor radio is in place. Five-spoke alloy 'Clover' wheels, specific to 1970-1971 cars and standard on the 1800E, round out the car's sporty aesthetic. With its original engine still fitted, this Swedish icon is a rare, and remarkably preserved.

Recently serviced, this Volvo is now ready for only its second caretaker in 54 years. It comes to market showing just 130k miles with its original books, spare tire, and jack, and it represents an exciting opportunity to obtain a rare preservation-quality example of the most refined iteration for the P1800 series.

\$30,000 - 40,000
WITHOUT RESERVE



- ★ Powerful big block Corvette Coupe
- ★ Desirable 4-speed manual
- ★ Well-optioned example
- ★ Great Corvette for high-speed rallies and tours

1971 CHEVROLET CORVETTE LS5 454/365 COUPE

Chassis no. 1933715112816

454ci OHV V8 Engine
 Single 4-Barrel Carburetor
 365bhp at 4,800rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes



THE C3 CORVETTE

Five years after the Sting Ray's arrival, a total re-style ushered in the Corvette's 'Stingray' era, though the latter name was not officially applied to the new model until 1969. Based on GM's 1965 Mako Shark II show car, the new-for-'68 Corvette coupé became a 'notchback' with removable rear window and detachable, two-piece 'T-top' (Targa) roof, while the roadster, or convertible, version could be ordered with optional hardtop. The previous generation's recessed pop-up headlights were retained while the windshield wipers were now concealed beneath a vacuum-operated panel, the latter feature being inherited from the Mako Shark II.

Beneath the skin the chassis remained fundamentally unchanged, and as is often the case after a major revamp, changes in the immediately succeeding years were confined mainly to styling revisions, although a 'Positraction' (limited-slip) rear axle was newly standardized for 1972.

THE CAR OFFERED

A timelessly elegant and understated look for these cars is this finish in Steel Cities Grey, offset by a black leatherette interior. Decoding its data plate confirms the C3 to have been built much the way it can be seen today, in this color scheme and with its 454 LS5 engine, still supplying some 365bhp in this guise, before it was reined in for 1972. This is an original LS5 car, still carrying a date-code correct LS5 engine, but with a "CE" engine stamping indicating that the motor installed was a "Counter Exchange" warranty replacement when the car was new. The car remains with its originally equipped four-speed manual transmission, the Muncie M20 unit matching the engine and allowing those cubes to be fully enjoyed. It is also nicely equipped with four-wheel disc brakes and power steering. Other features include shoulder seat belts, heat and defrost.

The condition can be described best as having the appearance of a good original car. It is not clear whether the car has been repainted, but this shows only light aging and the interior for the most part feels authentic and original.

As the latest generation of the Corvette has shown, the core ingredients and evolution of the blood line in its design are of continued appeal – this example represents a very attainable entry point to the experience of a big-block, manual transmission Corvette in a very honest package of which the new owner could be justifiably proud.

\$35,000 - 45,000
WITHOUT RESERVE



16.

1966 ASTON MARTIN DB6 SPORTS SALOON

Chassis no. DB6/2414/L/N

Engine no. 400/2444

3,995 DOHC Inline Six-Cylinder Engine

Triple S.U. Carburetors

282bhp at 5,500rpm

5-Speed Manual Transmission

Independent Wishbone Front Suspension, De Dion Rear Axle

4-Wheel Disc Brakes

- ★ *The ultimate evolution of the classic "DB" series*
- ★ *Retains its numbers-matching chassis and engine*
- ★ *Original USA-delivery, left-drive example*
- ★ *Appealing and attractive livery*
- ★ *Requires recommissioning*



THE ASTON MARTIN DB6

Discerning collectors often gravitate toward last-of-the-line models, and few are more highly prized than the glorious finish to the legendary line of 'David Brown' six-cylinder cars. The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons are considered by many to be the last 'real' Astons, the DB6 represented a substantial update to the DB5 and hit the streets in 1965. While the bloodline to the the Touring-styled DB4 of 1958 is clear, the DB6 abandoned the Carrozzeria Touring-developed Superleggera tubular body supporting structure of its predecessors in favor of fabricated sheet steel, while retaining the aluminum outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied by the body shop until stocks ran out!

Increased rear-seat space was the prime DB6 objective so the wheelbase was now $3\frac{3}{4}$ " longer than before, forcing an extensive re-style with more-raked windscreen, raised roofline, and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. The changes were so well integrated that, were it not for the distinctive Kamm tail one might easily mistake it for a DB5.

Tadek Marek's outstanding six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged in the DB6. Power output on triple SU

carburetors was 282bhp, in standard specification. A Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering. The DB6 was very well received, with 1462 "Mk1" examples finding buyers from 1965-1969.





THE CAR OFFERED

This lovely DB6 Coupe is a nicely optioned left-drive US-market example finished in the classic livery of British Racing Green over tan Connolly leather trim. It is well-equipped with options including the preferred 5-speed manual gearbox, electric windows, Blaupunkt radio, electric aerial, and chrome wire wheels. The car wears a mellowed older restoration, with some minor imperfections noted on the otherwise glossy and appealing paintwork, while the cabin is wonderfully inviting with a lightly broken-in character. Tadek Merak's masterpiece of an inline six is well detailed, with light ageing noted on some surfaces, and proper details such as the triple S.U. carburetors. The engine block stamping corresponds with the brass chassis tag, indicating it retains its original engine.

This DB6 was recently part of an extensive overseas private collection and has been on static display since it was last acquired. Please note this car has not been started while in the care of Bonhams and will require recommissioning following its long-term storage. Enthusiasts have finally come to appreciate these magnificent GT cars for their exceptional performance, practicality, and comfort, and this represents a fine opportunity to add one to your stable.

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



17.

1965 ROLLS-ROYCE SILVER CLOUD III SALOON

Chassis no. LSFU385

6,230 cc OHV Alloy V8 Engine

Twin S.U. Carburetors

Approximately 185bhp

4-Speed Automatic Transmission

Independent Front, Live Axle Rear Suspension

4-Wheel Drum Brakes

- ★ Desirable left-drive configuration
- ★ Masons Black over gorgeous cream beige leather
- ★ Equipped with factory air conditioning and power assisted steering
- ★ Requires recommissioning



THE CAR OFFERED

Upon its introduction in 1955, the Rolls-Royce Silver Cloud became the Gold Standard of luxury automobiles throughout the 1950s and early 1960s. The car represented a huge leap forward in terms of modern construction for the company. No longer was Rolls-Royce solely a chassis manufacturer, and with lessons learned from the Silver Dawn/Mk VI, the new Cloud/S-Series was sold as a complete car, with factory-built bodies, relegating custom coachwork to being the exception rather than the rule.

The Cloud II of 1959 marked the arrival of the long-awaited all-alloy V8 engine. Introduced in 1963, the Silver Cloud III represented the ultimate evolution of Rolls-Royce's groundbreaking model. Further enhancements arrived with the Cloud III of 1963, which included a significant styling refresh, adding quad headlamps to flank

the iconic radiator shell. With standardized factory coachwork, a sophisticated V8 engine, and a chassis honed for ride quality, the Cloud/S-Series ushered Rolls-Royce into the modern era. With its numerous refinements, lighter weight, and increased power, the Cloud III remains a top choice among collectors and driving enthusiasts.

Chassis LSFU385 is a desirable Cloud III Standard Steel Saloon, the final and most capable evolution of the Silver Cloud series. Finished in Masons Black with red coach lines and a beautiful cream beige leather cabin, it is a tidy example that has been in the care of a serial marque collector. Equipped for comfort, it includes electric windows, air conditioning, factory radio, and electric aerial. The interior is

very well preserved since its restoration, with excellent leather, and glossy wood trim on the instrument panel. Some light fading is noted on the door caps, but the wood is otherwise in fine fettle. Likewise, the body is straight and in good condition overall, while showing a bit of age from extended storage. Overall, this Silver Cloud III Saloon presents an excellent opportunity to acquire a desirable final-series Silver Cloud, with V8 power and in handsome traditional colors. Please note that since joining the consignor's collection, this vehicle has been on long-term static display in a dry climate. This vehicle has not been started while in Bonhams care and will require recommissioning.

\$30,000 - 50,000
WITHOUT RESERVE



1994 LAND ROVER DEFENDER 90 NAS SOFT TOP

VIN. SALDV2282RA941032

3,946cc OHV V8 Engine
Multi-port Electronic Fuel Injection
182bhp at 4,750rpm
R380 5-Speed Manual Transmission
Front and Rear Coil Spring Suspension
4 Wheel Disc Brakes

- ★ A desirable North American Specification Defender
- ★ Just two previous owners from new
- ★ One of 1,943 "NAS" D90s sold in 1994
- ★ Original shade of Sahara Yellow



THE DEFENDER 90 'NAS'

In the early 1990s, Land Rover's sole US offering was the luxurious Range Rover. Posh and pricey, it was far from the rugged Defenders of British lore. As a last hurrah before new safety standards thwarted sales, Land Rover North America donned its Wellies and waxed Barbour, announcing a limited run of US-spec Defenders. The Defender 110 NAS (North American Specification) kicked off Land Rover's American revival, with just 500 examples to whet enthusiasts' appetites. The short-wheelbase Defender 90 followed, featuring more options and colors than the 110, and sold in greater numbers.

With bare-bones spec and a 5-speed manual transmission, the soft-top Defender 90 was the antithesis to the cozy Range Rover, yet it

nevertheless became a darling of the Aspen set, selling in respectable numbers during a brief 3-year production run. Today, genuine NAS Defenders are highly collectible, with capability, iconic style, and limited production that exemplify the Defender's uniquely British appeal.

THE CAR OFFERED

This outstanding, low-mileage Land Rover Defender 90 NAS was sold new by Bauer Motors of Anaheim, California and is desirably kitted-out in Sahara Yellow with a black canvas soft top, black interior, manual gearbox, Warn winch, and external roll cage. The clean Carfax Report shows this Landie is a lifelong California truck with just two long-term owners from new, and the odometer displays only 70,851 miles at the time of cataloguing. Additionally, it is accompanied by the original books and manuals. Exceptionally tidy and well-presented throughout, this Land Rover is ready to take you to the end of the pavement and well beyond.

\$70,000 - 90,000
WITHOUT RESERVE



19.

2010 FERRARI 599 GTB FIORANO 'HGTE'

VIN. ZFF60FCA6A0174076

Engine no. 160169

5,999cc DOHC 48-Valve V12 Engine
Electronic Fuel Injection
620bhp at 7,600rpm
6-Speed F1 SuperFast Transaxle
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- ★ Beautifully presented and in excellent condition
- ★ Two-owners and fewer than 9,200 miles from new
- ★ Highly optioned, including the desirable Handling Gran Turismo Evoluzione package
- ★ Elegantly and appropriately finished in Black over Black leather



THE FERRARI 599

Introduced at the 2006 Geneva Motor Show, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after hallowed grounds associated with the marque such as Modena and Maranello. Having favored the mid-engined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari surprised everyone when it unveiled the 550 Maranello. The 550's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engine V-12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. The 599 was the latest in this noble line that stretched all the way back to the 250GT of the early 1960s. The 599 represented a huge leap forward as Ferrari abandoned the tubular steel chassis of the

550/575, adopting an advanced, lightweight all-aluminum chassis which increased stiffness significantly. Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin, raised haunches and aggressive stance seemed the very definition of the term 'sports car'.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the mighty Enzo supercar. Developed as part of Ferrari's Formula 1 program, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds. With 620 bhp at a screaming 7,200 rpm, face-melting performance is assured.

THE CAR OFFERED

The fabulous and exclusive Ferrari supercar offered here was completed at Ferrari - adjacent to the namesake Fiorano test track - in May of 2010. The 599 was sold new by The Auto Gallery in Los Angeles later that year. The original owner kept the car for just over one year before being acquired by its current owner in 2011. The CARFAX report attests that the car has split time between California and Nevada. Today this top-of-the-line 599 GTB Fiorano 'HGTE' appears in great condition, with its well-maintained Nero exterior paint and clean interior. The cockpit is trimmed in black leather and alcantara with yellow deviated stitching, carbon fiber adorned throughout, and practically every amenity and performance option imaginable is present.





Options on this fantastic, front-engine V12 grand tourer includes the desirable Handling Gran Turismo Evoluzione (HGTE) package which includes stiffer suspension, rear anti-roll bar, lower ride height, recalibrated electronic suspension setting while the software for the transmission was also revised for quicker shifts. The HGTE package also fits the interior with racing style carbon bucket seats complete with special script, the exterior receives wider 20-inch multi-piece forged wheels, as well as an upgraded factory exhaust system. The cumulative improvements of the HGTE package push the 599 over the line of Grand Tourer and squarely into Supercar territory.

Other options include the aforementioned yellow interior stitching, yellow tachometer, carbon fiber steering wheel with LED shift lights, yellow

brake calipers and Scuderia fender shields to name a few. As with most Ferraris of this era, the interior on this example is beginning to show signs of the infamous sticky buttons, a common and curable niggle. The car will be accompanied by its factory books, tools, VIP birth certificate, both keys and a clean Carfax report. With just 9,127 miles on the odometer at the time of cataloguing, this exclusive Grand Touring Berlinetta Ferrari is ready to thrill its next custodian with the sort of raw performance and character that only a Ferrari with a big V12 up front can provide.

\$190,000 - 230,000



20.

1936 PACKARD TWELVE SERIES 1407 COUPE ROADSTER Design By Dietrich, Inc.

Chassis no. 939241
Engine no. 904604

473.3 Cubic Inch L-Head V-12 Engine
Single Stromberg EE3 Carburetor
175bhp at 3,200rpm
3-Speed Manual Transmission with Synchronesh
Solid Front Axle, Live Rear Axle, Semi-Elliptic Leaf Springs
4-Wheel Vacuum-Assisted Drum Brakes

- ★ *One of the most desirable Pre-War Packard chassis/body combinations*
- ★ *One of just 682 Twelves and 20 Twelve Coupe Roadsters built in the Fourteenth Series*
- ★ *Over \$70,000 in recent service records*
- ★ *Classic Car Club of America (CCCA) Full Classic®*



THE PACKARD FOURTEENTH SERIES

Packard was always a company that marched to its own drum. Fiercely independent and uncompromising, many Packards stand among the greatest American cars of all time. In the mid-30s, while competitors like Pierce-Arrow headed for receivership, Packard weathered the economic depression flush with cash, and refreshed the lineup ahead of big changes for 1937. Introduced on August 10th, 1935, the Fourteenth Series was essentially an evolution of the Twelfth Series (there was no Thirteenth Series). It marked the curtain call for many classic features such as 17" wire wheels, rear-hinged doors, ride

control shocks, Bijur chassis lubrication and solid axle front end. The big, 385 cubic-inch was in its final year, and the magnificent 175hp L-head V-12 wasn't too far behind. Packard styling evolved as well, embracing streamlining trends by tilting the radiator back an additional five degrees and adding bullet headlamps mounted to curvaceous, fully skirted fenders. With those glamorous looks, "last of the line" appeal, exceptional quality, and the exclusivity that only a Packard can deliver, it is no wonder that the Fourteenth Series is of the most desirable American automobiles of the Classic Era.

THE CAR OFFERED

Delivered to The Packard Motor Car Company in Harrisburg, Pennsylvania, on August 24, 1936, this breathtaking 1407-939 is one of approximately twenty V-12 Coupe Roadsters produced in the Fourteenth Series, out of a total run of 682 Twelves. In the late 1990s, while in previous ownership, this car was restored by noted Packard expert and historian Marc Ohm. It changed hands around 2001 to Mr. Joe Scott, Jr., who kept it in his care through 2019. During his tenure, additional restoration work included new rumble seat leather and a new Haartz convertible top and boot. Acquired by the consignor in 2019, it was immediately







handed over to the renowned Stephen Babinsky of Automotive Restorations in New Jersey for detailing, restoration, and concours preparation with receipts totaling over \$70,000.

The flowing and elegant Coupe Roadster is one of the most desirable body styles offered in 1936. Finished in a stunning livery of black over a red leather cabin, and detailed with chrome wire wheels with stainless spoke, See-Rite mirrors, and dual side-mount spares, this Packard is certainly not short on style. Additional extras include a fully restored, color-matched trunk complete with fitted luggage, and a custom fitted California Car Cover. Packard's

famous Cormorant sits atop the radiator, although two extra Lalique mascots are also included - the Tete D'Aigle and Victoine - should the next owner want even more flash.

Undoubtedly one of the finest examples of this rare and coveted twelve-cylinder Packard, this 1407 Coupe Roadster would be a most welcome addition to any stable and provide access to the world's most prestigious concours and touring events.

\$325,000 - 375,000





21.**2007 BENTLEY AZURE CONVERTIBLE**

VIN. SCBDC47L57CX12449

Engine no. 200517

6,750cc OHV V8 Engine
 Twin Turbochargers and Electronic Engine Management
 450bhp at 4,100rpm
 6-Speed ZF 6HP-32 Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Ventilated Disc Brakes

- ★ *Just 12,963 miles*
- ★ *Stunning Silver Lake Blue over beige upholstery and navy top*
- ★ *California car from new, with four documented owners*
- ★ *Beautiful condition and clean CARFAX report*

**THE BENTLEY AZURE**

As owners of Bentley Motors since 1998, Volkswagen kept the existing Continental R-based Azure convertible in production until 2003 but delayed introducing its successor for a further three years. Production of the new Azure thus began for the 2006 model year and was based on the more modern Arnage platform. The latter had been built in two forms: Green Label (with BMW power) and Red Label with the long-running Rolls-Royce/Bentley 6.75-litre pushrod V8. A legacy of the Rolls-Royce/Bentley takeover battle with BMW, Volkswagen's use of its German rival's engines could only be a temporary measure, so the 'old' Bentley V8 was called up for duty, suitably up rated with twin turbochargers for the new Azure convertible. As well as the twin turbochargers, replacing the single unit used previously, this venerable engine

was extensively reworked, Bentley claiming that more than half the parts were new. In this form it produced 450bhp and a mighty 645lb/ft of torque, while a new ZF six-speed automatic transmission fed this abundance of power to the rear wheels. Bentley claimed a 0-60mph (0-97km/h) acceleration time of 5.6 seconds and a top speed of 168mph (270 km/h), slightly faster than the previous model and still incredible for a vehicle of its ample size and weight. "In a word, wonderful," was how Autocar magazine greeted the new Azure, which was also reckoned "notably better for the new gearbox. Overall, it's amazing how much difference a decent auto 'box can make."

THE CAR OFFERED

This 2007 Azure is a gorgeous example of Bentley's flagship convertible, resplendent in Silver Lake Blue over beige leather upholstery, navy blue carpets, and rich maple trim. Showing just 12,963 miles at the time of cataloguing, this car was delivered new in California where it has remained for the entirety of its life. According to the clean CARFAX report, this Azure has had four owners, the first of which kept the car for nearly ten years and has clearly been cherished by subsequent custodians. Displaying only light signs of use on the driver's seat, and otherwise in superlative order throughout, this Bentley is a prime choice for top-down motoring along your nearest glamorous locale.

**\$100,000 - 130,000
 WITHOUT RESERVE**



1932 FORD MODEL 18 V-8 DELUXE ROADSTER

Chassis no. B5160755

221ci 90-degree L-Head V8 Engine

Single barrel Ford Detroit Lubricator Downdraft Carburetor

65bhp at 3,400 rpm

3-Speed Manual Transmission

Solid Front Axle, Live Rear Axle with Transverse Leaf Springs

4-Wheel Mechanical Rod Operated Brakes

- ★ Pleasingly maintained older body-off restoration from a dry climate
- ★ Desirable options including dual side mounts, cowl lamps, and trunk rack with trunk
- ★ First year for Ford's iconic "Flathead" V-8 engine
- ★ Formerly owned by noted American painter and sculptor, Ed Mell



THE 1932 FORD DELUXE ROADSTER

The 1932 model year was a landmark one for the Ford Motor Company as Henry Ford made history by announcing the company's first V-8 engine. Ford's reasonably priced offering was a milestone car, bringing V-8 power to the people and ushering in an engine that would go on to power Ford cars for the next 21 years. Henry's son Edsel Ford influenced the pleasing body design, with highlights including a slight vee to the radiator shell and crowned fenders imparting a distinctly sporty and handsome look. The '32 Ford became a key element in the genesis of hot rodding, and especially roadsters were modified in period (and today), making authentically restored examples quite scarce.

THE CAR OFFERED

This '32 Ford Model 18 is a highly desirable rumble seat roadster, restored in 2008-2009 by David Smith of Solvang, California. It was acquired by the consignor from the noted Arizona sculpture and landscape artist, Edmund Paul "Ed" Mell Jr, who cherished it in his collection. Attractively finished in Washington Blue with Black fenders and straw yellow wire wheels and pin stripes, it certainly lays on the charm. Deluxe features and accessories include dual side-mount spares, a trunk rack with upholstered trunk, Greyhound mascot, and dual cowl lights. The brown upholstery is by leading specialists LeBaron Bonney and remains crisp and attractive. Details such as the engine turned

center instrument panel and woodgrain-effect dash are correct for the '32 Deluxe. The consignor reports recent maintenance including an oil change and new battery, and that the car runs well, showing just 3,500 miles – believe to be since its restoration. Rarely seen restored to factory standards, this lovely and charming Ford will undoubtedly capture the attention of seasoned collectors and newcomers alike.

\$38,000 - 48,000
WITHOUT RESERVE



23.

1969 MERCEDES-BENZ 280SL

Design By Paul Bracq

Chassis no. 113044.12.012219

Engine no. 130983.12.007772

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Automatic Transmission

Independent Front Suspension, Rear Swing Axle, Coil Springs

4-Wheel Disc Brakes

- ★ *Gorgeous color scheme of White over Blue interior*
- ★ *Subject to a nut and bolt restoration by veteran Mercedes mechanic*
- ★ *Fitted with both 'Pagoda' hard top and folding soft top*
- ★ *Delivered new to California*
- ★ *Matching numbers engine per included Mercedes data card*



THE MERCEDES-BENZ W113 SERIES

Launched at the Geneva Motor Show in March 1963, the 230SL – internally known as the W113 – was a completely new car through and through, designed to replace the outgoing 190SL. A truly modern car for its time and constructed to the high level of craftsmanship expected from Mercedes-Benz, the model quickly found favor among the elite for its luxury and high style. Mercedes-Benz would call the W113 “a Grand Tourer in the traditional sense” and “a unique combination of sports car performance and saloon car comfort.” Many of the design and technical features were industry firsts, including the hard-top designed to withstand the car’s weight for safety reasons, and the roof’s

distinct concave shape led to the model’s popular nickname, the ‘Pagoda’.

After the 230SL came the 250SL, which boosted engine capacity by about 200cc over its predecessor; later, both were replaced by the ultimate evolution of the W113, the 280SL, introduced in 1967. The enlarged 2.8-liter 6-cylinder SOHC engine now produced 170 horsepower, and disc brakes were now standard on all four corners. These last classic Pagoda models have become increasingly collectible, featuring exceptional build quality and reliability, easy access to spare parts, not to mention being highly usable thanks to their modern specifications.

THE CAR OFFERED

Manufactured in Stuttgart in August of 1969, this Mercedes 280SL was destined for its first owner in Southern California. Purchased new in Hollywood by a local doctor, the car was driven and enjoyed, showing services performed at an authorized Mercedes dealer in Beverly Hills in 1976. After trading hands, the car was found years later, still in California, by a veteran Mercedes mechanic and enthusiast who purchased it for himself, and from approximately 2011-2014, he undertook a comprehensive, highly detailed restoration. The owner’s enthusiasm and skill are on full display, and the Pagoda is beautifully finished in White over Blue MB-TEX interior, a wonderful combination that suits the lines quite well.





During the restoration, the body was disassembled and stripped, prepared for paint, and refinished to high standards. The suspension and drivetrain were also removed, rebuilt, and meticulously detailed prior to installation. As part of the engine restoration, a new cylinder head was installed on the rebuilt, numbers-matching original block. Additionally, the transmission was rebuilt, and the rear axle upgraded with taller gearing to improve the driving experience.

Blue MB Tex features in the fully restored cabin along with new square-weave carpets, and refurbished dash components. A custom, factory-style air conditioning unit was installed and is said to work exceptionally well, making this an ideal all-rounder even in warm climates. The interior wood was replaced with a specially selected design, and the car includes the matching hard top and a blue canvas soft top. Rounding out the interior is a period-correct Becker Europa AM/FM radio.

Attractively appointed with 14-inch chrome finish Bundt wheels, this Pagoda has a wonderful presence, and is beautifully presented inside, out, and underneath. Included in the sale are extensive restoration receipts, a copy of the Mercedes data card as well as the Mercedes 113 blue book. Showing 75,646 miles at the time of cataloging, which is believed to be true, this fastidiously restored, matching numbers W113 Pagoda would be an outstanding addition to any collection.

\$120,000 - 150,000



24.**1963 CHEVROLET CORVETTE 'SPLIT WINDOW' COUPE**

Chassis no. 30837S116001
 Engine no. 3116001 F0513SD

327ci OHV 'Smallblock' V8
 Single 4-Barrel Carburetor
 300bhp at 5,000rpm
 2-Speed Powerglide Automatic Transmission
 4-Wheel Independent Suspension
 4-Wheel Drum Brakes

- ★ *The iconic and desirable first-year C2 Corvette*
- ★ *Stunning design by Larry Shinoda and Bill Mitchell*
- ★ *Presented in Primrose Yellow over Black trim*
- ★ *Fitted with air conditioning and power windows*

**THE CORVETTE C2**

Even as sales of Chevrolet's new Corvette sports car struggled and GM threatened to pull the plug on the program, plans for a more focused, purposeful Corvette began as early as 1957. It took considerable effort by a passionate team of engineers led by Zora Arkus-Duntov to convince the GM board to allow the program to continue, the Corvette received a stay of execution, and the rest is history as the saying goes.

In 1963, Chevrolet introduced the completely new second-generation Corvette. Essential elements of the experimental Q-Corvette

and Sting Ray dream car combined to form the most sophisticated and stylish Corvette yet. Duntov and his team revolutionized the Corvette, ditching its family sedan underpinnings and creating a proper, no-excuses sports car to take on the Europeans. The new purpose-built chassis featured four-wheel independent suspension, big drum brakes (discs followed soon after), and various iterations of the 327 ci small-block V8 ranging from the 250-horsepower base engine to an impressive 360 horsepower. Atop the advanced chassis sat a stunning new body

designed by the great Larry Shinoda under the direction of GM design boss Bill Mitchell. The design set the automotive world alight with its gorgeous boat-tail fastback roofline, split rear window, pronounced fender bulges, and an aggressive, purposeful stance. The C2 Corvette remains one of the most iconic and beloved American car designs.





THE CAR OFFERED

This 1963 Corvette 'Split-Window' Coupe is an attractive example, wearing an older restoration in a flattering shade of pale primrose over black upholstery. According to the serial numbers and trim tag, this car was originally delivered in Daytona Silver over a blue interior. Additionally, the engine stamping matches the chassis number, and the "SD" engine suffix confirms it as the correct 300bhp 327 paired with a Powerglide automatic transmission. Other equipment includes power windows, Delco pushbutton AM/FM radio, and air conditioning. The car wears

correct 1963-style wheel covers, with white wall tires, with later additions including side-exit exhaust and remote adjustable mirrors. Well-presented overall, this Corvette has been on long-term display with an overseas collector. Please note this vehicle has not been started while in the Bonhams' care and may require recommissioning.

**\$80,000 - 140,000
WITHOUT RESERVE**



25.

2006 FORD GT

VIN. 1FAPP90S36Y400050

Engine no. 1FAPP90S36Y400050

5,408cc DOHC Supercharged V8 Engine

Electronic Fuel Injection

550bhp at 6,500rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *Extremely well-kept example with fewer than 5,700 miles*
- ★ *Highly optioned example with just 3 owners from new*
- ★ *Very collectible and extremely powerful supercar*
- ★ *Offered with original owner's manuals and car cover*



THE FORD GT

In Ford Motor Company's long and hugely successful history, few events are as memorable and as important as the GT40 racing cars' four consecutive overall victories at Le Mans. Stemming from a failed acquisition of Ferrari, an understandably frustrated Ford enlisted Carroll Shelby and others to build a racing car with one mission: to beat Ferrari at Le Mans. With their goals set high, the GT40 became the most iconic and successful underdog in Le Mans history.

Arriving in prototype form just in time for Ford's centennial celebration in 2003, the Ford GT borrowed heavily from the stunning

design and profile of the GT40 and set out on a similar mission: to compete with, and surpass, the supercar establishment.

The ultra-high performance Ford GT showcases the finest in advanced technologies, constructed on a lightweight aluminum chassis clothed in superplastic-formed lightweight composite and aluminum body panels. Powered by a mid-mounted, hand-built, supercharged quad-cam 550bhp V8 engine mated to a 6-speed manual transaxle and featuring racing derived suspension and braking systems, the GT avails the driver of astounding performance and power.

With this prolific power, the Ford GT will sprint from 0-60 in about 3.5 seconds, hurtling on to some 205mph before the speed limiter kicks in. When production ceased in 2006, with just over 4,000 Ford GTs produced, the epic Ford had made its mark on automotive history once again - and became an instant collector's car.





THE CAR OFFERED

This stunning 2006 model-year Ford GT is offered in incredible original condition with fewer than 5,700 total miles since new. This car was hand assembled at the Wixom, Michigan Ford plant during October of 2005, and finished as it is today in striking Mark IV Red, a color that brilliantly highlights the design and curves of its muscular lightweight bodywork. Adding to its desirability, this GT was specified with the full complement of four factory options; the luxurious McIntosh stereo system, lightweight alloy rims, painted calipers and the bold painted Shelby Le Mans stripes down the center of the car.

According to the CARFAX Report, the GT received its Pre-Delivery Inspection by

Henderson Ford of Waveland Mississippi in March of 2006, and was sold later that month, to a first owner who appears to have resided in Biloxi, Mississippi. The GT was serviced at Henderson Ford prior to the purchase by its second owner in 2012. The Ford GT remained in the South following its purchase in January of 2013 by the third and current caretaker, residing in Memphis, Tennessee, when it was recorded with just 3,605 miles on the odometer. The Ford GT has since been part of a prominent collection of sports and performance cars. At the time of cataloguing, potent Ford has fewer than 5,700 miles on the odometer and shows impeccably well in original condition throughout.

The Ford GT is part of a rare class of modern cars that became instant collectibles and have only grown increasingly sought after. Given its inimitable heritage, prolific performance, stunning design, and thrilling driving experience, Ford's supercar is a unique creation that will undoubtedly be revered for years to come. This particular GT offers a great opportunity to add a low mileage and well-specified example to any collection.

\$375,000 - 475,000



26.^P

1930 CADILLAC SERIES 452 V-16 ROADSTER Coachwork By Fleetwood

Chassis no. 7-1924
Engine no. 01761
Body no. 51

452 Cubic Inch Overhead-Valve 60-degree V-16 engine
Twin Updraft Cadillac Carburetors
165bhp at 3,400rpm
3-Speed Manual Gearbox
Solid Axle Front, Live Axle Rear, Semi-Elliptic Springs
4-Wheel Mechanically Operated Drum Brakes

- ★ One of the finest surviving V-16 roadsters
- ★ Single-family ownership from 1933-2014
- ★ Retains its original engine, chassis, and Fleetwood body
- ★ Finished in its as-delivered colors of "Boone Brown" with "Thorn Maroon" trim
- ★ A Classic Car Club of America (CCCA) Full Classic®



THE MOIR FAMILY V-16 CADILLAC

In 1933 a young Massachusetts man named John Moir, Sr. visited his local Lincoln dealer, Baker Ford Company of Brookline, where he discovered an intriguing motorcar that had been recently traded in. Moir Sr. was a man of means, as his family recently sold their Chase & Sanborn Coffee Company to General Mills for a considerable sum. So, it may seem unusual for a wealthy young family man of this sort to be after a used car. But this was no ordinary time, as 1933 was during the height of the Great Depression, and this was no ordinary used car – it was the finest car America had to offer – a mighty Cadillac Series 452 V-16 fitted with Fleetwood's sportiest body, the 2/4-passenger rumble-seat roadster.

The car, engine number 701761, was just three years old at the time. It had been delivered to Fitzhenry Cadillac Company of Worcester, Massachusetts for Matthew Whittall Jr., the son of a prominent local mill owner. The Whittall's owned "Juniper Hall", a sprawling 100-acre estate in nearby Shrewsbury which served as their summer cottage. The Cadillac V-16 would not have been out of place on the estate, and it is believed to have shared the carriage house with a chauffeur-driven V-16 limousine.

Factory records show the V-16 Roadster left the factory in Boone Brown with Thorn Maroon for the moldings, wheels, and rear deck. Rich Maroon leather featured on the seats and trim panels. Early V-16 roadsters used higher speed rear axle ratios (4.07:1 in this case), which, combined with the lightweight Fleetwood body, ensured 100mph performance. The solid axles, mechanical brakes, and 30's era roads meant that sort of speed required a robust disposition, which Mr. Whittall reportedly did not possess. After a brief tenure, he became a bit spooked by the Cadillac's performance and traded it in for a new, and rather more sedate, Lincoln K.





It is also possible that the financial pressure of the Great Depression—or the social pressure to avoid being seen driving such an extravagant conveyance—may have also forced the sale. As John Moir, Jr., wrote in his handwritten recollections, “in 1933 big, gas guzzling cars were hard to sell, so Dad got a bargain.” The elder Moir reportedly paid \$500 for what was a nearly new automobile, which he drove until World War II when fuel rationing made such transportation impractical for anyone.

After the War, Moir Sr. gifted the Cadillac to John Moir, Jr., who used it while at school at Harvard College for 3 1/2 years, then to commute to his office at the Museum of Science in Boston. In 1950, his father insisted that he upgrade to a more suitable car for a young man to drive in Boston traffic, so he ordered a new AC 2-Liter Buckland tourer. However, the Moirs were a family that seldom parted with their possessions, and the Cadillac proved no exception.

The \$500, onetime college car was stored and carefully preserved original condition until the early 1990s, when John Jr. sent it to Curt Hardee of Hooksett, New Hampshire, for restoration in “the only colors it has ever worn.” It was dressed up with a radiator stone guard, but otherwise remained astoundingly authentic, retaining every original component save only the radiator “Goddess,” whose pot metal crumbled, and the mirrors on the side-mount spares, replacing the long-lost originals.



While it scored 98.25 points and received its CCCA Primary First Prize in 1997, the V-16 roadster seldom made public appearances outside of Moir's Chocorua, New Hampshire home. His love of the 2-liter Buckland tourer that replaced the V-16 in the '50s led him to become a preeminent expert in AC cars, and a passion for automobiles of all sorts inspired him to assemble the famous "A to Z" collection, with one automobile for every letter of the alphabet. The V-16 not only represented the letter "C", but also served as the flagship.

In 2014, John Jr.'s advancing age led to the dispersal of his entire collection, including the V-16 roadster, which had by that point been in single-family ownership longer than almost any other—81 years!

Since changing hands, the roadster continues to present beautifully, with its handsome and correct livery, and the interior in excellent condition. Both the undercarriage and engine compartments are tidy and attractive, reflective of Mr. Hardee's sympathetic restoration.

The Moir V-16 is quite simply one of very finest examples of the most sought after and sportiest Pre-War Cadillac, a car beloved and respected by many, perhaps none more than the Moir family, who cherished it for so long.

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





27.*From The Maine Classic Car Museum Collection***1951 KAISER DELUXE JADE DRAGON**

Chassis no. K512053525

226.2ci L-head Inline Six-Cylinder Engine
 Single Downdraft Carter Carburetor
 115bhp at 3,650rpm
 4-Speed Hydra-Matic Automatic Transmission
 Front Independent A-Arm Suspension, Rear Live Axle
 4-Wheel Hydraulic Drum Brakes

- ★ A fine example of Kaiser's Dragon series sedans
- ★ Believed to have 11,000 original miles
- ★ Flamboyant "Dragon Skin" interior trim
- ★ Styled by the great Howard "Dutch" Darrin

**THE KAISER JADE DRAGON**

For 1951, Kaiser debuted a completely redesigned lineup, featuring low-slung body styling by longtime affiliate Howard Dutch Darrin, which he billed as "anatomic design." The new Kaisers were attractive, with a quirky character that reflected the company's staunch independence. Lacking the budget of the Big Three, Kaiser made clever use of trim packages to differentiate the upmarket Deluxe from the entry-level Special. At the top of the line was the Dragon Series – a range of color and trim options all featuring unique heavy grain vinyl trim resembling expensive alligator leather. To avoid confusion and assure Kaiser's more budget-minded buyers, the marketing department took a tongue-in-

cheek approach, advertising it as "Dragon Skin." There were various Kaiser Dragons based on color combinations – Jade Dragon, Golden Dragon, Silver Dragon, and so forth. All were based on the Deluxe series and featured Hydra-Matic transmissions and other premium options.

THE CAR OFFERED

The 1951 Jade Dragon offered here is remarkably well-preserved, showing just over 11,000 miles which is believed to be accurate. It is an early first series car, recognizable by its painted green roof, as opposed to the Dragon Skin-clad padded roof of later series. The two-tone green livery and fabulous Dragon Skin upholstery are pure 1950s gimmickry, and truly delightful. Options on this car include a Hydra-Matic transmission, oil-bath air cleaner, heater/defroster, pushbutton AM radio, and electric clock. The Kaiser Dragon is pure mid-century Americana, and this wonderfully preserved example is certain to turn heads.

\$25,000 - 35,000
WITHOUT RESERVE



- ★ Restored to a high standard in the early 2000s
- ★ Perfect for weekend cruises
- ★ Delightful Art-Deco design

From The Maine Classic Car Museum Collection
1940 BUICK SPECIAL SERIES 40 CONVERTIBLE COUPE

Chassis no. 13796501
 Engine no. 43991619

248ci OHV Inline 8-Cylinder Engine
 Single Carburetor
 107hp at 3400rpm
 3-Speed Manual Transmission
 Independent Front with Live Rear Axle Suspension
 4-Wheel Drum Brakes



THE PRE-WAR BUICK

Inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. More designer than businessman, Buick's lack of talent in the latter role led to numerous changes of ownership before its founder was eventually eased out in 1908, his departure from the Buick Motor Company coinciding with its establishment as the cornerstone of new owner William C. Durant's General Motors.

Under Durant's stewardship production rose dramatically and by the end of the 1930s Buick had become one of America's most popular cars. For a period in the 1920s the range had consisted entirely of sixes and then at the end of 1930 Buick dramatically axed its six-cylinder models, adopting an all eight-cylinder range for 1931. Stylistically and mechanically, the Buick range was comprehensively revised for 1936, featuring 'turret top' styling and improved independent front suspension, and these revitalized straight-eights would carry Buick through to WW2 and beyond.

THE CAR OFFERED

On offer is a wonderful example of the Series 40 (248ci, 4,066cc) Buick Special Eight, which would have left the Flint, Michigan factory in 1940, Buick's best ever production year.

Acquired for the Museum at one of the Owls Head Transportation Museum auctions in Maine in 2017, according to information provided then the Buick had undergone a thorough restoration in the early 2000s after which it had been lightly used and well maintained. This has remained true in its current ownership and while there is now light age to the refurbishment, undeniably it still presents very well.

The rich dark green paintwork is the perfect counter to enable the plethora of chrome details on these cars to 'pop'. The white walls, light fawn top and cream interior complete that contrast. The interior is also noted for its engine turned finish, as well as its set of period instruments and the period Sonomatic radio in the center.

Buicks of this era have an undeniable physical presence as well as timeless styling, a winning combination which continues to be appreciated more than 80 years after they rolled off the production line.

\$40,000 - 50,000
WITHOUT RESERVE



29.*From The Maine Classic Car Museum Collection*
1946 CHEVROLET PANEL VAN

Chassis no. 10795

216.5 ci L-Head Inline Six-Cylinder Engine
 Single Barrel Carburetor
 90bhp at 3,300rpm
 3-Speed Manual Transmission
 Leaf Spring Suspension, Solid Rear Axle
 4-Wheel Drum Brakes

- ★ *Appealing light commercial Chevy*
- ★ *Restored in 2017 and showing well*
- ★ *Perfect for small business promotion or support*

**THE CAR OFFERED**

Nowadays an integral part of American popular culture, the truck has come to be thought of as the 20th Century equivalent of the cowboy's horse. Once viewed as strictly utilitarian commercial vehicles, they were seized on as ideal candidates for customizing and hot-rodding in the post-war era, and today, like so many fashions that start in the USA, enjoy a cult following worldwide. Having introduced its first pickup in 1918, Chevrolet overtook chief rival Ford, albeit briefly, as the USA's number one producer in the 1930s thanks to its policies of technical innovation and aggressive marketing - Chevrolet was among the first to offer synchromesh transmissions and hydraulic brakes on its pickups as well as an extensive range of colors.

By 1939 Chevrolet offered no fewer than 45 different trucks on eight alternative wheelbases and in capacities ranging from a half to one-and-a-half tons, all of them powered by the classic 'Stovebolt' 3.5-litre overhead-valve six. The first post-war redesign of the truck range was introduced on the 1947 line-up.

According to information on file, this striking Chevy Panel Van received a full restoration in 2017, and was formerly owned by Robert St. Onge, of Maine. As part of the work, it was refinished in the bright and beautiful shade recorded as Export Blue by the company, which is contrasted by the black fenders and bold 'Deco-esque chrome grille out front. Inside the van has been refinished to a

very high standard blending practicality with appealing looks, the front compartment is trimmed in tan leather, while the rear cargo storage area has been tastefully finished in wood decking. It is understood that its accrued miles post rebuild are a mere 500, ensuring that it still shows well today.

Not presently liveried, the Chevy could easily be customized for a multitude of business guises that such a vehicle might support from race preparation to a florist. In any look, its color scheme will ensure that you're not missed and most likely put a smile on your and your customers' faces as you drive along!

\$35,000 - 45,000
WITHOUT RESERVE



30.

From The Maine Classic Car Museum Collection
1936 FORD MODEL 68 V8 PHAETON

Chassis no. 18-3305681

221ci 90-degree L-Head V8 Engine
Single Ford 2-bbl Downdraft Carburetor
85bhp at 3,800rpm

3-Speed Manual Transmission
Solid Front Axle, Live Rear Axle, Transverse Leaf Springs
4-Wheel Mechanical Drum Brakes

Without Reserve

- ★ One of the prettiest and most desirable 36 Ford body styles
- ★ Robust "Flathead" V8 power
- ★ Appealing patina that encourages enjoyment
- ★ A wonderful classic for family touring



THE 1936 FORD

For 1936, Ford did a bit of clever design work to freshen their lineup for the new model year without resorting to extensive and costly retooling. The chassis and bodies carried over from 1935, but received a new front-end design and reshaped fenders resulting in a striking new look. Numerous mechanical refinements were made to improve cooling, drivability, and reliability. Standard and Deluxe trim lines continued, along with an array of open and closed body styles to ensure Ford buyers could get exactly the car that fit their needs. The 1936 Ford remains hugely popular with collectors and hot rodders alike, and they are renowned for their delightful road manners and elegant style.

THE CAR OFFERED

Among all the bodies offered in 1936, few approach the elegance of the 4-passenger Deluxe Phaeton. According to the consignor, this car was sold new to a family from New Hampshire, who owned it for many years and maintained its largely original condition. This Phaeton features appealing options and period accessories, including a covered rear-mount spare, trunk rack, Greyhound mascot, Mobilite Search Light, fog lights, and rear wheel spats. Finished in black lacquer over brown upholstery, it displays a heavy patina yet remains appealingly honest and unmolested, though some paint peeling is noted on the right rear door. Apple green wheels wear deluxe hub caps and whitewall

tires. Power comes from the venerable 221ci "flathead" V8, which is backed by a 3-speed manual transmission and a desirable Columbia 2-speed overdrive rear axle. With minimal attention, this uniquely appealing Ford will be a marvelous family-friendly tourer.

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



31.*From The Maine Classic Car Museum Collection*
1941 FORD MODEL 11-A SPECIAL DELUXE SEDAN

Chassis no. 28000

221ci L-head V8
 Single Downdraft Carburetor
 90bhp at 3,800rpm
 3 Speed Manual Transmission
 Solid Front Axle, Live Rear Axle, Transverse Leaf Springs
 4-Wheel Hydraulic Drum Brakes

- ★ Original and unrestored, with just over 28,000 miles
- ★ Formerly of the Wells Auto Museum in Maine
- ★ Rarely seen in untouched condition
- ★ Desirable Deluxe trim and venerable "Flathead" V8 engine

**THE 1941 FORD**

Ford debuted a thoroughly refreshed model line for 1941, featuring new styling, a longer wheelbase chassis (by two inches) and more spacious bodies. The new rounder look was distinguished by a narrow upright grille with more subtle auxiliary grilles set lower in front end. While running boards were soon to be a thing of the past, Ford still utilized them, though they were made much smaller by the increased body width. Ford offered three trim packages for the Model 11A cars— Standard, Special Deluxe, and Super Deluxe. The Standard came only with the inline-six, while Deluxe and Super Deluxe buyers had the option of Ford's superb "Flathead" V8, now rated at 90hp. Well-equipped, handsome, and with outstanding performance for the price, the 1941 Ford has become a much sought-after car among a wide range of enthusiasts.

THE CAR OFFERED

This 1941 Ford Special is an incredibly well-preserved, unrestored original car which, according to the consignor, was purchased new by a Massachusetts man for his son with options including mid-level Deluxe trim, optional heater, and V8 engine. The man's son went overseas to serve in World War II, but sadly never returned home, so in 1946 the car was parked with just 28,000 miles. It was discovered by serial car hunter Glenn Gould, who later displayed it in his Wells Auto Museum collection in Wells, Maine. The consignor's passion for preservation level cars led him to acquire the Ford after the closure of the Wells Museum, and its pleasing moderate patina has been carefully maintained. The car retains correct details including the proper Deluxe trim such as the chrome center grille and "dog dish" hubcaps, and still displays its last registration sticker from 1946.

Rarely seen in such original condition, this '41 Ford Deluxe is indeed a special find for enthusiasts of preservation-class cars.

\$30,000 - 40,000
WITHOUT RESERVE



- ★ A lovely, well-kept “shoebox” Ford Woodie
- ★ Long-time Maine car
- ★ Attractive Sunland Beige paint over tan upholstery
- ★ Well detailed and maintained older restoration

From The Maine Classic Car Museum Collection
1950 FORD CUSTOM DELUXE STATION WAGON

Chassis no. 126894

226ci L-Head Inline Six-Cylinder Engine
Single Downdraft Holley Carburetor
95bhp at 3,300rpm

3-Speed Manual Transmission

Independent Coil-Spring Front Suspension, Live Rear Axle with Leaf Springs

4-Wheel Hydraulic Drum Brakes



THE 1950 FORD

With a transportation-hungry public eager to buy just about anything and everything that Detroit produced, there was little impetus for change in the early post-war years and Ford's first all-new design did not appear until the 1949 range was introduced. With the '49 model, Ford finally adopted wishbone-type independent front suspension and swapped the old transverse springing for longitudinal leaves at the rear, while fresh styling saw the arrival of a more slab-sided design, earning the “Shoebox” moniker. There were no significant changes made for 1950, though the designation of the previous top-of-the-line ‘Custom’, became ‘Custom Deluxe’. The latter comprised six different models for 1950, the most expensive of which, costing \$2,107, was the two-door ‘woodie’ station wagon, available with either the flathead V8 or inline-six engine. Chromed window moldings, a chromed horn ring, two sun visors, armrests on all doors, and chromed trim strips to the lower body sides were among the Custom Deluxe's distinguishing features.

THE CAR OFFERED

One of only a relative handful surviving worldwide, the Custom Deluxe ‘woodie’ station wagon offered here was a long-time resident of Maine, conveying a delightful “Vacationland” vibe. It has been in the consignor's care for more than a decade, with a nicely matured older restoration that is authentically detailed throughout. The consignor reportedly drove this Ford to the famous Kennebunkport, Maine residence of Pres. George H.W. Bush, who was so taken by the car that he stood admiring it in the drive as his guests waited for the reception to begin. It is easy to be captivated by this lovely and rare woodie wagon, particularly in its period correct shade of Sunland Beige with proper heavy-grain upholstery. Equipped for family adventures, it includes a pushbutton radio, electric clock, heater/defroster, and a searchlight. Popular with surfers and customizers alike, very few “Shoebox” Ford woodies survive in such pleasingly standard condition.

\$30,000 - 40,000
WITHOUT RESERVE



33.*From The Maine Classic Car Museum Collection***1959 EDSSEL VILLAGER STATION WAGON**

Chassis no. B9UT739844

361ci "Super Express" OHV V8 Engine (see text)
 Single 2-bbl Downdraft Carburetor
 303bhp at 4,400rpm
 3-Speed Manual Transmission with Column Shift
 Independent A-Arm Front Suspension, Live Rear Axle with Semi-Elliptic Rear Springs
 4-Wheel Hydraulic Drum Brakes

- ★ Formerly part of Jim Popp's "Shrine of the Holy Grille" collection
- ★ One of fewer than 50 survivors from 5,687 built
- ★ Rare and desirable 3-speed manual transmission
- ★ A wonderful slice of late-50s Americana

**THE EDSSEL VILLAGER**

Edsel arrived in 1958 to much fanfare as the core of Ford's new Mercury-Edsel-Lincoln division. Aiming to align itself with General Motors, FoMoCo slotted Edsel between Mercury and Lincoln to fill the widening gap and better compete with Oldsmobile and Buick. Combining mechanical elements from Ford and Mercury, the Edsel lineup offered a wide array of equipment and configuration options. The Villager wagon was the workhorse of the lineup, featuring Edsel's requisite "horse collar" grille treatment in front and unique sheet metal along the flanks. Wagons are traditionally scarcer than their sedan and coupe brethren, typically selling in smaller numbers and often serving hard lives. The Edsel Villager is no exception, of which just 5,687 were produced and fewer than 50 are known to exist.

THE CAR OFFERED

Jim Popp is a name known to many Edsel enthusiasts as one of the premier collectors and champions of FoMoCo's infamous orphan brand. His collection, playfully named "The Shrine of the Holy Grille," housed many of the best and rarest Edsels in the world, and this 1959 Villager Wagon counted among them. It is believed to be one of fewer than 50 known survivors and is wonderfully presented with a well-maintained restoration. Finished in a mid-century appropriate color scheme of President Red with Talisman Red (pink) accents, it is distinctly detailed and full of character. Steel wheels wear chrome hubcaps and black wall tires complete the unique, purposeful appearance. At the time of restoration, the original 332ci engine was replaced with a period-correct 361ci Super Express V8, the most powerful engine in the Edsel range. The

best part, however, is that the V8 is backed by a 3-speed manual transmission, sure to ignite the imaginations of any wagon enthusiast. This eminently stylish and potent wagon earned an AACA National First Prize in 2009, and it remains as impressive as ever.

\$35,000 - 45,000
WITHOUT RESERVE



34.

From The Maine Classic Car Museum Collection
1964 FORD GALAXIE 500 XL CONVERTIBLE

Chassis no. 4Z69X121339

352ci OHV "Interceptor" V8 Engine
Single 4-bbl Downdraft Carburetor
250bhp at 4,400rpm

3-speed Cruise-O-Matic Automatic Transmission
Independent A-Arm Front, Live Rear Axle with Semi-Elliptic Leaf Springs
4-Wheel Hydraulic Drum Brakes

- ★ Believed to have just 99 original miles
- ★ Astonishing time-warp condition
- ★ Highly optioned and eminently attractive in Prairie Bronze
- ★ A must have for any serious Ford collector



THE CAR OFFERED

In 1964, Ford once again announced a complete makeover of their entire range. From the compact Falcon to the full-sized Galaxie and luxurious Thunderbird, the new Fords hit the mark with crisp, balanced design and a range of excellent V8 engines from the compact 289 Challenger to the mighty 427. The Galaxie 500 XL looked lower and wider than ever and was the pick for buyers after big, stylish cruiser with plenty of muscle to back up the sharp looks.

This car's remarkable story begins in February of 1964, when Edgar Spenner, farmer from Centralia, Illinois visited the annual Chicago Auto Show at McCormick Place to have a gander at the latest models. Making his way to the Ford stand, he was struck by the gorgeous new Galaxie 500 XL Convertible and placed an order for one on the spot. Bucking the pragmatic

Midwestern farmer stereotype, he ordered his Galaxie in top-line 500 XL trim, with the X-code 352ci Interceptor V8, Cruise-O-Matic transmission, center console, bucket seats, power steering, rear fender skirts, and finished in an appealing color scheme of Prairie Bronze (code P) with Medium Palomino Trim (code 89) and a white top.

As Edgar drove his sparkling new Galaxie home from Bill-Rick Ford, he felt disappointed with the feel of the power steering, and soon called dealer to exchange the new Galaxie. The dealer offered him a discounted trade-in price, which undoubtedly led to what we imagine was a heated exchange. Frustrated with his Ford and perhaps out of spite, Edgar parked the car in his barn after 73 miles and left it there until his passing.

The Galaxie was acquired in the early 2000s from Spenner's estate by an antiques dealer, and the car passed through various fastidious owners who went to great lengths to preserve its astonishing originality. The paint displays a few small areas of slight patina from age, but is otherwise outstanding, as is the gorgeous vinyl interior. The trunk looks virtually untouched, with a pristine mat and completely undisturbed spare wheel and jack set. Beneath the hood, the 352ci V8 retains its original decals and labels, with only age-appropriate shelf wear noted. A document file contains the original dealer invoice, warranty booklet, assembly line build sheet, and owner's card. Superbly preserved with astonishingly low miles, this Galaxie 500 XL is a dream-find for any fan of these beautiful full-size Fords.

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



35.*From The Maine Classic Car Museum Collection*
1953 NASH RAMBLER CUSTOM CONVERTIBLE

Chassis no. D-150863

184ci L-head Inline Six-Cylinder Engine
 Twin Downdraft Carburetors
 85bhp at 3,800rpm (rated)
 3-Speed Manual Transmission
 Independent Coil Spring Front Suspension, Live Rear Axle with Leaf Springs
 4-Wheel Hydraulic Drum Brakes

- ★ A charming and rarely seen "bathtub" Nash
- ★ Upgraded with finned cylinder head and twin carburetors
- ★ Very well preserved and largely unrestored

**THE NASH RAMBLER**

In 1950, Nash-Kelvinator introduced the revolutionary Rambler, establishing a new segment in the American automotive landscape. The idea of a home-grown compact car was not necessarily new, but the Rambler was the first to be successful. There were two keys to the Rambler's traction in a difficult market: One was that it was billed as the ideal second car for the upwardly mobile middle class, and the other was that despite being classified as an economy car, Nash did not skimp on equipment and options. Lois Lane famously drove a Rambler in the Superman series, billed as "an Independent Woman in an Independent Car!" Under its unique "bathtub" styling lay an otherwise conventional chassis with independent front suspension and a robust, reliable L-head six. While certainly not a performance car, the Rambler was undoubtedly well-built and equipped to convey a sense value and quality to the famously fickle American car buyer.

THE CAR OFFERED

This 1953 Nash Rambler is a rare convertible model, attractively finished Spanish Red over a black and white vinyl interior and a white vinyl top. The Rambler convertible utilized nearly all the same sheet metal as the 2-door sedan – including the full-frame doors and quarter windows making it essentially a large-scale roll-top with a bit of extra structure at the back. It was a clever solution to keep costs in check, and one that only adds to the Rambler's smile-inducing appeal. This car features options such as a continental spare wheel, full wheel covers, a factory radio, and a rare finned-alloy cylinder head with twin carburetors – adding a welcome extra punch to the compact 'six. This Nash is remarkably well preserved, and with some minor detailing would be a surefire hit in club events and AACA gatherings. Despite its humble origins, this charismatic little Rambler is quite significant as it represents America's first truly successful home-grown compact car.

\$25,000 - 35,000
WITHOUT RESERVE



36.

From The Maine Classic Car Museum Collection
1957 HUDSON HORNET V8 CUSTOM SEDAN

Chassis no. Y-13365

327ci OHV V-8 Engine
Single 4bbl Downdraft Carburetor
255bhp at 4,700rpm

4-Speed Hydramatic Automatic Transmission
Independent Front Suspension, Live Rear Axle
4-Wheel Power-Assisted Hydraulic Drum Brakes

Without Reserve

- ★ The final year of production for the proud Hudson brand
- ★ One of just 2,256 Custom Sedans built
- ★ Amazingly well-preserved
- ★ Powerful 327ci V8 engine and flamboyant styling



THE 1957 HUDSON HORNET

When Hudson and Nash-Kelvinator merged to create American Motors Corporation in 1954, hopes for the new company were high. But an intensifying price war between Ford and GM put the independents on the back foot, and Hudson struggled to keep pace with the rapid development from the Big Three. Despite a solid lineup of cars offering excellent performance and value, the 1957 model year proved to be Hudson's last. While Ford and Chevy each sold in excess of 1.5 million cars, Hudson production topped out at just 4,100. The top-line Hornet was essentially a heavily re-styled Nash, with lots of chrome and fiberglass addenda to help it stand out, along with a punchy 327ci OHV V8 engine and many luxury options. Unfortunately, the competition was too much to handle, and AMC dropped the legendary Hudson name for good at the end of 1957.

THE CAR OFFERED

This 1957 Hudson Hornet Custom is one of just 2,256 produced, and is offered in well-preserved, highly original condition. Finished in its original colors of Mojave Yellow and Avocado and adorned with plenty of intricate brightwork, it is an eminently charming bit of 50s Americana. It is believed to wear its original paint and the car displays a wonderful overall patina. The Hydramatic transmission, paired with the powerful V8 and this car's optional power steering and power brakes, makes it a capable boulevard cruiser. Other options include an AM pushbutton radio, electric clock, and heater. The interior appears well-preserved and mostly original, although the seats have likely been reupholstered at some point. For the collector seeking a late 50s American car but finds a Chevy or

Ford far too conventional, this wonderfully preserved, exceptionally rare, and uniquely stylish Hudson may prove just the ticket.

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



Other Properties

37.P

The Ex-Queen Maria Of Yugoslavia, 1931 Paris Salon
1931 DUESENBERG MODEL J CONVERTIBLE SEDAN
Coachwork By Carrosserie Franay

Chassis no. 2465
Engine no. J-446

420 Cubic Inch DOHC 4-Valve per Cylinder Inline 8-Cylinder Engine
Single Updraft Carburetor
265bhp at 4,250rpm
3-Speed Manual Transmission
Front Solid Axle, Rear Live Axle with Semi-Elliptic Leaf Springs, Hydraulic Dampers
4-Wheel Hydraulic Drum Brakes

- ★ *Glamorous dual-windscreen convertible sedan body by Franay of Paris*
- ★ *Shown at the 1931 Paris Salon and sold to Her Majesty Queen Maria of Yugoslavia*
- ★ *Updated early in its life with fabulous pontoon-style fenders*
- ★ *Retains its original engine, chassis, and body*
- ★ *Lovingly maintained, concours-quality restoration*





2465 on display at the 1931 Paris Salon, in the Grand Palais. Note 'vendue' /sold sign on the windshield.

THE DUESENBERG MODEL J

At the New York Auto Show on December 1, 1928, the Duesenberg Model J, an incredible new car from Indianapolis made its auspicious debut. Central to this spectacular new automobile was Fred Duesenberg's mighty 420 cubic-inch inline eight-cylinder engine. Calling on the Duesenberg brothers' vast motorsport experience, the engine had twin overhead camshafts and four valves per cylinder, making an astonishing 265 bhp in naturally aspirated form, and 320 bhp with the optional supercharger.

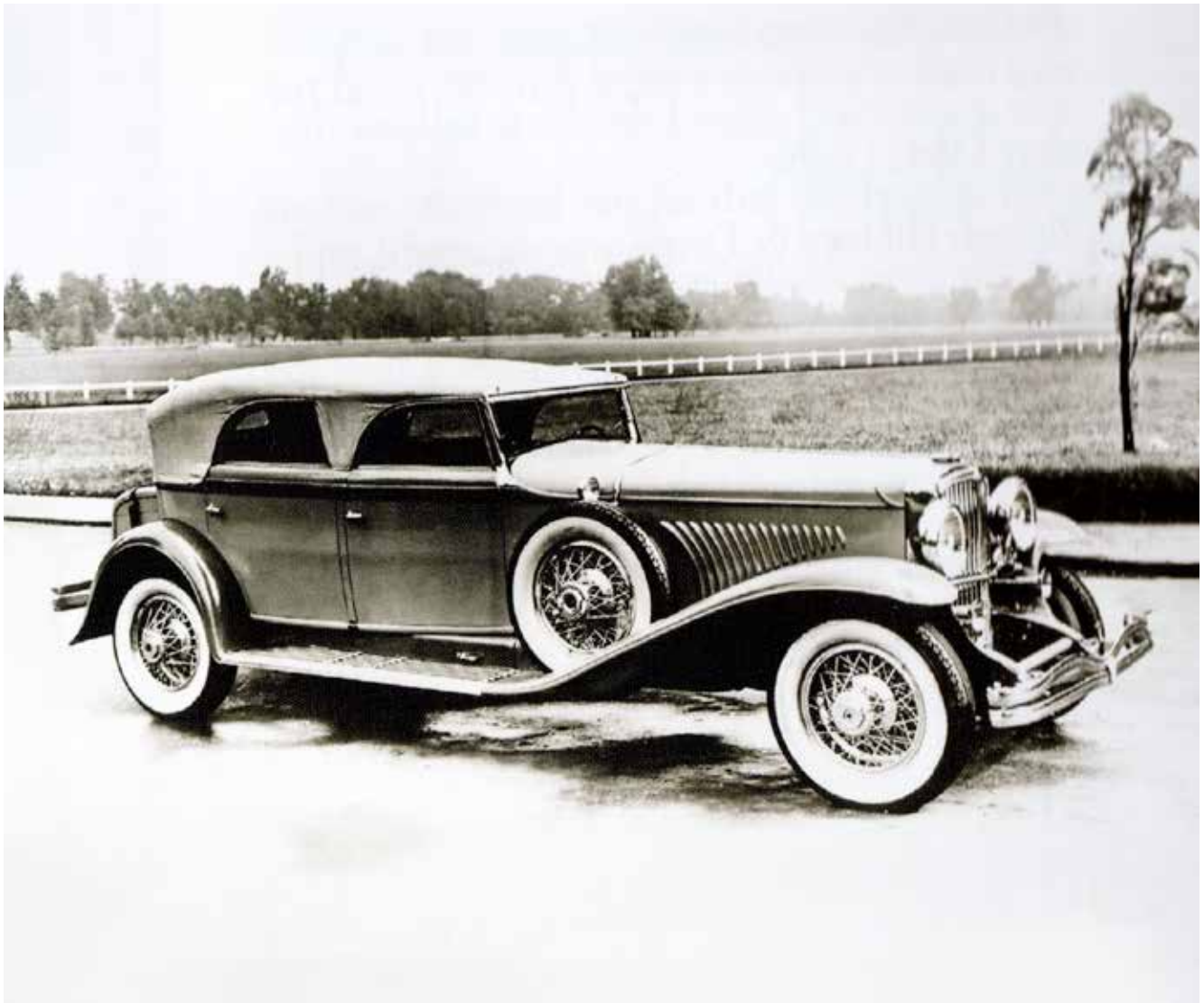
The mighty Duesenberg Eight sat in a highly advanced chassis featuring powerful, cockpit-adjustable hydraulic drum brakes and fully automatic chassis lubrication that

operated every 30-60 miles. A system of planetary gears operated warning lights to inform the driver of oil change and battery fluid intervals. As the fastest, most exclusive, and most expensive car in America, the Model J vanquished nearly everything else on the road.

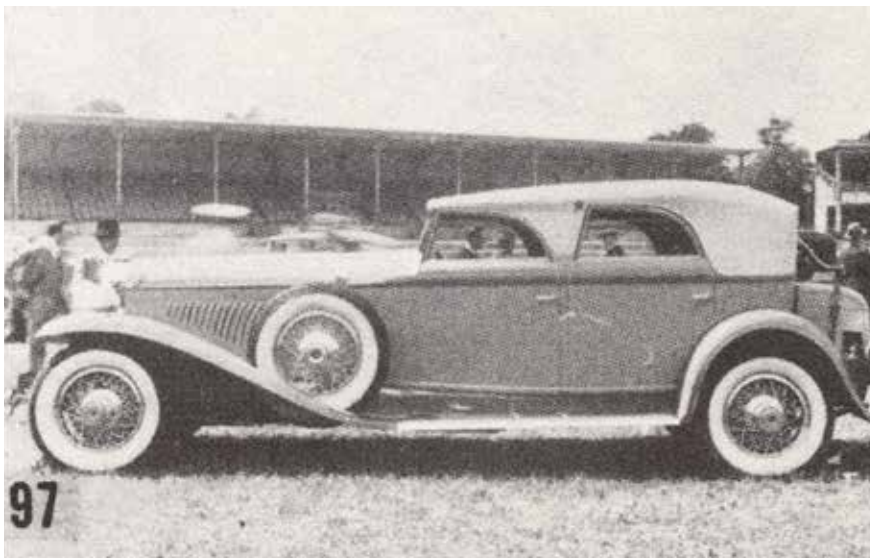
Duesenberg offered a range of semi-custom body designs from its in-house shop, LaGrande, and other catalog styles from coachbuilders including Murphy, Judkins, and LeBaron. Of course, with such an exclusive chassis, many buyers opted for custom coachwork from any number of prestigious firms – including the biggest names in Europe.

In Continental Europe, the Model J captivated sportsmen and nobility, delivering unrivaled performance and opulence to those with the means to afford it. Most European Model Js passed through Motor Deluxe, the world's showroom in Paris headed by E.Z. Sadovich at 12, rue de Berri. This was the leading overseas outlet for Duesenberg, both in point of sales and in promotional activity. In attracting Europe's motoring elite to the new Duesenberg, Mr. Sadovich recalled his success at the 1931 Paris Salon, which resulted in the sale of fourteen Model Js between October and January!





2465, early days.

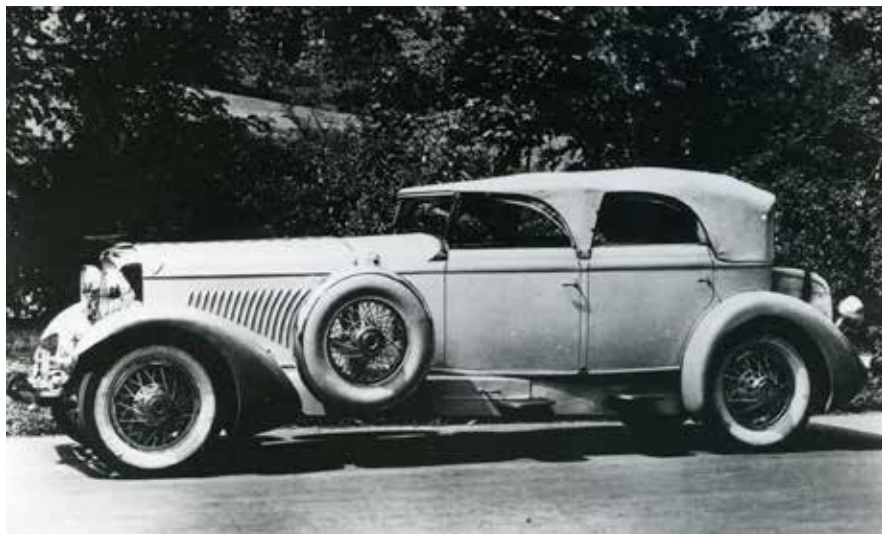


2465 as displayed by Franay at the 10th Salon Animé de la Carrosserie et de l'Élégance Feminine d'Automobile, June 1931.

THE CAR OFFERED

E.Z. Sadovich arranged for the display of two Model Js at the 1931 Paris Salon, both wearing coachwork by Carrosserie Franay, of Levallois-Perret, outside of Paris. One of those cars that captivated onlookers was our featured example, chassis number 2465, J-446 – a long-wheelbase Model J with an elegant, dual-windscreen convertible sedan body. It was ultimately delivered to Her Majesty Queen Maria of Yugoslavia, just the sort of European client Duesenberg hoped to attract. At Her Majesty's behest, her Lady of Honor later wrote to express The Queen's great satisfaction with the "absolute security" of her Duesenberg at high speed, its "grand comfort, remarkable suppleness, and supreme elegance." Clearly, she was extremely impressed with her new purchase.





With updated pontoon fenders, believed since 1940s. Photo Credit - Jonathan Sierakowski.





It is not known precisely when J-446 left the Royal Family's care, but the next known owner was Antonio Chopitea of Lima, Peru, who, along with his two brothers owned several other Duesenbergs. Mr. Chopitea kept J-446 in Paris, and it then passed it to a Parisian brewer before coming to the United States with a Mr. E. Romerez of New York City. By 1941, it was in the possession of Mr. Warriner of Maryland. Sources suggest that it was during Mr. Warriner's tenure that the original flowing fenders were replaced with the sporty pontoon-style fenders and floating running boards the car wears now. Noted Duesenberg historian Fred Roe suggests in his book *Duesenberg: The Pursuit of Perfection* that the fenders were changed before it came to the US. Either way, the modification occurred early in the

car's existence and the fenders are a superb complement to the clean and elegant Franay body.

Subsequent owners included W.E. Howell of Oklahoma, Mr. Schreiber of New Jersey, and Earl Clarke of Pennsylvania. In 1977, J-446 was acquired by Charles Goodman, who kept it until 1995. An extensive restoration was completed in 1996, and J-446 hit the show circuit. It won the Pre-War Touring Class award at the Louis Vuitton Classic at Rockefeller Center, First in Class at the CCCA Annual Experience at Hickory Corners and took home the Meadowbrook Memorial Trophy at the 1997 Meadowbrook Concours.

J-446's current custodian took ownership in 2002 and in the spirit of its original owner,

enjoyed the car to the fullest. In 2005, it returned to Europe for the Concorso d'Eleganza Villa d'Este, taking second in class. Stunningly presented in black over red interior, it features chrome wire wheels, and is minimally adorned, allowing the elegant Franay design to shine. A Lalique crystal Chrysler mascot adds a beautiful flourish.

Recently checked over at Straight-Eight in Detroit, the car is offered in superb order after more than twenty years of single ownership. Retaining its original body, engine, and chassis, this Model J represents a one-off opportunity to acquire a spectacular motorcar fit for a queen.

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





As photographed for *Super Car Classics*, including its Lalique hood ornament still with the car today. Credit - Michel Zumbrunn.



38.2**1953 FIAT 500 C TOPOLINO BELVEDERE**

Chassis no. 479003

569cc Inline Four-Cylinder Side-Valve Engine

Single Downdraft Weber Carburetor

16.5bhp at 4,000rpm

4-Speed Manual Transmission

Independent Front Suspension, Live Rear Axle with Leaf Springs

4-Wheel Hydraulic Drum Brakes

- ★ *A charming and practical Italian Peoples' Car*
- ★ *Lovingly preserved restoration in appealing colors*
- ★ *Full-length sliding sunroof*
- ★ *Authentically detailed and delightful to drive*

**THE FIAT 500 C "TOPOLINO"**

Peoples' cars like the Ford Model T, Austin 7, and VW Beetle occupy a unique space in the hearts of countless motoring enthusiasts. For Italians, the cheeky and cheerful Fiat 500 transcended socioeconomic status to become an iconic symbol of four-wheeled freedom. Better known by its sobriquet – Topolino, literally "Little Mouse," the original Fiat 500 of 1936 was much more than just a cute face. The work of the great engineer Dante Giacosa, it was one of the most advanced small cars available, with independent front suspension, hydraulic brakes, an overhead valve engine, and 12-volt electrics.

Buyers responded with glee in the post-war recovery era – snapping up over 376,000 examples of the little mouse through the end of production in 1955.

THE CAR OFFERED

This 500 C Belvedere is a fine example of Italy's beloved everyman car. Finished in a classic two-tone green color scheme that conjures journeys in the Tuscan countryside, it features pleasing touches such as cream wheel centers, chrome bumpers, and a full-length Webasto sliding roof. Wearing a well-maintained older restoration, it has an honest and authentic character. The consignor reports that he acquired the car from an Italian lawyer who lived in the exclusive *Coppede* neighborhood in Rome, using the Topolino there for approximately 15 years. In recent months, the current owner has done some maintenance to include brake servicing, fitting new sunroof material, new replacement chrome bumpers, and new window rubbers. Up to four passengers can cozy up in the minimalistic cabin, which is trimmed with authentic materials. The four-speed gearbox is shifted via a floor-mounted lever, allowing the

driver to extract the most from the 569cc 'four. An original jack and various spares are included in the sale.

In 1936 Fiat touted the 500 as the "great new little car to save money and work." It remains widely loved, and this eminently appealing Belvedere wagon will surely provide endless delight as you motor around the village, farm, or country estate.

\$30,000 - 40,000
WITHOUT RESERVE



1989 PORSCHE 911 CARRERA 3.2 CABRIOLET

VIN. WPOEB0910KS171267

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

- ★ *Coveted late-production G-Body with a G50 transmission*
- ★ *Attractive combination of white exterior and black cloth interior*
- ★ *Recently underwent servicing, including the installation of a new clutch*
- ★ *Loaded with a wide range of desirable options, such as power seat adjustments, air conditioning and cruise control*

**THE PORSCHE 911 CARRERA 3.2**

First seen in 1984, the Carrera 3.2 was the final iteration of the classic, torsion-bar suspended 911, replaced in the waning days of the 1980s by the radically altered 964. Capable of sub-six-second 0-60 mph times and greater than 150mph flat-out, the Carrera 3.2 makes great use of its sonorous and responsive 217 bhp boxer six, particularly in combination with the much sought-after G50 5-speed gearbox fitted from 1987-on, which delivered vastly improved shift feel and precision.

True to Porsches hard-earned reputation for greatness, the Carrera 3.2 delivers raw performance and driving pleasure without sacrificing comfort or usability. Overbuilt, superbly well engineered, and supported by an extensive, global network of dedicated and welcoming enthusiasts, a Porsche Carrera 3.2 represents the ideal point of entry for classic air-cooled 911 ownership.

THE CAR OFFERED

This 1989 Porsche 911 Carrera Convertible G50 is a testament to its well-preserved condition. It features an impressive list of desirable options, including air conditioning, power adjustments for both driver and passenger seats, cruise control, front fog lights, and an upgraded audio system. The seller reports the 3.2-liter six-cylinder engine delivers solid performance and power is seamlessly transferred through the exceptional five-speed G50 transmission, which has recently undergone a clutch assembly replacement. The attractive black interior is remarkably well-preserved, reflecting meticulous care over the years. To complete the package, a new convertible soft top enhances the overall driving experience.

\$50,000 - 70,000
WITHOUT RESERVE



40.^P

1958 FERRARI 250 GT COUPE Coachwork By Carrozzeria Ellena

Chassis no. 0855 GT
Engine no. 0855 GT

2,953cc SOHC V12 Engine
Triple Weber Carburetors
240bhp at 7,000rpm
4-Speed Manual Gearbox
Front Independent Suspension - Live Rear Axle
4-Wheel Drum Brakes

- ★ Delivered new to New York City, unique technical specifications
- ★ One of the finest examples of the model in existence
- ★ Classiche Red Book Certified and Platinum Level Score at Cavallino
- ★ Exquisite color combination



THE 250 GT – ELLENA

The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular carrozzeria among Maranello's customers, from now on Pinin Farina (later Pininfarina) would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallized in a new Ferrari 250GT road-car that was first displayed publicly at the Geneva Salon in March 1956. However, the Turin carrozzeria was not yet in a position to cope with the increased workload, resulting in production being entrusted to Carrozzeria Boano after Pinin Farina had completed a handful of prototypes.

Ex-Farina and Ghia designer Mario Felice Boano had founded Carrozzeria Boano in 1954 together with his son Gian Paolo and business partner Luciano Pollo. When father and son left for FIAT, Pollo was joined by Boano's son-in-law, Ezio Ellena, and the company changed its name to Carrozzeria Ellena. 130-or-so Boano and Boano/Ellena 250 GTs (all left-hand drive) were made between 1956 and 1958, the split being approximately 80/50 in favor of the Boano. The later Boano/Ellena cars were distinguished - generally but not exclusively - by a higher roofline and the absence of quarter-lights in the side windows.

These cars represented a significant departure for Ferrari. Driver and passenger comfort were

taken seriously for the first time; the interior was more luxurious, seats were broader and there was less noise intrusion. By this time there was also synchromesh in the gearbox, which, combined with a softer ride and light steering, was exactly what was expected by the increasingly important North American market. However, the Boano and Boano/Ellena-bodied models' mechanical similarity to other arguably more desirable, competition-orientated members of the 250 GT family resulted in a number of them being converted, and original survivors are relatively rare today.

In January 1958, *Sports Cars Illustrated* tested one of these Ferraris. "The 250 GT, though, is no race car with touring coachwork," declared the highly respected





THE CAR OFFERED

American motoring journal. “It is a designed-from-scratch high performance tourer that combines Ferrari’s best competition chassis features with innumerable refinements that successfully tame the basic inner beast. It’s a car that very feminine females have no difficulty handling. At the same time its recent victorious performances at Nürburgring and in the Tour de France suggest that it is today’s fastest and most race-worthy production contender. On top of this, the new Ferrari is a luxury automobile in the grand manner. The design, detailing and execution of every part of its chassis and body reflect the builder’s determination to put together a perfect machine.” Mike Hawthorn, Formula 1 World Champion for Ferrari in 1958, chose an Ellena-bodied 250 GT Coupé as his personal transport.

A year ago, here at the Arizona Concours d’Elegance, one of the highlights of the show was this remarkable Ferrari which won its class easily having been the recipient of a true labor of love exercise in restoration, where the eye for detail was beyond the pale and time was no consideration relative to the condition of the finished article. All told, we believe that more than 3,500 manhours were spent in bringing the car to the remarkable state of presentation you see before you today.

As new, we understand that the car was delivered to the East Coast ownership of Henry Gibson from New York City. According to marque authority Marcel Massini’s report on file, it is thought to have been the only one of

these cars delivered with a dual brake master cylinder pedal box and vented racing brake drums. These suggest that Mr. Gibson might have had sporting intentions for it, but no racing history or similar activity is known of.

Later owners were generally limited over the course of the next 50 years. In 1971 it is known to have been the property of Mike Curley of Pittsburgh, PA later migrating to the San Francisco ownership of Bradley E. Balles briefly before arriving with long term custodian Candance Daniels of Mountain View, here in California. It would remain in this tenure until 2014 when it changed hands and the restoration work began.

The journey of restoring one of these cars proved to be more of a challenge than





expected, primarily since there are few survivors to compare with for original features and details, sadly a number having been cannibalized over the years when their values were at more humble levels. The color choices made are exquisite, the main section of the bodywork in Azzurro Metallizzato sparkles like a Polynesian sea and is cleverly countered with a dark blue hue which streamlines its cabin. Within that cockpit is a brilliantly contrasting Pelle Rossa leather interior. Around the car are fascinating trinkets such as Marchal labels on its headlights to engine bay hoses and labels also. Every viewing produces new items which perhaps were missed before.

On completion of its highly thorough rebuild, the 250 GT had made its debut at the 2020 Cavallino Concours in Palm Beach, it was

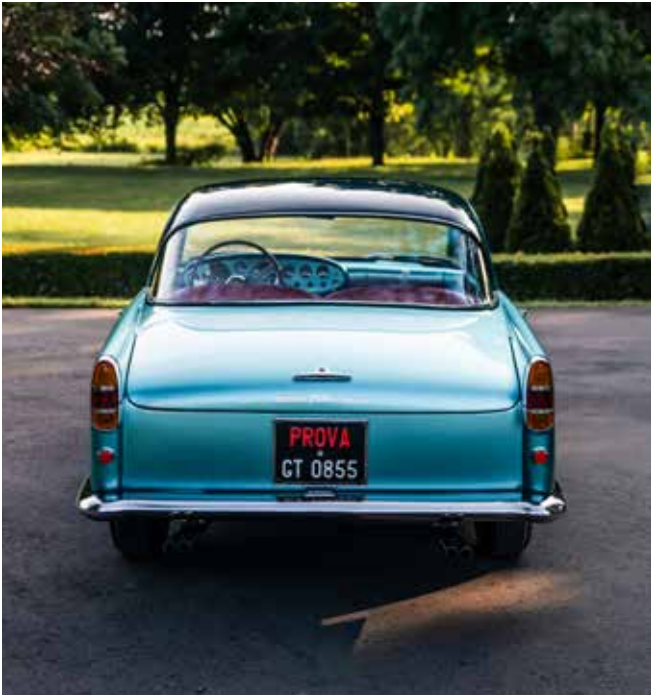
an incredibly rewarding weekend for the car confirming the quality of the work, with a Platinum Level Score as well as 'Excellence in Class' and 'Most Elegant' at the Sunday Mar-A-Lago gathering. After the pandemic hiatus, in 2021 the Ferrari was chosen to represent its era at the Casa Ferrari event at Pebble Beach, as one of the Classiche certified cars on display. Just a year ago it was invited to grace the 18th Fairway at Pebble Beach in the Concours d'Elegance, where its competition proved just slightly too formidable by definition of model to sway the judge's eyes, but it was nevertheless greatly admired. Other awards achieved post restoration have included 'Best V12 Ferrari' at the Ferrari Club of America Fountain Hills 'Concours at the Hills' in 2022 and as well as the aforementioned Best in Class here.

To view the car in person immediately makes one feel that all of its awards are entirely justified. It is as good above as underneath and has matching numbers throughout, including body to chassis, and engine, gearbox and differential to this chassis, which is very rare for these cars. On file in addition to its certification binder, are copies of its original build sheet, period handbook, photos of the restoration and a Massini history report, while accessories include a tool roll.

With an interesting and unique original technical specification, prize winning restoration and undeniably beautiful color presentation, this 250 GT really is in a class of its own.

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





41.**1967 CHEVROLET CORVETTE BIG BLOCK COUPE**

Chassis no. 194377S112308

454ci OHV V8 Engine (see text)
 3 2-Barrel Carburetors
 465bhp at 5,500rpm (see text)
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- ★ *Big block Corvette Coupe with updated yet original-appearing 454 ci powerplant*
- ★ *Finished in its original colorway*
- ★ *Desirable 4-Speed manual*
- ★ *Great Corvette for high-speed rallies and tours*

**THE CHEVROLET CORVETTE**

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St. Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Color Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the center of gravity to be significantly lowered, improving both road holding and ride. This new frame

was the work of Corvette Chief Engineer Zora Arkus-Duntov who said: 'For the first time I have a Corvette which I am proud to use in Europe.' Now recognized as representing a 'golden age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

The Sting Ray customer could take his or her pick from an extensive range of factory options, with the result that seldom are two cars exactly alike. 1966 was the first year a Corvette could be ordered with the optional 427ci big block engine, which gained notoriety as one of the most powerful ever offered for public sale when in 1967 it became available in L88 configuration with 560bhp on tap. Although the L88 was listed for a few

more years (latterly with 'only' 430 claimed horsepower but almost certainly more) only 20 cars were ever delivered with this stupendous engine, probably because it increased the list price by almost 25%! It is very hard to argue with the attraction of the big block Corvette. There is nothing subtle about these extremely powerful and loud cars, and in the subsequent forty years until today, the 427 big block Corvette is one of the most desired and avidly sought of all collector cars.



THE CAR OFFERED

The '67 Corvette on offer here presents in the same scheme in which it was delivered according to its dataplate, that of the svelte Marlboro Maroon Metallic (988), nicely contrasted with a Saddle interior (420). The subject of a nice repaint in circa 2018, the richly finished interior appears to be the original, save for its carpets, giving it a nice blend of good exterior cosmetics and the warmth of 'old car smell' inside. Originally a L68 tri-power 427, this Corvette no longer carries its original engine block, but rather a visually identical 454 block equipped with its original tri-power induction system. It's visually indistinguishable from stock but for the engine stampings, while making significantly more horsepower. Side pipes were added at the time of the repaint.

In 2022, the 454 engine was rebuilt at a cost of over \$15k, with receipts accompanying the vehicle. The original 4 speed manual transmission, power steering and power disc brakes are still fitted, as is the factory air-conditioning which still blows cold. Additional features include telescopic steering column and an AM/FM Radio.

This car has the benefit of appearing completely stock while making significantly more power than it would have originally. With factory power steering, brakes and AC, it would make a perfect mount for fast road tours, allowing the participants to weather all climates and eat up the road miles on longer distance days.

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



42.

1956 TALBOT-LAGO 2500 SPORT COUPE

Chassis no. 140029

Engine no. 16

2,491cc, DOHC Inline 4-Cylinder Engine

Dual Zenith Carburetors

120bhp at 5,000rpm

4-Speed Manual 'Pont-a-Mousson' Gearbox

Independent Front Suspension, Live Rear Axle

4-Wheel Drum Brakes

- ★ *Rare late derivative of Talbot-Lago's legendary sporting marque*
- ★ *Fully documented history and matching numbers*
- ★ *Tasteful and comprehensive restoration completed in 2023*
- ★ *Displayed at the 2023 Pebble Beach Concours d'Elegance*
- ★ *Ready for further show events or tours*





TALBOT-LAGO

The Talbot-Lago marque came into being in 1935 when Major A E 'Tony' Lago, a trained engineer who had risen to become head of Sunbeam-Talbot-Darracq's French operations, purchased the French branch of the bankrupted STD combine, which had been taken over by Rootes. He immediately set about introducing a new range of six-cylinder models featuring advanced overhead-valve engines in a range of capacities. For these new engines, designer Walter Becchia used pushrod-operated valves set in hemispherical combustion chambers for maximum efficiency, and this pattern of cylinder head would become a Talbot hallmark. Of the new models, it was the T150C or 'Lago Special' that brought the new company to the public's attention. The Lago Special was powered

by what was effectively a Grand Prix engine, specially designed for the short-lived French Sports Car Grand Prix formula that had been introduced in 1936.

During WW2 a new twin-camshaft '2AC' engine of 4.5 litres was designed, which after the war's end was used to power Talbot-Lago's successful Grand Prix monoposto and Louis Rosier's 1950 Le Mans winner. In keeping with Talbot-Lago tradition, this state-of-the art power unit was also used for the company's flagship road car, the rare and exotic short-chassis Grand Sport, which for a while was the most powerful and fastest sports car available. By this time however, the punitive taxation rates levied on larger cars were having a disastrous effect on Talbot's

finances: in 1950 the firm sold 433 cars but only 81 in 1951. Even the launch of a new 2.7-litre 'Baby' failed to stem the tide and the model was withdrawn after a few years of disappointing sales.

The firm's 'last gasp' was the pretty T14LS or 2500 Sport Coupé which they introduced in 1954. The Talbot-Lago 2500 Sport can be considered from two viewpoints, on one hand it was unquestionably the swansong of this storied and legendary marque, however on the other it drew together the two decades of the company's experience in building road and sports racing cars on every level. In this respect it made this final act of the brand something that carries its own weight and reputation and is deserving of the name.





THE CAR OFFERED

On the technical side it was powered by a typically well engineered push rod overhead valve four cylinder, with hemispherical heads, which would provide some 120 brake horse power aspirated by twin Zenith carburetors. Some weight savings were gained by electing to use a manual transmission rather than the pre-selector of its predecessors. Buyers were provided with the option of a ZF unit, or the home grown Pont-A-Mousson four speed.

Sources vary on the production totals of the series, some record 54 examples to have been built, while others state 45, the variation being attributed to orders made versus those that were actually followed through and completed, it being suspected that there were at least a handful that were cancelled.

A rare sighting in America, this immaculate 2500 Sport comes to sale following an exacting restoration resulting in a debut on the famed 18th fairway of the Pebble Beach Concours d'Elegance last summer.

Archival materials for the Talbot-Lago provided by the Talbot Club and noted archivists Marc Rabineau and Nico Maier to the seller confirm that the car was delivered new just as we see here today finished in Metaliose Bleu Competition, light vinyl interior and with wire wheels.

The original purchaser was a Jose Simo who was born in Barcelona, Spain, but at this time lived in the Paris suburb of Aubervilliers and who took delivery on February 22, 1956 and kept the car for the next four years. In the Summer of 1960, he

must have fancied a change and consigned the Talbot to Roger Loyer's respected garage in Levallois where it would have rubbed shoulders with the other sports and competition cars that he habitually traded. Loyer handled the sale to a M. Pierre Damiron who would keep the Sport 2500 for the next 15 years.

Perhaps reflecting the developing market in America at this point the Talbot-Lago left Europe, possibly being briefly owned by an E. G. Grover, and certainly passing quickly through Marvin Newman of Canal Winchester, Ohio to Edsel Pfabe of Painesville, Ohio (and Fort Pierce, Florida). Mr. Pfabe would keep the car for the next 6 years before it was purchased by noted collector of European cars, Henry Adamson of Lake Forest, Illinois. Mr. Adamson would





The Talbot-Lago on the lawn at the Pebble Beach Concours d'Elegance 2023 - credit Dan Vaughan, Conceptcarz.com

keep the car for the next 34 years, during which time he began the groundwork for a restoration, dismantling every aspect of it, but never commencing a rebuild.

Nine years ago, the Talbot-Lago was acquired by the present owner who has undertaken the exhaustive task of restoring and reassembling the car as well as researching its details to ensure an accurate rebuild to return the car to its original former glory.

Over the course of the last five years, the Talbot-Lago was systematically worked through and restored with an eye for its detail and looks. The original external color was researched and matched, and the car refinished in this striking light metallic blue. Its interior was refurbished in the correct

pattern cream fabric. As bought by Damiron and recorded to the seller today later on, the car's engine carries the normal '16' prefix, but there was never any evidence of a suffix, the assumption being that it is an unused factory unit. Interestingly, it carries striking large format Talbot-Lago script valve covers much like a Grand Sport as opposed to the normal more understated branded ones. Mechanically this dual hemispherical engine was extensively rebuilt with new pistons, valves, and parts where necessary.

Those labors were finished this past summer leading up to its display in the fiercely competitive classic for European Sports Cars at the Pebble Beach Concours d'Elegance. Although not garnering an award, the Talbot acquitted itself perfectly and completed the road tour proving it can 'show and go'!

With its single outing on the concours circuit, the undeniably Talbot Sport in its competition blue paintwork is ready to provide its next owner with an entry for similar lawn events around the country or for fast road tours.

\$375,000 - 425,000



43.

1953 JAGUAR XK120 FIXED HEAD COUPE

Chassis no. 680921

Engine no. VA1851-8 (see text)

3,781cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

265bhp at 5,500rpm

4-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- ★ Beautifully presented example of the iconic XK120 Fixed Head Coupe
- ★ Finished in sharp Black over Black livery
- ★ Equipped with upgraded 3.8 liter engine for increased performance
- ★ One of the most timeless and beautiful Jaguar models ever produced



THE JAGUAR XK120

Told by the post-war Attlee government to “Export or die”, the British motor industry responded valiantly, none more so than Jaguar Cars, soon to become the UK’s biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning looking Roadster caused a sensation.

Its striking appearance, the XK120 was built on a separate chassis, featuring independent front suspension by means of wishbones and torsion bars, a live rear axle, and large hydraulic drum brakes in all four corners. The car’s heart was, of course, the fabulous XK engine. Conceived in wartime and intended

for Jaguar’s post-war range-topping saloon, the 3.4-liter straight-six embodied the best of modern design, boasting twin overhead camshafts running in an aluminum cylinder head, seven main bearings, and a maximum output of 160bhp matched by endless torque.

The body was the work of Jaguar boss William Lyons himself - and widely considered one of the most beautiful shapes ever to grace an automobile - it was conceived as an aluminum structure for the simple reason that Jaguar expected to sell no more than 200 XK120 Roadsters - or Open Two Seater (OTS) - in the first year! The exquisitely beautiful and well-balanced Fixed Head Coupe (FHC) soon followed, and it remains one of the most celebrated closed Coupe designs done on a

non-coachbuilt passenger car to date, and very much resembles some of the best lines of Jean Bugatti’s Type 57 Atalante masterpiece.

The XK120 was also the basis of Jaguar’s racing dynasty and the early mount for many future driving legends including Stirling Moss and Phil Hill. In various tune levels, Jaguar’s ‘XK’ engine famously propelled Jaguar’s XK 120 C, C-Type, and D-Type sports racers to international racing dominance, including five Jaguar wins (1951, 1953, 1955-57) at the 24 Hours of Le Mans

The XK120 set new standards of comfort, roadholding, performance and styling for British sports cars and, in keeping with Jaguar tradition, there was nothing to touch it at the price.





THE CAR OFFERED

This attractive Black Jaguar XK-120 Fixed Head Coupe is a beautiful example that has benefited from long-term, two-family ownership since new. This example had previously received some light service work, which included the addition of a rebuilt, replacement 3.8-liter XK engine to elevate the performance even higher. In recent years, it has been well kept by a Jaguar Club of Los Angeles member, who initially planned on performing some of the remaining restoration work himself, but recently decided to commission a marque specialist to complete the job. This Jaguar features white wall tires with matching spare, jack, dual mirrors on the fenders, freshly restored upholstery, as well as an extensive service and detail to the car's exterior, interior and engine bay.

The decidedly luxurious character of this Jaguar is heightened by its taut and attractive black leather upholstery, proper Smiths instruments and the visually striking restored burlwood interior trim. As few as 2,678 XK120 Fixed Head Coupes were produced between 1951-54, with the model featuring unforgettable styling and an exquisite touring-oriented cabin. Accruing very few miles since the restoration was completed, this coupe is ready to be driven and enjoyed. With its uprated engine, it would be an outstanding entry to any number of historic rallies, or simply parked where one can enjoy the breathtaking beauty of all this XK Fixed Head Coupe offers.

\$110,000 - 140,000



44.

1973 FERRARI DINO 246 GTS Coachwork By Pininfarina/Scaglietti

Chassis no. 05710

2,418cc DOHC 65-degree V6 Engine
4 Downdraught Weber 40 DCNF Carburetors
195bhp at 7,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ Iconic V6-engined Dino
- ★ Desirable final 'E' series example
- ★ Includes tool roll, jack, and manuals
- ★ 66,657 miles shown
- ★ Maintained with no expense spared
- ★ Recent engine and gearbox rebuilds



THE CAR OFFERED

'It is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tires. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high...' – *Road & Track*.

It was the need for a production-based engine for the new Formula 2 rules that prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late

1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engine layout for the road car but installed the power unit transversely rather than longitudinally in a tubular steel chassis. A compact, aluminum-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically efficient Dino to 142mph, and while there were few complaints

about the car's performance, the high cost of its aluminum construction hindered sales.

Ferrari always intended the Dino to be a separate sub-brand, and Ferrari badging was never officially used. Picking up from the 206 GT, a new 2.4-litre version on a longer wheelbase - the 246 GT - arrived in late 1969. Built by Scaglietti, the body was now in steel and the cylinder block cast-iron rather than aluminum, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M' and 'E', these designations reflecting detail changes in the specification. Of the three, the M-series is by far the rarest, being produced during the early months of 1971 only. Changes from the preceding L-series included a 30mm increase in rear track; five-bolt fixing for the road wheels;





internal boot release; seat-mounted headrests; and various minor improvements to the engine and gearbox. The final 'E' series incorporated all the changes made to its predecessors together with further improvements to the engine and gearbox, resulting in the best-sorted and most functional of the three variants.

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino could show nearly anything a clean pair of heels on a twisting tarmac. Truly a driver's car par excellence and still highly regarded today.

This E-series Dino GTS, s/n 05710, was completed in February 1973, leaving the factory gates finished in Nero (black) over tan upholstery – one of just 63 Dinosaurs originally finished in 20-B-50 Nero. Destined for the West Coast, the car was sold new by Tonkin Ferrari of Portland, Oregon, before traveling

south to California, where it spent much of its early life with several documented owners. In November 1998, 05710 was acquired by Buddy Stubbs, the legendary Harley Davidson racer, dealership principal, and later, Ferrari Challenge driver. In Buddy's stewardship, the Dino was well maintained, but always driven in a manner that we're sure Enzo himself would be proud of. Never a man to do things halfway, Buddy enjoyed his Dino to the fullest at every turn, using it for everything from commuting to the Copperstate 1000. In 2015, the car was treated to a high-quality repaint in its original shade of black, and the engine was overhauled to the tune of \$32,000. During his tenure, Mr. Stubbs kept excellent notes of the service and maintenance work.

A particular highlight of this car is its wonderfully preserved cockpit – the upholstery being beautifully broken-in like a favorite pair of boots.

Equipment includes electric windows and air conditioning, and rather fittingly, there's no radio to distract from the business of driving and savoring that glorious V6 soundtrack. The car is authentically presented, with details like factory Cromodora alloy wheels shod with Michelin tires, original Sekurit glass, Ansa mufflers, and satin black removable roof panel. Accompanying the sale are the all-important accessories including the factory tool roll, factory jack, and owner's manuals in the original leather wallet, as well as service and ownership records.

Benefitting from enthusiastic use and cost-no-object maintenance, chassis 05710 is the ideal Dino in which to experience the legacy of one of Ferrari's finest driver's cars.

\$350,000 - 450,000



45.

1961 PORSCHE 356B T5 1600 ROADSTER Coachwork by Drauz

Chassis no. 88680

Engine no. 604186

1,582cc OHV Flat 4-Cylinder Engine

2 Zenith Carburetors

Approximately 75bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Retains matching numbers engine and gearbox, per the Certificate of Authenticity (COA).
- ★ Beautifully presented in red over a tan interior
- ★ Accompanied by service records dating back to the late 1960s
- ★ A beautiful rare, and versatile 356 variant



THE 356B ROADSTER BY DRAUZ

In the autumn of 1959, Porsche introduced the fully redesigned 356B, internally referred to as the T5 or 'Technical Programme V.' The Porsche 356B was offered in four different body styles: Coupe, Cabriolet, Hardtop Coupe, and Roadster. Reutter in Stuttgart manufactured the Cabriolet and Coupe bodies, while Karmann in Osnabrück produced the Hardtop Coupe bodies with welded-on tops, leaving the Roadsters to be crafted by Drauz Karosserie. Roadster production in Drauz's Heilbronn facility ceased in February 1961, and was taken over by D'Ieteren Freres in Brussels, Belgium.

Porsche introduced the 356B Roadster for the 1960 model year, succeeding the one-year-only Convertible D. Similar to the D, the new Roadster was a relative of the Speedster, with wind-up windows and a taller removable windshield, making it suitable for both daily driving and competitive racing, a tradition established by the legendary lightweight Speedster. The 356B also showcased Porsche's ongoing efforts to enhance the mechanical components of the lineup, including more robust and efficient engines, a stronger transaxle and shifting linkage, as well as improved brakes. The body received subtle styling updates, including a flatter hood, redesigned front

fenders, enhanced bumpers, and a larger chrome-plated hood handle. Porsche manufactured approximately 2,649 units of the T5 356B Roadster during the 1960 and 1961 model years.





THE CAR OFFERED

This rare and appealing Drauz-built 356 Roadster is a well-documented example finished in a classic combination of red over tan upholstery. According to the accompanying Porsche Certificate of Authenticity, this car was completed on the 28th of October 1960, and left the factory finished in slate gray over a red leatherette interior. Service records date back to 1968, when the car was in Benton Harbor, Michigan. Further records indicate it was stripped and refinished in the 1980s by Greg Donahue Classic Car Restorations of Clearwater, Florida, and appears to have had continuous care in the ensuing decades. As offered, it is authentically detailed overall, with an inviting and usable character. The COA also verifies this car retains its factory-

installed engine and transaxle. Porsche's lovely and versatile 356 Roadster ticks many boxes for enthusiastic drivers – combining the purity of the Speedster with the comfort of the Cabriolet – making it a fine choice for rallies, tours, and carving your favorite back roads.

\$170,000 - 190,000



46.

1970 MASERATI GHIBLI 4.7 SPIDER

Coachwork by Ghia

Chassis no. AM115/S/1185

Engine no. AM115/S/1185

4,719cc DOHC V-8 Engine

4 Weber 42 DCNF/9 Downdraft Carburetors

310bhp at 5,500 rpm

5-Speed Manual Transmission

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

4-Wheel Ventilated Disc Brakes

- ★ *One of 82 4.7-liter Ghibli Spiders produced*
- ★ *Matching-numbers engine, documented with Maserati Classiche Certificate*
- ★ *Desirable 5-speed manual, air conditioning, and power steering*
- ★ *Beautifully presented in light metallic blue over black Connolly hides*
- ★ *Includes factory hard top, sets Campagnolo alloy and Borrani wire wheels, original books, and numerous spares*





THE MASERATI GHIBLI

At the 1966 edition of the annual Turin Motor Show, Maserati unveiled their striking new flagship grand tourer set to replace both the Mistral and boutique-spec 5000 GT. Staying on theme from Mistral before it, the Ghibli got its name from a hot Saharan wind. The imposing V8-powered two-seater was easily one of the stars of the show, graced with enormous presence thanks to taut, purposeful styling by the maestro, Giorgetto Giugiaro working for Ghia. Notably removed from the curvaceous designs of the early 60s, the new Ghibli signaled a significant shift in design language with its crisp lines, wedge-shaped profiles, and hidden headlights showing the way of the future.

Maserati was still an independent firm, and to keep costs in check, engineers utilized the Quattroporte and Mexico's architecture with the Ghibli, altering the wheelbase and tuning to suit. Power came from Maserati's superb 4.7-liter four-cam V8, derived from the fearsome 450S sports racer, first seen in road-going guise in the exclusive 5000 GT. In the Ghibli, the V8 utilized dry-sump lubrication and four downdraft Weber DCNL (later, DCNF) carburetors, producing 310-335 horsepower depending on specification. With its torque rich V8 and available options such as air conditioning, power steering, and even an automatic gearbox, the Ghibli was a sophisticated, high-performance Gran Turismo with performance on par with the Ferrari Daytona and De Tomaso Pantera, but with welcome levels of refinement and practicality.

Those who experienced the Ghibli were immediately struck by its exceptional performance. Henry Ford II was one lucky owner, and it is said that he was so taken by it that he tried to buy the company! Even the man who designed it, Giorgetto Giugiaro, was particularly fond of his creation, lamenting that the Ghibli was the only car he regretted not owning in his career.

Maserati initially set its sights at just 100 cars, but the orders kept coming. A very limited production open-topped spider was added to the range in 1969 for those wanting even greater exclusivity and a wind-in-the-hair experience. Maserati ultimately produced 1,149 coupes and 128 spiders. According to the factory archive, Spider production consisted of 82 4.7-liter cars, and 46 4.9-liter "SS" models.





THE CAR OFFERED

As one of only 128 examples produced, the Ghibli Spider is an exceptionally rare piece of Italian Gran Touring royalty. The car offered, chassis number AM115/S/1185 is an original factory-built Spider, documented with numbers-matching engine. It is one of 56 chassis built with a 4.7-liter engine and 5-speed manual gearbox. According to Maserati Classiche records, this USA-market chassis was ordered in April 1970 and completed in July 1970, finished in Argento Auteuil (metallic silver), over black Connolly leather trim. The impressive spec sheet includes desirable options including the 5-speed manual, Borrani wire wheels, Becker Grand Prix stereo, electric aerial, power steering, and a color-matched removable hardtop.

The car was delivered to the US East Coast Maserati importers, Foreign Car City, Inc of West Nyack, New York. The earliest history is not documented, although it is believed the car underwent an initial cosmetic restoration in the 1990s, where it was refinished in red over a black interior. Subsequent records pick up in the early 2000s showing ownership in Arizona and Washington State. By 2003, the car was owned by Italian car enthusiast Mr. Bob Gett of Sudbury, Massachusetts. He entrusted it to the respected team at KTR European Motorsports in nearby Ayer, Massachusetts, where it received comprehensive mechanical servicing and sorting. The owner enjoyed it at events such as the New England 1000 and Copperstate 1000, where the long-legged V8

surely excelled. The Bonhams sold the Ghibli Spider to its next owner in 2008, remaining on the East Coast with a prominent collector from Pound Ridge, New York. Records show the car received regular care and maintenance with area specialists during that owner's tenure.

In more recent years, the Ghibli was treated to additional refurbishment work including a full repaint in a beautiful shade of light metallic blue over black Connolly leather interior and the addition of factory alloy wheels. Receipts on file show extensive service and detailing work performed in 2021 and 2022 by Team CJ Works of Austin, Texas.





As offered, this wonderful Ghibli is well-sorted and suitable for rallies, events, and regional concours events that best highlight its beauty and exceptional performance. A recent test drive by a Bonhams|Cars specialist found the Spider to be on the button, firing up immediately and accelerating away with gusto. Accompanying accessories and spares include the exceedingly rare original factory hardtop (color matched), a set of four original Borrani RW4198 15" x 6.5" wire wheels, original books and manuals, jack bag, Maserati Classiche certificates of origin, Becker stereo, and more.

This breathtaking Ghibli Spider is a poster child of 70s Italian supercars, renowned today as it was when new for effortless performance and impeccable design.

\$600,000 - 700,000



47.

1971 JAGUAR E-TYPE SERIES II 4.2 'OTS' ROADSTER

Chassis no. P2R13890

Engine no. 7R12953-9

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

- ★ Numbers matching survivor Series II
- ★ Excellent example for rallies and tours such as the Copperstate 1000
- ★ Largely original example including interior and paint
- ★ One single owner since new
- ★ Offered with original tools and jack



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 seems 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. In 1968 all three body styles of the E-Type underwent major revisions to comply with strict new US safety and

emissions legislation, emerging in 'Series II' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper center section bridged a larger radiator intake. Interior changes included a collapsible steering column, revised seats, and rocker switches in place of the earlier toggles.

THE CAR OFFERED

Manufactured in August of 1970, this Jaguar E-Type Series II OTS (roadster) made its way to its first and only owner in Florida. Finished in the wonderful colors of Ascot Fawn paint with a beige interior and a black top, the car is still wears the majority of its original paint and is retains its original interior, both in nicely preserved condition and showing wonderful patina. It was in 2023 as a true survivor, having been stored in a climate-controlled garage for over 20 years. During its single ownership, the only changes made were to the radio and the troublesome Stromberg carburetors, which were exchanged for a more efficient triple S.U. setup.





The car will come accompanied by its convertible top cover, original jack, tools, and spare tire. Since uncovering the car from its long-term storage, this XKE has been serviced, with carburetors rebuilt, fuel system cleaned and serviced, brakes serviced and a sympathetic detailing of the exterior and interior. The interior is particularly well preserved, demonstrating the level of care this car has had over the years. This Jaguar was obviously cherished by its only owner.

The car still retains its original 4.2 engine and is said to run well since the recent recommissioning. The odometer shows only 60,285 miles covered since 1970, certainly a factor in this car's exceptional unrestored condition. This Roadster comes equipped with an air conditioning system as well as an AM/FM Cassette player from Sanyo replacing the factory radio. It is incredibly rare to find such an original example of the Series II XKE, finished in an eye-catching color combination. With good looks and recent preparation, this is an eminently usable XKE ideal for your next tour.

\$80,000 - 100,000



48.

1997 BENTLEY CONTINENTAL T COUPE

Design by Pininfarina

VIN. SSCBZU22C4VCX53487

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 14,000 miles from new*
- ★ *One of only 321 Continental T coupes built*
- ★ *Well maintained in beautiful condition*
- ★ *The fastest and most expensive Bentley available in 1997*



THE BENTLEY CONTINENTAL T

Introduced in June 1996, the Continental T was a short-wheelbase version of the Continental R, the latter being notable as the first Bentley not to share bodywork with Rolls-Royce since 1965. To create the edgier, more muscular T, engineers shaved some 4 inches (100mm) 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, blending sporting attitude with typical Bentley opulence. Despite weighing as much as two Ford Mondeos,

the luxuriously appointed Continental T delivered thumping performance, racing to 60mph in a tire-shredding 5.8 seconds on an ocean of torque, and storming to a (governor limited) top speed of 155mph. Equally eye-watering was the price: \$324,500 at the time of launch.

THE CAR OFFERED

Finished in an appropriately sinister shade of black over two-tone Sandstone/Soft Tan hides, this Continental T is an obviously cherished example that has covered fewer than 14,000 miles since new. According to factory records on file, this car was completed in June of 1997, and shipped to Chaisson Motor Cars in Las Vegas, Nevada, via the Port of Los Angeles. Factory build sheets show it was sent to Mulliner Park Ward for additional bespoke fittings including the thick-rimmed steering wheel trimmed in two-tone leather, special door caps, engine-turned fascia, and other fine details.





Sold new to Georgia, the Bentley spent time in New York and Iowa before being exported to Switzerland by the penultimate owner. The current owner acquired it in March of 2020 and has driven it about 1,000 miles in his tenure. According to the CARFAX, it should be noted that a 2015 listing from a dealer appeared to erroneously list the mileage as “15,000” but the mileage otherwise appears to continue apace and be correctly reflected today.

As offered, the cabin is beautifully well-preserved, pointing to a life of fastidious care. In current ownership, the car was serviced by noted specialist at Aston Martin in New England and the Bond Group. This well-maintained, low-mileage example will

certainly not disappoint its next custodian, and with its straight black finish, silver factory alloys, and chunky Pirelli tires filling out the wide arches, this Continental T is the quintessential modern Bentley muscle car.

\$90,000 -120,000



49. P Ω

1936 BUGATTI TYPE 57 ATALANTE SUNROOF COUPE

Chassis no. 57432

Engine no. 547 (see text)

3,245cc DOHC Inline 8-Cylinder Engine

Single Twin-Choke Stromberg UUR Carburetor

135bhp at 5,000rpm

4-Speed Manual Transmission

Front Solid Axle, Rear Live Axle, Semi-Elliptic Spring

4-Wheel Drum Brakes

- ★ One of only four surviving factory-built roll-top sunroof cars
- ★ Delivered new in Marseille to jeweler Charles Olivero
- ★ Participated in the 1938 Rallye des Alpes
- ★ Captivating ownership history with a cast of fascinating characters
- ★ Detailed provenance compiled by leading marque historians



THE BUGATTI TYPE 57

When Bugatti's spectacular Type 57 debuted in 1934, few suspected it would be the final all-French design from the marque. The firm's patriarchal leader Ettore Bugatti was occupied with designing petrol-powered rail cars at the behest of the French government, so he charged his son Jean – just 23 years old at the time – with the task of designing the latest high-performance Gran Routier. Jean, with senior engineers Pichetto and Dombay were responsible for the car's specification from the ground up – including the chassis, engine, and even the factory body designs.

At the Type 57's heart was a new twin-cam, inline eight-cylinder engine displacing 3,245cc. The architecture was familiar, though the block (with integrated head) and crankcase were new. Camshaft bevel gears offered improved refinement to the previous straight-cut style, and in standard form, the new engine produced a highly respectable 135bhp in standard form. While not officially a competition

car, it shared its fundamental engine design with the Type 59 Grand Prix car, and T57s were popular with rallyists. The chassis featured Bugatti's proven solid front axle suspension that guided all previous models to countless motorsport victories, though tuned for fast, luxurious touring. Jean Bugatti masterfully penned four in-house body designs for the Type 57; the Galibier saloon, Ventoux four-passenger coupe, Stelvio four-seat cabriolet, and the Atalante two-seat coupe.

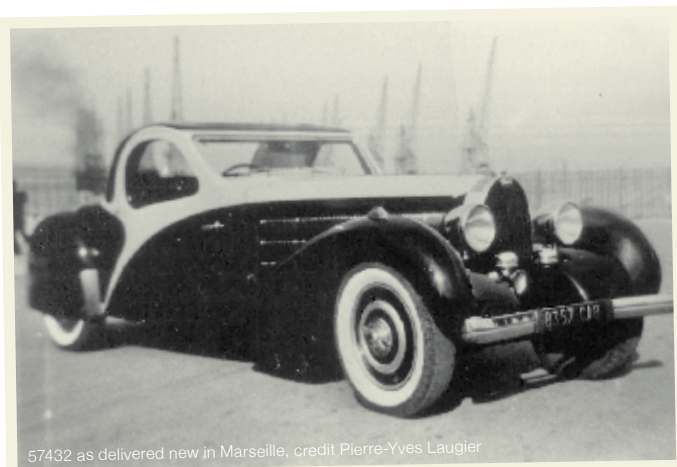
Not to be confused with the Atlantic Coupe with its famous rivets and spines, Jean Bugatti's gorgeous two-place coupe was named for Atalanta, the beautiful, fleet-footed Greek goddess. Based on a 3.3 m wheelbase, the Atalante carried factory design no. 1070, dated 20 January 1935, and it was the only Type 57 body built entirely in-house at Molsheim. The name "Faux Cabriolet" was given to the first cars built in April 1935, and it was only from chassis 57330, displayed in October 1935, that the Atalante name first appeared.

Officially the "Coupé Atalante 2/3-seater with sunroof," pricing was set at 90,000 francs in October 1935, rising to 108,000 francs in October 1937 for the aluminum version. In 1935 and 1936, production was as follows:

1935: Ten including seven with sunroof (chassis 57249, 57263, 57267, 57312, 57325, 57330 and 57333).

1936: Eight including three with sunroof (chassis 57401, 57428 and 57432).

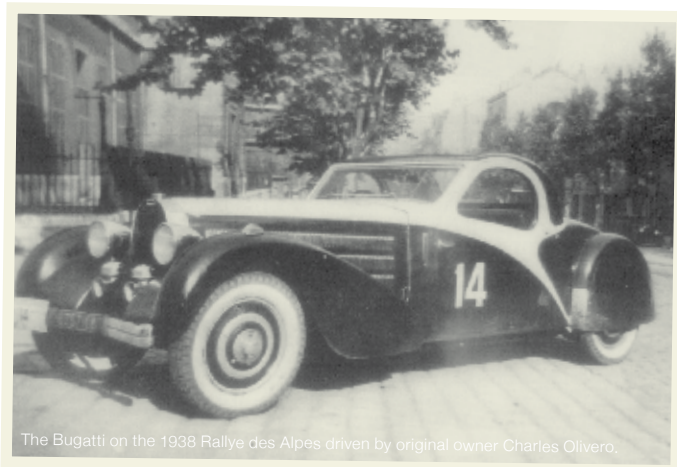
Of the ten sunroof cars completed in 1935-1936, just three remain in their factory configuration and a fourth is undergoing restoration at the time of cataloguing, though others have been converted in more recent days. Our featured car, 57432, was the final model built in 1936 and is known to be the very last Atalante built with a sunroof.



57432 as delivered new in Marseille, credit Pierre-Yves Laugier



The Bugatti on the 1938 Rallye des Alpes driven by original owner Charles Olivero.



The Bugatti on the 1938 Rallye des Alpes driven by original owner Charles Olivero.



The Bugatti on the 1938 Rallye des Alpes driven by original owner Charles Olivero.

THE CAR OFFERED

The Type 57 presented here in its striking original color scheme is chassis no. 57432, which left the Bugatti coachbuilders on 13 July 1936. This is one of the four known surviving sunroof cars, described in factory records as "Coupé Atalante 57432, black and ivory, tan leather." It was ordered by Gaston Descollas, the Bugatti agent in Marseille, whose showroom was located at 42 Cours du Prado. His client, a local jeweler named Charles Joseph Olivero (1906-1990), had inherited a successful jewelry business from his father, Charles Olivero in 1930. In May 1934, he acquired a second-hand Type 49 cabriolet, which he traded to Descollas at the end of July 1936 to buy the new Atalante. Olivero had every intention to enjoy his new Bugatti to the fullest, specifying it with hydraulic brakes and telescopic dampers. It is believed to be the first chassis so equipped, and these features later became standard on Series III cars.

Charles Olivero registered his fabulous new Bugatti on July 24, 1936, with the number 8357 CA 8. The Type 57 was certainly no garage queen and Charles enjoyed it to the fullest on numerous rallies. On the Rallye des Alpes from June 13-17, 1938, Charles shared navigation duties with his girlfriend Daisy – apparently Charles's wife hated fast cars, so she did not object to Daisy being on board. The pair were forced to retire on July 16 while on the Chamonix to Nice stage. He also ran the car in the Monte Carlo and Rome-Liege-Rome rallies with his brother Jean. In 1939, Olivero ordered a Type 57C Roadster from Gangloff, allegedly driving his Atalante 700km from Marseille to Colmar every Friday evening to monitor the progress of his new roadster. When his new 57C was finally completed, he sold the Atalante through a mechanic from Nîmes, Émile Reveiller, who registered it as 6008 FN 4 in his name at the address of his garage (1 rue de Général à Nîmes).

Very shortly after, 57432 was in the care of its new owner, the celebrated French aviator Léon Givon. This is supported by a letter from Givon written on Marignane Airbase letterhead dated July 9, 1939, stating: "I went to the Marseille agency to buy a 57 Atalante with a sunroof." Léon Givon registered the Bugatti on August 25, 1939, just ten days before the start of the war, with the number 7262 CB 1. During the war, given Givon's involvement in the Resistance, it is possible that the Bugatti was used in service, but the car disappeared until 1948 when it resurfaced in Luxembourg.



In June 1948, 57432 was acquired by the serial “Bugattist” Rudi Cloos who oversaw its first restoration. Rudi wanted a “new” Type 57, so he acquired one of the so-called “Bordeaux Orphan” rolling chassis from the factory, removed the original engine no. 315, and fitted engine no. 547 and an un-numbered new gearbox to this chassis. Between June 1948 and April 1949, the Atalante was sent to the coachbuilder Jos Metz and modified with a metal-roof and Ventoux windshield. Luxembourg Registration documents listed the new engine number (547), and subsequently the car was erroneously identified as “57547.” (It should be noted that chassis 57547 is an original 1937 Ventoux with no connection to this Atalante offered). As offered today, the lower crankcase bears no. 315 while the remainder of the engine is number 547 as fitted during Cloos’s tenure.

Cloos sold the car in November 1950 to his Belgian friend, Albert Jean de Lay, from Liège, living in Luxembourg. He took the Bugatti to the Belgian Congo (DRC today) where he worked as an architect for the Belgian government. In 1963, a civil war forced the de Lay family to flee to Northern Rhodesia (now Zambia) as rebels advanced. They threw together what they could, and de Lay was forced to choose between his Bugatti (suffering ignition issues at the time) or his brand-new MG. He chose the Bugatti which ran faultlessly to get his family to safety.

The same year, Rudi Cloos reacquired his Atalante, giving Jean de Lay the means to restart his life. Cloos and his fellow Bugatti cognoscenti were regulars at Gaston Greven’s “Royal Bugatti” nightclub. Greven had a new Jaguar V12 that Cloos took a shine to, offering Greven part exchange on the Atalante. Greven obliged, later repainting it but keeping the registration L 4005. In 1974 he took part in the Rallye Monte-Carlo des Voitures Anciennes.

The famously unscrupulous Bugatti dealer and enthusiast Lucien Mette managed to talk Greven out of his Atalante for a sum that Greven regretted for the rest of his life. Mette was sourcing cars for Maurice Teisserenc, a collector from the Domaine de Montplaisir, who took ownership on September 12, 1974.

By this time, 57432 required a mechanical restoration (the front axle had been bent during a rally), and the work was entrusted to Colin Crabbe of Antique Automobiles in Great Britain. The Bugatti was repainted in black and red, and the roof was modified again. Maurice Teisserenc used the car in the 1978 “100 Bugatti” meeting in Deauville, as well as many other Club Bugatti France rallies. After 14 years, he put it up for auction in Fontainebleau on May 24, 1988. The Atalante was bought by the collector Bernard Mérian, of Cannes, who had the means to finally restore the beautiful Atalante to its original configuration. To this end, he requested the help of the Bugatti expert Pierre Yves Laugier.





The first order of business was to sort its true identity. The discovery of the number 315 on the rear axle put the team on the trail of chassis 57432 and Mr. Olivero who amazingly, was still alive at the time! When contacted by phone, Mr. Olivero was surprised and delighted to recount the story of his beloved Bugatti. Moreover, he provided the historian Claude Taconetti with marvelous original photos that made it possible to restore the car to its 1936 configuration.

M. Pallier of Tours handled the engine rebuild, while other mechanical elements were overhauled by Claude Afchain, and the bodywork restored to its original style and colors by Jean-Claude Tisserand. The correct Atalante roof with sunroof was patterned from chassis 57330, the ex- 1935 Salon de Paris car. The interior was restored in Connolly leather by Madame Tisserand, and even Jean-Claude's children aided in the project. In 1992 the Atalante was presented

to Charles Olivero's widow (now deceased) and two daughters Janie and Josette, at an exhibition at the Musée de Mougins.

In 1995, the Atalante was exhibited at Retromobile, and in 2001 was sold by Bernard Mérian. Dutch entrepreneur Victor Müller was the next owner, and he showed it the 2002 Pebble Beach Concours d'Elegance, then at Goodwood and Villa d'Este in 2003. Chassis 57432 sold on August 31, 2003, to another Dutch collector, who, for nearly twenty years, crisscrossed Europe and the United States at the wheel of his stunning Atalante, which has matured beautifully through years of proper care and use. The current owner has enjoyed it to the fullest and reports recent maintenance by specialists Garage van Egmond in Zwanenburg, Netherlands. In 2023 the glamorous Bugatti was featured in Classic & Sportscar Magazine in a story by Martin Buckley, accompanied by stunningly moody nighttime photographs taken on the streets of Paris.

As one of just a handful of surviving factory-built open-air Atalantes, the availability of 57432 presents an incredible opportunity to acquire a very special Bugatti, indeed. The new owner will not only get a Bugatti that is exceptional in form and function, but one with a rich history spent in the hands of a series of fascinating characters, presented in superb condition, faithfully restored to its original configuration.

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



50.*From the Maine Classic Car Museum Collection*

1955 TALBOT-LAGO T-15 "BABY"

Coachwork by Barou

Chassis no. 122022

2,690cc OHV Twin Camshaft Inline Four-Cylinder Engine

Dual Side Draft Carburetors

120bhp at 4,500rpm

4-Speed Wilson Pre-Select Gearbox

Independent Front Suspension, Rear Live Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- ★ *Extremely rare Talbot "Baby"*
- ★ *Distinctive one-off coachwork by Jean Barou*
- ★ *Carefully preserved and largely unrestored*
- ★ *One of approximately 70 surviving T-15s*



THE TALBOT BABY

As peace returned to Europe in the wake of World War II, Talbot-Lago was eager to get back to the business of building fast cars. In the late 1930s, the firm had risen to the top of the French motoring industry, alongside Delahaye and Delage. Talbot-Lago earned its stellar reputation through motor racing, and their road-going sports cars were often thinly disguised racing cars dressed in spectacular bodies by France's premier coachbuilders. As with nearly every car manufacturer in the world, Talbot-Lago's early post war models were essentially freshened-up pre-war designs. Unfortunately, their market had dwindled significantly, along with the company's finances.

Talbot-Lago hoped sales of the revised T-15 "Baby" would shore up the bottom line and support their ultimate six-cylinder models. The new T-15 used a four-cylinder engine with twin high-mounted lateral camshafts and hemispherical combustion chambers, a similar setup to the contemporary Riley engine. On paper, the Baby should have put Talbot-Lago on par with more affordable competition such as Jaguar, but the heavy saloon bodies stunted performance, and the company could not get costs low enough to appeal to buyers. Talbot-Lago struggled to regain its foothold and the legendary marque faded into history.





THE CAR OFFERED

Chassis 122022 is one of approximately 70 surviving Talbot Baby T-15 chassis, and it wears distinct one-off coachwork by Barou. The handsome slab-sided body is clean and modern and calls to mind contemporary designs from Graber or Pininfarina. This chassis is believed to have been displayed at the Paris Salon and was later acquired and bodied by Jean Barou and used to promote his small carrosserie. Early in the car's life, it's understood that Barou revised the roof to its current configuration. A Talbot dealer named Louis Cremer purchased the car in 1957 and retained it for a decade until 1967, when Mr. Dupond purchased the car. During Dupond's ownership, the aluminum head was replaced using a new-old-stock unit. Mr. Dupond retained the car until he sold it back in 1977 to Mr. Cremer, who used it mainly as a showpiece at a dealership.

Currently showing just over 22,000 kilometers, this Talbot has never been restored and is carefully preserved. It features Robergel wire wheels, hydraulic brakes, a Wilson preselector gearbox, and the boot lid, doors, and bonnet are made from lightweight aluminum. The paint appears to be original, with minor areas of dimpling and heavy patina on the brightwork. It is a fascinating example of this exceptionally rare postwar Talbot-Lago, suitable for preservation-class display, or as the basis of a straightforward refurbishment.

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



51.

From the Maine Classic Car Museum Collection 1952 JAGUAR XK120 OTS

Chassis no. S672902
Engine no. W4004-8 (see text)

3,442cc Inline 6-Cylinder Engine
2 SU Carburetors
160bhp at 5,000rpm
4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- ★ A beautifully presented example of the iconic XK120 Roadster
- ★ Finished in an appropriately sporting red over biscuit livery
- ★ Svelte lines accentuated by disc wheels and rear spats
- ★ Well-maintained restoration, prime for touring enjoyment



THE JAGUAR XK120

In the 1940s, the British motor industry was told to with great seriousness to “export or die.” Jaguar Cars responded valiantly and soon became the UK’s biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. Conceived and constructed over a few short months, the stunning new XK120 roadster debuted at the 1948 Earls Court Motor Show and caused a sensation.

The XK120 was built on a separate chassis featuring independent front suspension via wishbones and torsion bars, a live rear axle, and large hydraulic drum brakes at all four corners. The car’s heart was, of course, the fabulous XK engine. Conceived in wartime and intended for Jaguar’s post-war range-topping saloon, the 3.4-liter

straight-six embodied the best of modern design, boasting twin overhead camshafts, an aluminum cylinder head, seven main bearings, and a maximum output of 160bhp matched by vast reserves of torque.

The body was the work of Jaguar boss William Lyons himself - and widely considered one of the most beautiful shapes ever to grace an automobile. It was conceived as an aluminum body for the fact that Jaguar expected to sell no more than 200 Open Two-Seater (OTS) roadsters in the first year!

Jaguar’s racing dynasty was also built on the XK120, and it was the choice for many future stars including Stirling Moss and Phil Hill. In various tunes, Jaguar’s ‘XK’ engine famously propelled the C-Type and D-Type sports racers to international racing dominance, including five wins (1951, 1953, 1955-57) at the 24 Hours of Le Mans.





THE CAR OFFERED

This striking XK120 OTS (open two-seat) roadster was treated to a high-level restoration in the early 2000s and has since been carefully enjoyed and maintained in fine condition. The accompanying Jaguar Heritage Trust Certificate shows this car features the optional high-performance "Special Equipment" package. Unusually, it is optioned with color-matched steel disc wheels and rear fender spats, enhancing the sleek lines and imparting a clean, streamlined look compared to the more common wire wheels. The minimalist cockpit is trimmed in biscuit tan leather, with factory correct details and a lightly broken-in character. Carpets, door cards, and the fascia are trimmed in original style patterns and materials. Beneath the bonnet sits the legendary 'XK' DOHC inline-six,

which is tidy and authentically detailed, with a road-ready appeal. It is noted that the engine block is a replacement standard-specification unit.

With broad event eligibility and superlative performance, it would be hard to pass up this lovely XK120 as your pick for rallies, tours, and club events.

**\$100,000 - 120,000
WITHOUT RESERVE**



52.

From the Maine Classic Car Museum Collection
1962 MERCEDES-BENZ 190 SL ROADSTER

Chassis no. 121042-10-024855
Engine no. 121928-10-000983

1,897cc SOHC Inline 4-Cylinder Engine
Twin Side-Draft Solex PHH44 Carburetors
4-Speed Manual Gearbox
Front Independent Wishbones, Rear Swing Axle with Coil Springs
4-Wheel Hydraulic Drum Brakes

- ★ *A gorgeous, finely detailed 190 SL*
- ★ *Rare and desirable color-matched factory hard top*
- ★ *Striking DB 350 Medium Blue over tan Roser hides*
- ★ *Superbly restored by Sports Leicht Restorations*
- ★ *Includes owner's manual, tool roll, and Becker radio with rare short-wave adapter*





THE MERCEDES-BENZ 190 SL

Americans have always had a penchant for convertibles, particularly those capable of effortless cruising on America's vast road network. Eager for a piece of this market, legendary European car importer Max Hoffman used his considerable influence to persuade Mercedes-Benz management to create a simpler, less costly convertible model to sell alongside the legendary 300 SL. Considering Hoffman's previous success, Mercedes-Benz took full advantage of his suggestions and created a stylish four-cylinder convertible which clearly drew design inspiration from the iconic "Gullwing." By using the floor pan and mechanical componentry from the Ponton saloon, costs were kept in check but without sacrificing the quality that Mercedes-Benz buyers expected. Just as Hoffman predicted, Americans fell head-over-heels for the stylish German roadster.

THE CAR OFFERED

The car offered here is a strikingly beautiful example of the spirited convertible. Beautifully finished in its original colors of DB 350 G Medium Blue over a tan leather interior, it was restored to concours standards by one of the premier Mercedes-Benz specialty shops in the country, Sports Leicht Restorations of Moore County, North Carolina. No expense was spared to ensure that this 190 SL achieved a level of excellence rarely seen on these cars. As reported by the previous owners, the restorers disassembled it to a bare tub to ensure that every inch of the car was as exquisite as the next. Mechanical components were rebuilt using Mercedes-Benz NOS parts wherever possible and detailed to a high standard. The factory-correct DB 350 Medium Blue paint is gorgeous, as is the interior, which fully restored in the correct Roser hides in the proper shade of tan leather. Tan square weave carpeting and proper

rubber floor liners complete the impeccably presented and luxurious cockpit.

This car is extremely well equipped with interesting and desirable options including a Becker Hi-Fi radio and rare Becker Reims under-dash short-wave adapter and whitewall tires. The optional body color hardtop transforms the 190 SL into a versatile and capable performer. Please note that at the time of cataloguing, the soft top has not been located. Beautifully restored and detailed, it is suitable for touring, rallies, or for taking part in regional concours events.

Without question, this beautiful 190 SL is worthy of attention. It is the epitome of Mercedes-Benz engineering and timeless style that will make an outstanding companion on the open road.

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



53.*From the Maine Classic Car Museum Collection***1964 PORSCHE 356C 1600 CABRIOLET**

Coachwork by Reutter

Chassis no. 160607

Engine no. 813499

1,582cc OHV Flat 4-Cylinder Engine

2 Solex Carburetors

95bhp at 5,800rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ *In the present ownership since 2006*
- ★ *Desirable Bali Blue paintwork scheme*
- ★ *Believed to retain its original engine*
- ★ *An iconic Porsche convertible model*

**THE PORSCHE 356**

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

The 356B, produced from 1960 through 1963, represents the mid-point in this design's progression. In what is known as "T5" form, the B introduced new front and rear sheet-metal, while retaining the curved front trunk lid and rounded fenders of the 356A series. The B also added some features demanded by American customers, such as raised front and rear bumpers with over-riders to better protect the body from parking mishaps. The headlamps were raised, a larger hood handle added, and front vent windows appeared in the doors. Mechanically, the gearbox and drum brakes were upgraded. A new steering wheel and column refreshed the interior, along with redesigned rear seats. A "Super" model with raised compression added an extra 15bhp over the standard version, while the even hotter Super 90 added 30bhp – a full 50% more power than the base car.

The 356 made its final transformation with the Type 6 body in 1963. Designated 356C, it had a new ZF steering gear and added compensating springs at the rear, the latter calming the swing axle suspension. Four-wheel disc brakes were also part of the revision, and a 12-volt electrical system became available. Two 1,600 cc engines were offered, the "C" version with 75DIN (European horsepower, rated 88 by SAE), and the "SC" with higher compression and counterweighted crankshaft making 95DIN (107 SAE).





THE CAR OFFERED

This handsome Porsche 356 Convertible has resided in the collection for nearly 20 years. It was acquired in the summer of 2006 through Peter Markowski of the famed RPM Garage in Vergennes, Vermont. Paperwork on file records that the car was facilitated by RPM as an acquisition from Vision Auto Inc. the Porsche/Audi/Volkswagen Garage of Leesport, Pennsylvania. The 356 Registry notes ownership by Tim Phillips of Pennsylvania in 2004, and a previous owner Dennis Moore of Ohio.

At its time of purchase from Craig Rosenfeld of Vision Auto, the car was running a 912 motor, and was sold together with the present unit, number 813499 which was noted as its original powerplant. The agreement was that the 356 engine would be returned to the car by RPM to complete its sale. It is understood that this work was carried out early in this ownership and has remained in its correct specification ever since. When purchased its odometer reading was in the 46,000s, and despite its long tenure in this collection less than 1,000 miles have been added.

According to its door tag, the car was born with code 6412 paintwork, being the highly desirable hue of Bali Blue which it remains in to this day. Viewed carefully, the Porsche has the appearance of being refurbished at some point, clearly with newer paint and a dark grey interior but doesn't seem to have ever undergone a comprehensive restoration. Now a little aged in its presentation it is best described as being of driver quality today, but it is nonetheless by definition a very desirable commodity and would be a worthwhile venture for any level of improvements that its next owner may elect to carry out.

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



54.*From the Maine Classic Car Museum Collection*
1965 SUNBEAM TIGER MARK I

Chassis no. B9473518 LRX FE
Engine no. 254-F21KA

260ci OHV Ford V8 Engine
Single 2-bbl Downdraft Carburetor
164bhp at 4,400rpm
Independent Front Suspension - Live Rear Axle
Front Disc - Rear Drum Brakes

- ★ A prime example of Sunbeam's "Baby Cobra"
- ★ Potent Ford power in a nimble British chassis
- ★ One of 3,762 Mark I models built
- ★ A fabulous sportscar for rallies and tours

**THE SUNBEAM TIGER**

Buoyed by the runaway success of the Anglo-American AC Cobra, Carroll Shelby sought out a suitable follow-up act. Shelby again looked to England to inspire his next project, and he found it in the Rootes Group's crisply styled Alpine Roadster. In the same spirit as the Cobra, Shelby and his team took a base Alpine, yanked out the mild-mannered four-cylinder engine, and shoehorned in Ford's 260 cubic-inch "Challenger" small-block V8. While the Ford engine was remarkably compact, it still required some precision modifications to the engine bay – made with a big hammer. The chassis and brakes were suitably updated to handle the extra power, and the car was given an appropriately flashy new name – Tiger. The Sunbeam Tiger offered junior-Cobra performance in a more modern, civilized, and user-friendly package. Amenities like comfortable seats, a proper ventilation system,

roll-up glass side windows, made it feel generally more contemporary than the AC before it, and it hit the streets at a price point within the reach of the average enthusiast, spurring a cult-like following that continues to this day.

THE CAR OFFERED

This 1965 Sunbeam Tiger is one of 3,762 Mark I chassis produced. Smartly finished in red over black upholstery and a black top, it is a tidy and well-kept left-drive Tiger that spent many years in France before coming to the USA via a collector in New York in 2017, joining the consignor's collection shortly after that. Authentic details include the pebble-grain vinyl seat and door card upholstery, wood-rimmed two-spoke wheel, and factory instrumentation. Ford's potent little 260ci V8 engine is well-detailed, with the proper oval air cleaner and factory chrome valve covers, which are important to have as they carry a Tiger's engine ID information. The numbers on the valve cover tag correspond to the firewall tag, and the car carries the correct "XFE" chassis number suffix, indicating the Tiger production line.

Light, compact, and immense fun to drive, this tidy Sunbeam Tiger is a Cobra for the masses to enjoy on tours, rallies, and club events.



55.

From the Maine Classic Car Museum Collection
1953 BRISTOL 401 SPORTS COUPE

Chassis no. 401/1269
Engine no. 85C/2290

1,971cc OHV Inline 6-Cylinder Engine
3 Solex Downdraft Carburetors
85bhp at 4,500rpm
4-Speed Manual Transmission

Front, Independent by Transverse Spring, Rear, Live Axle Suspension
4-Wheel Drum Brakes

Without Reserve

- ★ First of the 'Aerodyne' Bristols
- ★ One of only 611 made
- ★ Rare original Portuguese delivery example
- ★ Formerly in the Sárágga Collection



THE CAR OFFERED

With the introduction of the 401 - the first of its exquisitely styled Aerodynes - Bristol began to move away from the pre-war design the company had inherited from BMW. Carrozzeria Touring provided the Superleggera method of body construction that overlaid alloy panels on a tubular-steel framework, while the low-drag shape was honed in Bristol's wind tunnel. It had been intended that the Milan-based carrozzeria would build the first 200 cars, but this idea was abandoned after a mere handful of prototypes.

The 401 continued to use the BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves, paired to a 4-speed gearbox. The 401's aircraft standard of construction did not come cheap however - at £2,270

it cost as much as an Aston Martin DB2 - and only 611 of these exclusive cars found customers between 1948 and 1953. Bristol's select clientele reached around the world, as evidenced by the fact that this early 401 model was delivered new to Portugal where, as a late example, it arrived in 1953. In fact, the Bristol would remain in that country for most of its life, later passing into the hands of one of the better-known collectors in that country, Ricardo Sárágga. Its delivery within this European country likely accounts for its left-hand drive steering and the odometer in kilometers.

In 2019 Mr. Sárágga dispersed his collection, at which point the Bristol finally left Portugal, and Europe for the first time, being purchased by the Maine Classic Car Museum. It has been on display in recent

years before being retired for other cars of the collection to take their turn. Viewed today the Bristol appears to have had a simple life in its dryer climate of Portugal, and had a light refurbishment of its cosmetics, including a repaint in black and renewal of the interior in tan leather, while it appears to retain all its hallmark features from the 'batman' steering wheel to instruments and a radio including Foxson speaker to its interior roof. Its exterior is nicely accented with chrome trims and white walled tires.

A rare find in America, these cars represent terrific value for their looks and quality and the design is underpinned by their legendary powerplant pushrod six.

\$60,000 – 80,000
WITHOUT RESERVE



Other Properties

56.

1931 HUDSON GREATER EIGHT SERIES T SPORT ROADSTER Coachwork by Murray

Chassis no. 24094

Body no. 816 160

233.7 cu.in. L-Head Inline Eight-Cylinder Engine

Single Updraft Marvel Carburetor

87bhp at 3,600rpm

3-Speed Manual Gearbox

Solid Front, Semi-Floating Rear Axles with Leaf Spring Suspension

Four-Wheel Bendix Mechanical Drum Brakes

- ★ One of five known survivors from twelve produced
- ★ Evocative and sporty boattail coachwork by Murray Body
- ★ A CCCA Full Classic® and one of the most desirable of all pre-war Hudsons
- ★ Award-winning restoration
- ★ Formerly of the Eldon Hostetler Collection



THE HUDSON GREATER EIGHT

Hudson Motor Company enjoyed a well-deserved reputation for exceptional quality, performance, and value. For 1931, the “Hudson Greater Eight” could be had as either the short-wheelbase Series T or long-wheelbase Series U, with a wide range of 17 body styles. The superb eight-cylinder engine which debuted the previous year continued with many refinements, now displacing 233.7 cubic-inches, and rated at a healthy 87 horsepower. It was the only engine offered, giving Hudson an 8-cylinder-only lineup.

Hudson was not immune from the deepening depression, as sales fell to levels not seen since the post-WW I recession. They hoped that pairing the sporty boattail speedster from the Essex line with the senior Hudson Greater Eight chassis might increase foot traffic in languishing showrooms. Murray Corporation supplied the rakish Sport Roadster body, and while Murray wasn't known for custom coachwork, they had vast experience supplying countless bodies for US automakers, and even had the great Ray Dietrich on their design team.

The boattail Sport Roadster was not even listed in factory sales literature, and it is believed that just twelve cars were built – of those, a mere five are known to survive.





THE CAR OFFERED

Rakish and attractive with its swept-back windscreen and lovely tapered tail, this exceedingly rare 1931 Hudson Greater Eight Sport Roadster is a gorgeous example lavished with an award-winning restoration. It is handsomely presented in a period-appropriate color scheme and finely detailed throughout. According to documentation on file, this car was sold in 1990 by D.E. Galbreath of Ohio to the late Mr. Eldon Hostetler, an inventor, engineer, and preeminent collector of Hudson automobiles. Correspondence shows that Hostetler restored the car and displayed it in his extensive Shipshewana, Indiana museum.

Following Hostetler's passing and the museum's closure in 2019, the Sport Roadster was acquired by the consignors who immediately set about preparing the car for concours events and Classic Car Club of America judged competition. They entrusted the highly respected team at Automotive Restorations in Lebanon, NJ to perform extensive freshening and restoration work with nearly \$77,000 in invoices accumulated in the last four years. The beautifully revitalized Hudson went on to earn AACA Junior and Senior awards, an AACA Special Award, and scored 94 points at the CCCA Palm Beach Grand Classic in 2022.

With fewer than half a dozen extant, this rare survivor represents a unique opportunity to acquire one of the most stylish and sporty Hudson models of the era.

\$150,000 - 180,000



57. P

1956 MERCEDES-BENZ 300SL GULLWING COUPE

Chassis no. 198.040.5500733

Engine no. 198.980.5500779

Body no. 198.040.5500712

2,996cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

240bhp at 6,100rpm

4-Speed Manual Transmission

Independent Front Suspension, Rear Wing Axle, Coil Springs

4-Wheel Hydraulic Drum Brakes

- ★ Publicly offered for the first time in nearly five decades
- ★ Matching-numbers example, retaining original engine and bodywork
- ★ Eligible for exclusive driving and Concours d'Elegance events around the globe
- ★ Richly presented in silver over a red and tartan interior





THE MERCEDES-BENZ 300SL GULLWING

The immortal 300SL (for Sports Leicht) Gullwing coupe arguably competes for the title of “Greatest Sports Car of the 1950s,” and surely qualifies for virtually any petrohead’s Top 10 list of the greatest automobiles of all time. A period favorite of wealthy celebrities, it ranks today among the most valued and collectable sports cars ever produced and is a benchmark of the collector car hobby.

The 300SL Coupe was the direct descendant of Mercedes-Benz’ Le Mans W194 competition coupe, conceived in 1952 and aimed at wresting the World Sportscar Championship from Alfa Romeo, Ferrari, and Lancia, which were dominating post-war endurance racing. Mercedes-Benz historian W. Robert Nitzke writes that company management wanted to jump back into Grand Prix racing, where it had been so successful before the war, but lacked the time

necessary to design, build, and develop a new single seater for the 1954 season. Instead, Chief Engineer Fritz Nallinger suggested that the company build a new two-seat sports car utilizing the robust inline SOHC six-cylinder engine from its luxurious 300 “Adenauer” series. Because the engine and drivetrain were relatively heavy, the chassis would have to be extremely light. Test Department manager Rudolf Uhlenhaut, having some experience with tubular chassis design, sat down with construction engineer Joseph Müller, and laid out an extremely light (154 pounds) and rigid lattice-work chassis capable of accommodating the big in-line six. One major problem soon presented itself: there was no way to mount conventional doors without compromising the rigidity of the chassis. The solution was to cut the doors into the roof, but that meant hinging them from the top, thus giving birth to this car’s timeless signature design feature.

The 300SL’s first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco’s open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third Coupe had gone off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race.

Then came Le Mans, where Uhlenhaut struck fear into the competition by bringing an SL coupe fitted with a hand-operated air brake mounted on the roof. While that particular car was not raced, Mercedes would tuck the idea in its pocket for future use. After the grueling 24-hour epic, a pair of 300SLs had finished in the top two positions...and were then driven back to the factory!





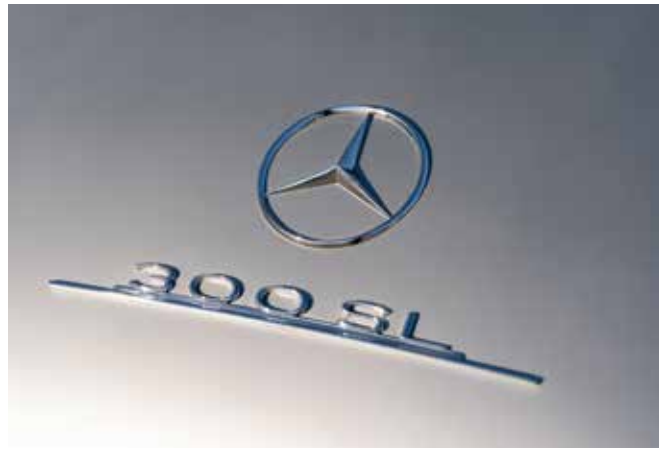
Mercedes-Benz sat out the 1953 and 1954 sports car seasons, concentrating instead on developing its new Grand Prix car. But the SLs weren't done. They reappeared in 1955 as advanced, airbrake-equipped 300SLR, utilizing that feature and numerous more of the advancements successfully tested on the company's Formula One racing cars. The year would bring triumph and tragedy: 300SLRs winning at Buenos Aires, the incredibly difficult Mille Miglia—where Stirling Moss and Denis Jenkinson won at a record average speed of just under a hundred miles an hour—the Nürburgring, Spa, Zandvoort, Aintree, Kristianstad, Monza, Dundrod, and Sicily's Targa Florio. The only setback, and one that would have devastating consequences, occurred at Le Mans,

where team driver Pierre Levegh and more than 80 spectators died in one of racing's worst accidents, prompting Mercedes-Benz to withdraw from racing for many years.

Max Hoffman, the influential and enterprising New York foreign car importer is credited with urging Mercedes-Benz to build a production sports car based on the 300SL racing car. The 300SL Gullwing, in final form, was unveiled at the New York International Motor Sports Show in early February 1954, and actual production began that fall. The new coupe differed slightly in appearance from the racing coupes and featured revolutionary new Bosch direct fuel injection. This prompted the factory to claim it was, "the fastest German production sports car."

Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers, and in 1957, the elegant and improved 300SL Roadster appeared. These proved to be even more successful from a sales standpoint, with 1,858 units produced.





THE CAR OFFERED

Completed to special order by the Mercedes-Benz works in September of 1955, this marvelous Gullwing coupe is a long-term California car offered publicly for the first time in nearly fifty years. According to information compiled by Eric LeMoine for the 300SL Gullwing Register, chassis 5500733 was originally finished in white (DB 50 G) over red leather (1079) and delivered to the USA via Max Hoffman's New York distributorship. In the Spring of 1978, Mr. George Harrison of Arizona sold 5500733 to Harvey F. Wilson, a California-based car collector, restorer, and enthusiast who owned numerous cars throughout his lifetime, though he rightfully treated the Gullwing as if it was part of the family, keeping it as a focal point of his collection as other cars came and went. As offered, this 300SL features a well-preserved older refinish in the quintessential shade of silver over a red leather interior accented with

wonderful Ulster Tartan plaid seat inserts. The color-keyed wheels with polished rims wear Michelin radials for surefooted handling in a range of conditions, and with its long history of careful maintenance throughout the late Mr. Wilson's ownership, driving enjoyment is assured.

The cabin is trimmed in red leather as originally equipped and the tartan plaid seat inserts add a welcome contrast and dose of character. Original details include the ivory-colored steering wheel and shift knob, and a lovely Blaupunkt AM radio. The VDO gauges have well-preserved original faces behind excellent clear glass lenses, and the chrome switches and controls are in fine order. Mercedes' superlative fuel-injected 2,996 cc inline-six sits in a tidy and properly detailed engine bay, with factory-correct finishes, fittings, and decals. Records on file show the engine was completely rebuilt

in 2006-2007 by the respected specialist Steve Marx of Marx Mercedes Service. At the same time, Marx rebuilt the gearbox, replaced the clutch, overhauled the injection pump, rebuilt the brakes, and replaced various bushings and other items. Per the 300SL Gullwing Register, it retains its numbers-matching engine block and the chassis number tag, engine tag, firewall stamp, and other key ID numbers are visible.

Offered publicly for the first time in nearly five decades, chassis 5500733 represents a unique opportunity to acquire a cherished Gullwing coupe in marvelous condition. Eligible for the world's premier motoring events, this 300SL is rich with character and beckons the driver to the open road.

\$1,500,000 - 1,700,000



58.

1929 HUDSON MODEL L DUAL COWL SPORT PHAETON Coachwork by Biddle & Smart

Chassis no. 45088
Engine no. 600355

288.5 Cubic Inch F-Head Inline-Six Cylinder Engine
Single Marvel Updraft Carburetor
92bhp at 3,200rpm
3-Speed Manual Transmission
Solid Front Axle, Semi-Floating Rear Axle, Semi-Elliptic Springs
4-Wheel Bendix Mechanical Brakes

- ★ A rare and stylish Hudson with adventurous custom coachwork
- ★ One of 7 survivors from approximately 17 built
- ★ Award-winning restoration
- ★ Classic Car Club of America (CCCA) Full Classic®



THE 1929 HUDSON

Hudson surprised its loyal customers in 1929 when it abandoned the famous “Super Six” moniker for the new model range. Now called “The Greater Hudson,” the new name reflected the confidence and optimism of the pre-Depression era. Hudson was highly regarded in the mid-priced market, delivering value, performance, and quality in spades. For the 1929 model year, Hudson divided the range into two lines – the Model R with a 122.5-inch wheelbase chassis, and the prestigious Model L on a 139-inch chassis. The latter was the flagship of the range featuring semi-custom bodies supplied by Biddle & Smart exclusively. Hudson’s sprightly 92 bhp F-head ‘six was the only available engine, providing ample thrust in

the well-sorted chassis, which had double-action dampers and powerful Bendix brakes. Sales soared as Hudson made more than 71,000 deliveries to dealers in 1929, putting the plucky independent firm in an impressive third position on the annual sales charts behind Chevrolet and Ford.

THE CAR OFFERED

For the flagship Model L, Hudson pulled out the stops and offered four different semi-custom bodies built by Biddle & Smart, with the prestigious Murphy Coachbuilders providing valuable design collaboration. The sole open design was the beautiful Dual-Cowl Sport Phaeton, as offered here. It is believed that only 17 Phaetons were built, and of those, a mere seven survive.

This example has been fastidiously restored to an award-winning standard, finished in an eminently charming two-tone yellow and orange livery, as seen in a period color advertisement in the Saturday Evening Post. Like many rare and significant Hudson automobiles, this car was previously owned by marque devotee Eldon Hostetler, who acquired it in 1992 from Jack Miller, the last ever active





Hudson dealer. Hostetler commissioned the Appenzeller Bros. to perform the initial restoration, completed in 2002, and proudly displayed it in the Hostetler Hudson Museum until its closure in 2018. The consignor acquired the Sport Phaeton directly from the Hostetler sale and handed it to the renowned restorer Stephen Babinsky and his team at Automotive Restorations in Lebanon, New Jersey. There, the restoration was freshened—with invoiced totaling over \$40,000, and the car extensively detailed for concours events and tours. Since then, it earned significant accolades including a perfect 400-point score at the 2020 AACA Grand National meet at Gettysburg, and a Best in Class at the 2020 Boca Raton Concours d'Elegance. It was shown at The Amelia and driven with confidence on the Amelia

Tour. The car is complete with copies of its service records both from its current and former owner, a fitted California Car Cover, the original vacuum tank, an extra original—and rare—hood mascot, and a framed copy of the March 1929 Saturday Evening Post ad featuring the Model L Dual-Cowl Phaeton in the same colors as the offered machine.

Exuding Jazz-Age splendor and vibrancy, this delightful coach-built Hudson represents a one-off opportunity to acquire what is surely the finest surviving Model L in existence.

\$150,000 - 180,000



59.

1966 MASERATI MISTRAL 4000 COUPE

Chassis no. AM1091118

4,014cc DOHC Inline 6-Cylinder engine
Lucas Mechanical Fuel Injection
255bhp at 5,500rpm
5-Speed Manual Transmission
Independent Front Suspension
4-Wheel Disc Brakes

- ★ *Fewer than 850 Mistral Coupes built*
- ★ *Desirable 4.0-liter, 5-speed manual configuration*
- ★ *Air conditioning, Borrani wheels, power windows and radio antenna*
- ★ *The last of Maserati's prestigious six-cylinder GT cars*





THE MASERATI MISTRAL

Last of the classic six-cylinder Maseratis, the crisp Pietro Frua-styled Mistral commenced production in 1963. The handsome two-seater was built on a shortened version of the square tube chassis also used by the Sebring and 3500GT, and Maserati offered buyers the choice of Coupe and Spider versions; the former's opening rear window hatch made it a surprisingly practical sporting GT car. A five-speed gearbox and disc brakes were standard equipment, while an automatic transmission, air conditioning, and a limited-slip differential were options. Maserati fitted the Mistral with three iterations of its robust twin cam six-cylinder engine, which traced its lineage back to the legendary 250F Grand Prix car. Most production Mistrals received the 3.7-liter version, while other options being the 3.5-liter or, from 1966, the ultimate

4.0-liter unit, all of which came with Lucas mechanical fuel injection and dual-plug ignition. Production ceased in 1970, by which time a total of 827 Coupes and 123 Spiders had been built.

THE CAR OFFERED

Smartly presented in bright red over a dark red cabin, this Mistral is a desirably equipped coupe with such niceties as the ultimate 4-liter fuel-injected engine, 5-speed manual gearbox, electric windows, and air conditioning. The Frua-penned body is crisp, with attractive brightwork and detailing, and the car sits properly on polished Borrani wheels shod with period-style Michelin tires. The cabin is particularly inviting, with a lovely character to the dark red leather and excellent carpets. Service records on file show that in 2017 mechanical work included replacement brake plumbing, rebuilt calipers, ignition tune, and replacement fuel lines, among other jobs. Boasting sophisticated 60s style and a sonorous race-bred inline-six, this Mistral Coupe is a capable and luxurious Gran Turismo that is certain to shine on rallies like the Copperstate 1000, or with a couple bags tossed in the hatch for a casual weekend tour.

\$100,000 - 120,000



60.**1961 CHEVROLET CORVETTE**

Chassis no. 10867S103908
 Engine no. S103908 F0612CS

283 Cubic-Inch Overhead-Valve V8 Engine
 Rochester Mechanical Fuel Injection
 315bhp at 4,800rpm
 4-Speed Manual Transmission
 A-Arm Independent Front, Live-Axle Rear Suspension
 4-Wheel Hydraulic Drum Brakes

- ★ *A beautiful and cherished example of the penultimate C1*
- ★ *Desirably equipped with Rochester mechanical fuel injection*
- ★ *Single ownership from 1962-2019*
- ★ *An outstanding pick for high-speed rallies and tours*

**THE CORVETTE C1**

The Chevrolet Corvette may be one of the most beloved sports cars of all time, but its gestation was fraught with struggling sales and infighting between the engineering team, led by ex-racer Zora Arkus-Duntov, and GM's bean-counters who seemed hell-bent dulling the Corvette's performance edge. Arkus-Duntov made inroads however, and from 1955, the compact and powerful Smallblock V8 engine replaced the outdated "Blue Flame" six. Common among all C1s was a steel ladder chassis derived from Chevrolet's passenger car line, with independent front suspension and a solid rear axle. The styling of the fiberglass body evolved nearly every year, with a completely new design hitting showrooms in 1956.

For 1961, the Corvette debuted a fresh new "boat-tail" design that hinted at the upcoming second generation C2, and also marked the first appearance of the quad taillight treatment – a feature seen on every Corvette generation since. Buyers could make their Corvette anything from mild to wild, and at the top of the heap sat the "Fuelie," with its sophisticated Rochester mechanical fuel injection and impressive 315 horsepower output, making it the ultimate performance Corvette on the street.

THE CAR OFFERED

Brilliantly presented in Roman Red over a black interior and equipped with the high-performance 315 horsepower "Fuelie" V8, a four-speed manual transmission and matching hardtop, this three-owner 1962 roadster is the definitive Little Red Corvette.

The original used-car warranty certificate shows the second owner acquired this car on January 19, 1962, from Wigder Chevrolet in Livingston, New Jersey, with 4,504 miles on the odometer. He kept it in his care for an astounding 57 years until it was acquired by the consigner in 2019. In the mid-1980s, during the second owner's lengthy tenure, the Corvette received a high-quality body-off restoration finished to high standards, and in the ensuing years has been fastidiously maintained, while being enjoyed to the fullest on the road.





The Roman Red paint retains a deep gloss, punctuated by finely preserved brightwork. The consignor reports it to be a wonderful driver, with recent maintenance to rebuild the generator and shifter mechanisms. The block stamping corresponds with the original chassis number, and the "CS" suffix indicates the ultimate 315-horsepower fuel-injected option. Accompanying documentation includes the used car warranty certificate and original owner's manual. The older restoration has held up remarkably well, with some character and imperfections picked up through driving enjoyment that only enhances the car's inviting, usable nature. In the current ownership, the car has been carefully maintained with nearly \$5,200 in service completed in October of 2023.

Built for just two years, the duck-tail Corvette is iconic piece of American mid-century car design seen by many as the most attractive of the C1 range. This fine example is ready for only its fourth owner in over six decades, and the powerful fuel-injected V8 makes it ideal for rallies, driving events, and touring.

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



61.

1968 JAGUAR E-TYPE SERIES 1 1/2 4.2 ROADSTER

Chassis no. 1E16622

Engine no. 7D55228-9 (see text)

4,235cc DOHC Inline 6-Cylinder Engine

Triple SU Carburetors

265bhp at 5,400rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- ★ Finished in its original colors of triple black
- ★ Previously owned by professional tennis player Lindsey Davenport
- ★ Extremely well maintained and ready for driving enjoyment
- ★ Original California car
- ★ Features numerous mechanical upgrades benefitting drivability



THE JAGUAR E-TYPE

The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-liter version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements.

These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph (240km/h) remained unchanged, the main performance gain resulting from the larger engine being improved acceleration.

In 1968 all versions of the E-Type underwent major revisions dictated by US safety and emissions legislation. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. The primary exterior change was to open headlights so the car could be seen from the side at night and to eliminate the possibility of condensation that caused limited visibility.

THE CAR OFFERED

This 1968 Jaguar E-Type "Series 1.5" Roadster is an original California car retaining its original blue CA license plates. The "J68" tag visible next to the data plate was assigned to the car by the California DMV – a unique original feature that is exclusive to California-registered cars from the 1960s. The E-Type is finished in what is believed to be its original and rare and original color combination of black over black with a matching black top, boot, and tonneau cover. Power comes from a 4.2-liter engine with triple SU carbs, and a smooth shifting 4-speed manual fully synchronized transmission. Like all Series 1.5 E-Type's, this example features the larger capacity radiator with dual fans, which improves the cooling. The previous owner of this XKE was a member of the Jaguar Owner's Club of Los Angeles and took great care of the E-Type during his ownership, showing the car at several events, with great results.





Updates include covered headlamps, front and rear European style lenses to enhance the aesthetics, a stainless-steel exhaust system, a Becker AM/FM/cassette radio, Koni shocks and 15" x 6" chrome wire wheels. It also benefits from mechanical upgrades on the period replacement engine including the addition of triple SU carbs, a PerTronix electronic ignition system, and a Monza speed fill oil filler cap. Koni damper and a Wilwood braking system further enhance the driving experience. These tasteful performance and safety upgrades make it ideal for high-speed rallies and tours. The car has just recently completed a full service and detail, including removing and detailing the engine and transmission. A new clutch system was installed with resurfaced flywheel along with freshening of the under bonnet and engine bay compartments.

It is believed to have been owned previously by professional tennis player Lindsey Davenport, who sold the car around 2008, while the restoration was completed around 2006-2007. This beautiful E-Type Roadster presents is a wonderful example of a very clean high-end driver, surely to give many 'smiles per gallon.' Devoid of the large taillights, heavy bumpers, and additional fittings that came to be a hallmark of later E-Types, the Series 1.5 retains all the good looks and style only found in the Series 1, with a host of welcome performance enhancements.

\$160,000 - 190,000



62.

1965 ROLLS-ROYCE SILVER CLOUD III TOURING LIMOUSINE

Coachwork by James Young Limited

Chassis no. LCDL81

6,230 cc OHV Alloy V8 Engine
Twin S.U. Carburetors
Approximately 185bhp
4-Speed Automatic Transmission
Independent Front, Live Axle Rear Suspension
4-Wheel Drum Brakes

- ★ A rare James Young-built "Baby Phantom"
- ★ Left-drive and long wheelbase configuration
- ★ Displayed at the 1964 Paris Salon
- ★ Requires recommissioning



THE LWB ROLLS-ROYCE SILVER CLOUD

Catering to the stately Limousine market in the 1950s, Rolls-Royce offered the royalty and heads of state-only Phantom IV and the generally available, if somewhat dated, Silver Wraith. Following the introduction of the Silver Cloud and Bentley S-Type, a long-wheelbase version of this more modern design was made available, with bodies closely based on the factory's standard offering. Four inches longer in the wheelbase than the standard Saloon and usually fitted out with an internal division, the majority of these bodysHELLS were extended by Rolls-Royce's in-house coachbuilder Park Ward (soon to become H.J. Mulliner, Park Ward) at its London works and finished off at the factory in

Crewe. Considering Rolls-Royce's target audience, it is of little surprise that a select few chassis also received bodywork by external coachbuilders, including the renowned firm James Young Ltd.

THE CAR OFFERED

Chassis LCDL81 is one of an estimated 8 left-drive Long Wheelbase Cloud IIIs fitted with James Young's superb Touring Limousine Coachwork, known by its design number "SCT100." Sometimes referred to as the "Baby Phantom" for its resemblance to the James Young bodied Phantom V, it is a masterclass of proportion and elegance. The SCT100 is a beautiful design, notable for its "turtleback" semi-fastback boot and sweeping fender lines and is particularly appealing when viewed from the rear $\frac{3}{4}$ angle. According to notes in Lawrence Dalton's book *Rolls Royce: The Elegance Continues*, chassis LCDL81 was displayed at the 1964 Paris Salon and has several fascinating details.





Notable features of this car include a division window, integrated rear footrests, a spectacular wood rear fascia housing tray tables, a spare fuel gauge (curiously), and ventilation controls. Of particular interest is the rear sunroof panel, which slides forward over the driver's compartment and affords rear passengers a dose of fresh air and sunshine. Should the weather be less than ideal, it is equipped with air conditioning with integrated, upholstered outlets in the rear C-pillars.

Smartly finished in two-tone burgundy and black with beige leather upholstery, this Cloud III is offered in very good condition overall, having come from an extensive collection of Rolls-Royce and Bentley automobiles. As one of only eight left-drive SCT100 Cloud IIIs extant, it is undoubtedly a highly collectible and significant motorcar. Please note that in current ownership, this car has been on long-term static display. While in the care of Bonhams, the engine has not been started and the car will require recommissioning.

This is a very elegant, low-production Silver Cloud III beautifully represents the elegant and classic Rolls-Royce Motor Car with custom coachwork by James Young.

\$50,000 - 70,000
WITHOUT RESERVE



63.

1993 LAND ROVER DEFENDER 110 NAS

VIN. SALDH1283PA921127

3,946cc OHV V8 Engine
Multi-port Electronic Fuel Injection
182bhp at 4,750rpm
R380 5-Speed Manual Transmission
Front and Rear Coil Spring Suspension with Live Axles and Radius Arms
Front Disc, Rear Drum Brakes

- ★ *A highly desirable North American Specification Defender*
- ★ *No-expense-spared maintenance and care*
- ★ *Number 380 of 500 "NAS" D110s*
- ★ *Iconic Alpine White with Black Accents*



THE CAR OFFERED

In the early 1990s, Land Rover was eager to capture some of the magic that established the brand as a rugged legend in its homeland. As a last hurrah before new safety standards arrived, Land Rover North America donned its Wellies and waxed Barbour, announcing a limited run of US-spec Defenders to accompany the posh Range Rover in the lineup. The Defender 110 NAS (North American Specification) kicked off Land Rover's American revival, with just 500 fully decked-out examples to whet enthusiasts' appetites.

Despite its purposeful, manual-only spec, the Defender 110 was soon the ultimate off-road status symbol. It couldn't be further from a cozy Range Rover, yet it nevertheless became a darling of the Aspen set, rapidly selling out and earning modern-classic status. Today, genuine NAS Defenders are highly

collectible, with capability, iconic style, and limited production exclusivity that exemplify the Defender's uniquely British appeal.

The 1993 Land Rover Defender 110 offered here is #380 of 500 examples officially imported to the USA. It is finished in Alpine White over a gray cloth cabin and is powered by the 3.9-liter alloy V8 paired to a five-speed manual transmission, dual range transfer case, and locking central differential. Sold new in Ohio, it was in various midwestern states before coming to Arizona in 2007, where it has remained since, showing 142,000 miles at the time of cataloguing.

This Defender certainly looks the part of the off-road hero with body-color external roll cage, roof basket, grill guard, roof-mounted auxiliary lighting, snorkel, and Goodyear Duratrac

tires on white-painted 16-inch wheels. Other fittings include step plates, rear ladder, mud flaps, aux reverse lights, and a Warn winch to get you out of any trouble you find. The consigner reports nearly \$20,000 in recent maintenance, to include new Bilstein dampers, rebuilt radius arms and Panard rod, new front seat foams, new headliner, and extensive A/C service. Additionally, the 3.9-liter V8 was serviced in 2022 with a new timing chain, valve lifters, head bolts, crank seals, and numerous new gaskets. The accompanying CARFAX Report shows no history of accidents or other damage.

This highly collectible Defender 110 benefits from fastidious care and is ready to be enjoyed "as intended" well beyond the pavement's end.

\$110,000 - 130,000



From the Clive and Janet Cussler Car Collection of Scottsdale

Lots 64-72



64.

From the Clive and Janet Cussler Car Collection of Scottsdale
1931 CADILLAC V-12 SERIES 370A SEVEN PASSENGER
DUAL WINDSHIELD TOURING
Coachwork by Fleetwood

Engine no. 1003757

368 cid OHV V-12 Engine
Dual Detroit Lubricator Updraft Carburetors
150 bhp at 3,600 rpm
3-Speed Synchromesh Manual Transmission
Solid Axle Front Suspension, Live Rear Axle, Semi Elliptic Leaf Springs
4-Wheel Vacuum Assisted Mechanical Drum Brakes

- ★ Luxurious first year of the V12 Cadillac
- ★ A well-presented older restoration
- ★ CCCA Full Classic
- ★ In the present collection since 2018



THE V-12 CADILLAC

Cadillac completed its staggering array of luxury vehicles with the introduction of the V-12 engine late in 1930.

Based upon the V-16 which had been introduced earlier in the year, the V-12 line offered catalogue bodies by Fisher and Fleetwood, all with luxuriously trimmed interiors. In common with the V-16, the engine was styled by Harley Earl's Art & Colour Department, giving the V-12 a particularly attractive underhood presentation. The V-12s were manufactured to extremely high-quality standards and differed only in details of trim and, of course, engine size and complication from the V-16 line which cost nearly twice as much.

With V-8, V-12 and V-16 models and a profusion of coachwork from Fleetwood and Fisher on chassis that ranged from the 134 inch V-8 to the V-16's giant 148 inch wheelbase, Cadillac offered a luxury automobile to suit any style, purpose and whim. Harley Earl's Art & Colour Department attended to the smallest details of fit, finish, finesse and function making even the mechanical details objects of refined design, materials, manufacture and execution.

The difference between the V-12 and V-16 was confined to the bonnet, which is 4 inches shorter, headlights an inch smaller in diameter but still a great imposing presence flanking the grille between the flaring front fenders, and slightly smaller chrome horns. The V-12's appeal was manifest in its sales success. A total of 5,733 were built in 1930 even as the aftermath of the Wall Street Crash and the onset of the Great Depression loomed on the horizon.





THE CAR OFFERED

Cadillac retain the records of almost every car that they delivered, the hallmark of the majority of the high-quality car manufacturers. Remarkably, those documents are scanned and can be provided to researchers today, copies for this car being on file. From this document, we know that V-12 1003757 was originally built as you see her today with this rare option of 4747 Fleetwood coachwork, a four door seven passenger touring car which would have set its original owner back some \$4,295 when new. The factory sheets do not state who its first owner was, but chart it being originally destined to Wabbett Motors Inc. the dealer in Rochester, New York and later diverted south to New York City for delivery.

A trail of ownerships is not charted specifically, however, it is known to have undergone a full restoration in the late 1980s at the hands of Dale Sotzing and Dave Myers for its then owner in Northern Ohio, a rebuild which has stood the test of time well. According to information on file, approximately 7 years ago in prior custody the technical side of the car was refreshed with cooling system reviewed, the brakes overhauled, and fuel feed and carburation rebuilt as well as the starter motor and water pump. At that same time the wheels were properly restored, being powder coated and fitted with new spokes and topped off with new chromed cap pieces.

On their home turf here in Scottsdale in 2018, Clive and Janet noticed the V12 in one of the January auctions and acquired it for their collection, where it has remained in excellent company alongside other high quality American marques.

Undeniably every bit the striking automobile that one would expect from Cadillac and equipped with all the bells and whistles from Pilot-Ray driving lights to a rear mounted trunk, the V12 is by definition a CCCA Full Classic® and so can be used for tour and display.

\$100,000 - \$125,000

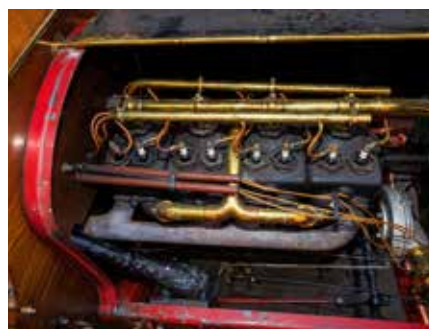


65.*From the Clive and Janet Cussler Car Collection of Scottsdale*
1908 RAMBLER MODEL 34 TOURING

Chassis no. X15727

286.3ci 4-Cylinder Inline Engine
 Single Updraft Carburetor 32hp
 3-Speed Manual Transmission
 Leaf Spring Suspension
 2-Wheel Mechanical Brakes

- ★ Important early American brand
- ★ Known to be good performing cars
- ★ Older restoration, recommissioned in this ownership
- ★ Eligible for Brass Tours and shows

**THE CAR OFFERED**

Thomas Jeffery was a bicycle manufacturer; his Rambler model the second-best-selling cycle in the United States during the 1890s. At the turn of the 19th century, Jeffery became interested in the automobile, and built a single-cylinder car in 1897, following that with two cars shown in Chicago and New York. The new cars had front-mounted two-cylinder engines and left-hand drive and received a good reception from show-goers and the press. Although not displayed with a name, the press generally referred to them as 'Ramblers,' the brand with which Jeffery was well known.

In 1901, the Jefferys sold the bicycle business to Colonel Albert Pope's conglomerate, the American Bicycle Company, and went decisively into automobile manufacturing, taking the 1898 car to a new plant in Kenosha, Wisconsin.

Rambler enjoyed excellent sales throughout the decade, placing third in 1905 and 1906. Thomas Jeffery died in 1910. In 1914, to honor his father's memory, Charles Jeffery re-christened the 'Rambler' car with the family name. But in 1915, having narrowly escaped death at the sinking of the Lusitania, Charles chose to retire, selling the company in 1916 to Charles Nash.

This 1908 example of the model 34 arrived in the Cussler Collection in 2018 being acquired from an Auburn Labor Day weekend auction. The car was offered for sale on that day from the Godbey Family Collection where it has resided since 2012, being on museum display in Florida. Prior to this it is understood it had remained in a private collection for more than a quarter of a century.

Believed to be restored during that former custodian's tenure, it shows today with a very tasteful and accurate retrim in button back leather

upholstery, with a full-length canopy top, including side screens. Its bright red paintwork, with black moldings and reliefs now shows some age from time and use, as it does under the hood. The well-proportioned bodywork is adorned with the requisite brass accessories, including headlamps, side and taillamps, acetylene generator and brass horn. As acquired it had not been run for many years, but has since been attended to and the individually cast four-cylinder motor is today seen to start with a careful preparation and swing of its starting handle.

Eligible for brass tours offered by clubs such as the VMCCA and HCCA among others, as it leaves this collection the Rambler is ready to provide its next owner with a pleasingly honest example of its marque.

\$40,000 - 50,000
WITHOUT RESERVE

66.

From the Clive and Janet Cussler Car Collection of Scottsdale
1907 MITCHELL MODEL E 20HP RUNABOUT

Chassis no. 1423.

177ci F-head Inline 4-Cylinder Engine
 Single updraft carburetor
 20hp

3-Speed Manual Transmission
 Leaf Spring Suspension

2-Wheel Mechanical Rear Drum Brakes

- ★ Rare Wisconsin auto maker
- ★ Ideal entry for Brass Tours
- ★ Reportedly one of 5 known by the Mitchell Club
- ★ Finely maintained restoration and eminently charming



THE CAR OFFERED

The Mitchell automobile was built in Racine, Wisconsin in what was initially known as the Wisconsin Wheel Works, a bicycle manufacturer. They soon developed a reputation for high quality, mid-priced cars which were good looking and often incorporated innovative features.

The company became the Mitchell Motor Car Company in 1904, and its first cars were two-cylinder, chain-drive runabouts. They were an early adopter of sliding gear transmissions introducing them in all models in 1904. After experimenting with air-cooling and two-stroke engine designs, Mitchell began production of four-cylinder, shaft-drive and water-cooled cars by 1907.

Mitchell's Model E debuted in 1907 as their lightweight runabout, a sporting genre which was becoming increasingly popular in this time period. Built on a 90-inch wheelbase and with only a modest incumbrance of bodywork, its 20hp four-cylinder engine could amply provide for fun motoring and all for \$1,000, a fraction of some of its competitors.

The model E here is understood to have been restored in 2000, and the high standard of quality it received then means that it remains in tidy order still. The bodywork was finished in the correct period Holland blue paint scheme over a 'straw' colored frame. This is accented with a nice set of brass accoutrements including its windshield and trim, large headlamps, scuttle-mounted Corcoran side lamps and an E&J tail lamp, as well as a Prestolite acetylene tank.

Clive and Janet Cussler acquired the Mitchell during a trip to the AACA Hershey Fall Meet in 2018, it being brought back to the collection and enjoyed ever since. Surviving examples of the Model E are rare, sources suggest as few as a mere five being known in collecting circles, and yet as they did in the day, they hold their own among other contemporary brass era cars, enabling owners to participate in a variety of events offered by the Horseless Carriage Club of America and other such clubs.

\$50,000 - 60,000
WITHOUT RESERVE



67.

From the Clive and Janet Cussler Car Collection of Scottsdale 1921 MERCER SERIES 5 SPORTING

Chassis no. 13140
Engine no. 5893

298.2ci L-head Side-Valve Inline 4-Cylinder Engine
Single Updraft Carburetor
70bhp at 2,800rpm
4-Speed Transmission
Solid Front Axle with Leaf Springs-Live Rear Axle
Rear-Wheel Mechanical Drum Brakes

- ★ Desirable and powerful 4-cylinder Mercer
- ★ An Iconic American sporting brand
- ★ Heritage listed in the Stan Smith Mercer Roster
- ★ In the collection since 2018



THE SERIES 5 SPORTING

If ever there was object, irrefutable proof that the concept of the sports car originated in the United States it was the Mercer Raceabout. First built in 1911 the Mercer Raceabout, with its thundering T-head 4-cylinder engine, standard exhaust cutout, round bolster tank, monocle windshield and rudimentary seating for only a driver and a brave passenger, was the first automobile successfully built in series for the sole purpose of going fast and winning races.

Between 1911 and 1915 the Roebing brothers (whose father had designed and built the Brooklyn Bridge) and their engineer Finley Robertson Porter built some 800 Raceabouts which their customers could take straight from the factory to the race track with a good chance of winning and an even better chance of finishing well. Barney

Oldfield and Ralph de Palma raced Mercers. Spencer Wishart bought one, drove it right to a dirt track in Columbus, Ohio and won the 200-mile feature, setting four dirt track records in the process.

Mercer continued to build T-head, 4-cylinder cars through 1914, then introduced a new line of L-head fours designed by Eric H. Deiling. When the Roebings died within a year of each other, ownership of the company passed to a New York investment syndicate which put Emlen Hare, former manager of Packard's New York branch, in charge. Hare proceeded to add Locomobile and Simplex-Crane to the company which, in the post WWI recession, proved to be more of a distraction than his management skills could handle. By 1921 control of Mercer was back in the hands of the founding families.

The Deiling-designed Mercers from 1915 were powered by a 298 cubic-inch side-valve 4-cylinder with single ignition and a 4-speed transmission. The engine was rated 22.5 NACC horsepower, and its earliest versions were said to make 70 brake horsepower. Brakes were installed only on the rear wheels. Suspension employed live axles at both ends, suspended from semi-elliptical leaf springs. Deiling was one of the first American designers to add Houdaille lever action friction shock absorbers to the suspension, a feature that vividly illustrates his desire to enhance Mercers' ride and handling.

The new Raceabout body also gave its occupants more protection from the elements and the vicissitudes of the generally marginal roads of the time. The body now had sides protecting the driver's and passengers' legs





THE CAR OFFERED

although the seat back still formed the back of the passenger compartment, and the fuel still rode on the rear deck in a round bolster tank. Fenders enclosed to the frame kept detritus from being kicked up onto the bodywork and the occupants, and a full-width flat glass windshield gave added protection, although it folded down for high-speed runs. In effect, the Model 22-70 Mercer Raceabout was refined, improved, and easier to own and drive, applying the lessons learned in five years of production of the Mercer Type 35.

Alongside the 1920s generation of Mercer Raceabouts, Mercer coachwork options included one of the most elegant sports touring cars of its day, which they termed simply the 'Sporting'. Its design was typically advanced, with its lightly barrel sided body perfectly extending the line of its hood and radiator, bringing with it both aesthetic and aerodynamic benefits.

This archetypal Mercer Sporting was acquired by Clive and Janet Cussler at a Scottsdale auction in 2018, joining their stable of great American marques and ticking the Mercer box that every fine collection should have.

The Sporting is understood to be one of just seventeen such cars to survive today and according to the Mercer Roster compiled by Stan Smith of Pennsylvania can chart a modest chain of five previous owners, the earliest being R. Sedgewick and later R. Roy and Arnold Mercer, before arriving in its last California tenure.

The Sporting was restored in prior ownership by Woodies & Wheels of Campbell, California in the early 2010s, with this work being completed in January 2013 and including much technical refreshing and adding to what

appears to have been a much older cosmetic refurbishment. As a result of both exercises, the Mercer presents both well and accurately to its original form carrying all the individual hallmarks of these attractive touring cars, from the raked windshield to the canted rear spare carrier. Completing its presentation are rarely found details such as some Mercer tools, as well as owner's manual and parts book.

As a brass era Raceabout continues to grow in stature and value, this is a great and more affordable way to experience this legendary American marque.

\$90,000 - 110,000



68.

From the Clive and Janet Cussler Car Collection of Scottsdale 1929 PACKARD MODEL 640 CUSTOM EIGHT FIVE PASSENGER TOURING

Chassis no. 174637

385ci Inline 8-Cylinder Engine
Single Packard Carburetor
105bhp at 3,200rpm
3-Speed Manual Transmission
Semi-Elliptic Leaf Springs Front and Rear
4-Wheel Drum Brakes

- ★ Sporting and desirable sixth series Packard Custom Eight
- ★ Restored by Gene O'Hara in 2017
- ★ Ready for touring or a show field
- ★ CCCA Full Classic®



THE SIXTH SERIES PACKARD

1929 was the best year Packard had ever had. It also was the best year Packard ever would have. 1929 brought substantial change to Packard's product line, notably the end of Packard's experiment with six-cylinder power which had been added in 1921 to complement the Packard Twin Six. The Twin Six had itself been supplanted by inline eight-cylinder power in 1924 and Packard – and its customers – were so satisfied with the smooth, luxurious power of the eight that a new Standard Eight line replaced the Six in 1929.

Key to Packard's success and to that of its competitors – all of whom were doing well in 1929 with production in the first quarter of the year up 49.9% over 1928 – was the economy, which was gliding along on an effervescence of stock market profits. The timing is important, because Packard's 1929 models were

superseded by 1930 models in September. The stock market kept breaking records nearly until the bottom fell out on October 29, Black Tuesday, over a month after the market cleared the 1929 Packard models.

The 1929 Packard 640 Custom Eights were among the most attractive and imposing of the Classic Era, with long hoods, sweeping fenders and large oval headlights (a one-year-only feature). Design features abounded, from bright molding around the cowl to a drop molding along the beltline that could be accented with a contrasting color décor panel. The Custom Eight's engine displaced 385 cubic inches and was rated at 105 horsepower at 3,200 rpm. With seven main bearings and a rigid one-piece cylinder block casting, it was quiet enough that it impressed even the notoriously finicky road testers at The Autocar in England who noted that

"... the big car has the power of travelling right up to a high speed without fuss, without suggestion that the engine is doing much work, without harshness, yet with plenty still in reserve."

The Custom Eight was offered in two different wheelbase lengths, the 140 1/2" Custom Eight 640 and the 145 1/2" Deluxe Eight 645. A profusion of body styles was offered by Packard and while the company was intent on consolidating coachwork in its own factory (which during the year added four stories to the building that housed body construction), it still offered an "Individual Custom Line" with sixteen bodies from Dietrich, LeBaron and Rollston.

The 140 1/2" and 145 1/2" wheelbase of the Custom and Deluxe Eight were ideal for the 5- and 7-passenger enclosed bodies which increasing numbers of Packard buyers wanted,





THE CAR OFFERED

just as they easily and attractively accommodated formal sedan and limousine coachwork. It is a measure of the talents of Raymond Dietrich, Archer Knapp, Ray Birge, Werner Gubitz and the other designers, draftsmen, artists and sculptors who contributed to Packard body design that they also achieved harmonious proportions and attractive, balanced designs on their two-door, 2/4-place Roadsters, Convertibles and Coupes. There is a refreshing elegance – as well as an expression of the conspicuous consumption for which “Roaring Twenties” were known – about placing what is essentially 2-place coachwork, even with occasional accommodations for two more in a rumble seat, on a wheelbase of 140 or 145 inches. Yet the designers and craftsmen at Packard carried it off so successfully that these are today among the very choicest collector cars, prized for their performance, quiet, style, elegance and presence.

This example of the peak, pre-depression era Packard is a rare survivor of the model, it being reported that there being a mere three known to exist and this the only fitted with Five Passenger Touring coachwork.

In 2017, the Packard was entrusted to the noted marque specialist Gene O’Hara for restoration, the quality of which workmanship remains ever present today. The striking condition is matched by its tasteful color choices of a rich burgundy hue, over black wings. That combination is echoed by the interior of black leather piped in dark red and to car’s artillery wheels. The interior is further enhanced with a beautifully finished wood dashboard. The elegant, tapered, touring bodywork is accented throughout with chrome trim from its iconic hood ornament to wheel trims, bumpers, headlights and scuttle mounted sides.

The car was acquired by Clive and Janet Cussler approximately 6 years ago at a Texas sale and has been treasured by them ever since, being maintained locally here in Arizona.

\$100,000 - 150,000



69.*From the Clive and Janet Cussler Car Collection of Scottsdale*
1914 PATHFINDER SERIES XIV MODEL A TOURING

Chassis no. 300467

281ci 4-Cylinder Inline Engine
Single Updraft Carburetor 42hp
3-Speed Manual Transmission
Leaf Spring Suspension
2-Wheel Mechanical Brakes

- ★ Rare survivor of the Indianapolis-built automobile
- ★ A truly unrestored and unmolested 110-year-old car
- ★ Formerly displayed at the Pebble Beach Concours d'Elegance
- ★ A unique automobile

**THE CAR OFFERED**

This Pathfinder is quite possibly the best-known example of its breed that remains and most likely the only one to have graced the lawn of the Pebble Beach Concours d'Elegance, which it did in 2019. Its invitation reflects the remarkable story and condition in which it survives to this day, being a true time-warp car and a natural choice for their Preservation category.

This 1914 example was first discovered by Theodore W. Holtorf in a basement garage in the Glen Art Theater in Glen Ellyn, Illinois in 1946. Then only a mere 34 years old, it had been modestly used, gauged by the fact that the tires had been fitted in 1918. Holtorf retrieved the car and placed it in a rented basement space where it remained for the next 64 years! In 2010 it passed to the former owner from whom Clive and Janet Cussler acquired the car.

In the collection, the Pathfinder has lived in the appropriate surroundings of the 'Goob's Garage' façade, a ramshackle old building retrieved in Mississippi, reconstructed for the Tupelo Automobile Museum, replete with all manner of old garage equipment.

Today, 110 years after it was made, this stands as one of the few examples that this Indianapolis manufacturer ever existed thanks to careful custodians such as the Cusslers and those that preceded them. A fascinating car by any stretch of the imagination, it carries many interesting details from its original trim to those century old tires and original Illinois license plates from 1914. While time travel still remains impossible, this is the next closest thing to a step back in time!

\$45,000 - 60,000
WITHOUT RESERVE



From the Clive and Janet Cussler Car Collection of Scottsdale
1912 EVERITT SIX 48 TOURING CAR

Chassis no. P6259

358ci, Side-Valve Inline 6-Cylinder Engine
Single Carburetor, 48hp
3-Speed Manual Gearbox
Front and Rear Leaf Spring Suspension
2-Wheel Disc Brakes – see text

Without Reserve

- ★ Believed to be the sole surviving Everitt Touring car
- ★ Restored with the assistance of Tom Lester
- ★ Includes a number of technical upgrades to enable usability
- ★ Successfully campaigned in HCCA and AACA tours over the last 2 decades



THE CAR OFFERED

Walter E. Flanders was, by all accounts, one of the best production men in Detroit at the birth of the American automobile industry. Like Henry Leland, he came from Vermont and possessed the same innate sense of machinery. His skill delivering a sizable crankshaft order on time caught the attention of Henry Ford, and Flanders later moved to Detroit where he set up Ford's early factories and production systems. But Flanders had bigger ideas and, seemingly unaware of the Model T's imminent introduction, set out on his own with two partners, salesman William E. Metzger and coachbuilder/financier Barney Everitt. They set up E-M-F to build a quality middle market automobile "on a scale heretofore unattempted."

In mid-1909 Metzger and Everitt parted ways with Flanders, taking with them E-M-F chief engineer, William Kelly. In an equitable fashion, the new car was named the Everitt, and was

built by the Metzger Motor Car Company. A strong debut saw some 2,500 units of their 'new' Four-30 pre-sold before production even commenced. The following season saw the introduction of a Four-36 model and for 1912 a Six-48 was offered.

This exceptionally rare Everitt dates from that snapshot period when Everitt and Metzger were on their own and gained enough traction to introduce the Six-48 Model. Amazingly, it is thought to be the sole survivor today of the touring car.

Its restoration dates to the year 2000, Ralph Lehtola of Dania, Florida having discovered the car in a barn in the Mid-West taking it back home to commence a rebuild. He cleverly enlisted the help of none other than engineer Tom Lester to work on the engine and technical

aspects with him. Perhaps not too surprisingly, this was improved in several 'Lester' ways to make it an all-round more usable touring car, the clutch received hydraulic assistance to aid fatigue on long distance tours, while the brakes were discretely upgraded to discs sitting inside the existing drums. An electric starter motor was also added, and an oil pump was fitted to improve reliability of its lubrication.

The Everitt has since proven itself to be a typically reliable Lester product, providing a very usable tour car for Mr. Lehtola, its next owner Marshall Armstrong who acquired the car in 2005 and more recently for Clive and Janet Cussler. It has completed several HCCA and AACA tours successfully and is described by Janet as being regularly exercised and maintained.

\$50,000 - 60,000
WITHOUT RESERVE



71.

From the Clive and Janet Cussler Car Collection of Scottsdale 1922 CUNNINGHAM SERIES V-4 MODEL 82-A TOWN LIMOUSINE

Chassis no. V4627
Engine no. V4633

442ci L-Head V8 Engine
Single Stromberg Carburetor
100bhp (approx.)
4-speed transmission
Front and rear semi-elliptical leaf springs
4-wheel Lockheed hydraulic brakes

- ★ Rare example of this quality car constructor
- ★ Powerful and elegant formal touring car
- ★ In this collection since 2010
- ★ Shown at the Pebble Beach Concours d'Elegance in 1979



JAMES CUNNINGHAM, SON & COMPANY

By 1922 James Cunningham, Son & Company didn't even post suggested prices for its exclusive automobiles. Its market, always a tiny one made up of wealthy, discriminating clients who appreciated the company's approach to building fine automobiles to individual customer orders, was largely insensitive to price. Its listings in the National Automobile Chamber of Commerce "Handbook of Automobiles" read only "Prices Upon Application".

The Series V-4 was offered in two models, the 132" wheelbase 91-A and the 142" wheelbase 82-A, a curious situation where the larger and more expensive model had a lower model designation but one that is in some ways typical of Cunningham's disregard for convention. Both were powered by Volney Lacey's 442 cubic inch side valve V-8 with

cast iron blocks and aluminum 3-bearing crankcase. Still rated 45hp by the increasingly outmoded NACC formula, Cunningham in 1923 would announce the engine's power on the engine brake, 90 horsepower. With a 5" stroke and 442 cubic inches its torque was prodigious.

Also new for 1922 was the change to a four-speed transmission, still supplied by Brown-Lipe as was the multi-disc dry clutch. Cunningham still relied on Timken-Detroit spiral bevel drive full floating rear axles, rugged and proven not only in Cunningham automobiles but also in its successful line of hearses and professional vehicles. Both centerlock wire and demountable rim wood spoke wheels were offered. "Theft locks" became standard equipment but braking was still only on the rear wheels.

Cunningham continued to build its own bodies but in 1922 with the V-4 replaced its prior round shouldered radiator shell with one with sharp edges as seen on this stunning example of the Cunningham Town Limousine.





THE CAR OFFERED

Formal coachwork like this example is typical of the refined, elegant tastes of Cunningham's clientele, clients who appreciated solid construction and tasteful hand fitting and were willing to wait, and pay, for it to be created to their specifications by Cunningham.

The high-quality formal Cunningham was acquired by the late Clive Cussler fourteen years ago at Bonhams Greenwich Auction in the summer of 2010. It was a genre of cars that he greatly appreciated, and he was drawn to, and attending the Concours that year he decided to snap it up!

Its former ownership had lasted back into the early 1970s, although further research did not reveal additional custodians of the car, it was thought to have passed through only 3 families since its original delivery. What we knew then as now was that the Cunningham had

been restored for the then owners by Richard Straman on the west coast. In 1979 the car was displayed at the Pebble Beach Concours d'Elegance.

Finished in discrete black, its Cunningham-built body displays restraint and dignity but also style and poise with its continuous beltline molding, front fenders tightly wrapping the varnished wood wheels with whitewall tires that complement the dual side-mounted spares. The windshield frame is noticeably raked but the passengers' tonneau is erect and formal with its leather covered padded roof and landau bars. Cunningham's characteristic "ventilator" shaped fender lamps have ingenious beveled glass side lenses.

The chauffeur's compartment is upholstered in functional black leather matching the exterior livery and he is provided with a full complement

of gauges, dials and switches as well as the receiver of an electric communicator for directions from the owner. The tonneau is sumptuously but tastefully appointed in beige broadcloth. The four windows, including the rollup division, have pull shades for privacy and are framed by brightly varnished wood moldings.

Although its restoration has acquired some age, the Cunningham has been sympathetically cared for in the Mr. Cussler's collection and continues to show all of the class with which it was constructed. As an example of the 'other' American Cunningham marque, it will be a proud and probably unique addition to a fine collection and a telling example of the quality, performance and style that made James Cunningham, Son & Company the preferred vendor to America's rich and famous.

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



72.*From the Clive and Janet Cussler Car Collection of Scottsdale*
1924 FRANKLIN AIRMAN SPORT TOURER

Chassis no. Y180777L1

Engine no. E128552

236ci OHV Inline 6-Cylinder Engine

Single Carburetor

46bhp

3-Speed Manual Transmission

Leaf Sprung Front and Rear Suspension

4-Wheel Drum Brakes

- ★ *First model year of the Airman model*
- ★ *A well-maintained older restoration*
- ★ *A fantastic touring machine*
- ★ *Ex-Harrah and Tupelo Museum Collection*

**THE FRANKLIN**

America's longest-lived and most successful air-cooled automobile, the Franklin was the work of engineer John Wilkinson, whose innovative design, produced in prototype form for the New York Automobile Company, was taken up by Syracuse-based die-casting manufacturer Herbert H Franklin. Franklin's company sold its first car - a runabout - in June 1902 and a dozen more before the year's end. In an age when the customary power unit for such a vehicle was a water-cooled single, Wilkinson's 1.7-liter, air-cooled 'four' was highly unusual. The Franklin's other advanced features included overhead valves (inlets mechanically operated from 1905), throttle speed control, float-type carburetor, two-speed planetary transmission and full-elliptic springing. The engine was mounted transversely in the wooden chassis at first, before moving to

the conventional up-front position in 1905, fan cooling being introduced at the same time on most models. Truly innovative, Franklin was among the first to adopt six-cylinder engines (1905), automatic ignition advance (1907), sedan coachwork (1913), aluminum pistons (1915) and electric carburetor priming (1921). At a time when liquid cooling systems were often unreliable, the Franklin's ability to operate in extremely hot or cold weather conferred a distinct advantage, while the lack of a water pump, radiator and their attendant hoses greatly reduced maintenance costs.

Powered by a 3.9-liter, seven-bearing 'six', the Airman, such as the 1928 model presented here, has the front wheel brakes introduced that year and the dummy radiator grille first adopted

in 1925 in response to pressure from the dealer network, which demanded a more conventional-looking product. The Airman series was named after pioneer aviator Charles Lindbergh, a Franklin devotee.





THE CAR OFFERED

The Franklin that we offer here is a wonderful example of very first model year of Airman. Befitting of the name, the Sport Tourer body affixed to the chassis thoroughly supplies the vehicle's occupants with a healthy dose of wind and sunshine.

Collectors routinely follow in the footsteps of other gatherers that they admire, and the former owner of this car, Frank Spain, was one of the many disciples of the late Bill Harrah, who was noted for his penchant for Franklin cars. It was one of a number of former Harrah cars that Spain was able to secure as part of his collection which he displayed for a number of years as the Tupelo Auto Museum, this one joining in 1989.

It is unknown as to when the vehicle was restored, but photos on file, likely from the time of purchase by Mr. Spain, show the car in largely the same condition it remains today. The chrome has maintained good luster over the years, yet there is some evidence of age on the bodywork and paint (in particular.) Adding to the completeness of the car are numerous extras such as outboard spare tires, wing attached side mirrors, and side driver's lights. Greatly increasing the storage and aiding to the viability of the car's touring intentions is a large aft mounted trunk. The athletic body wears an attractive coat of rich red paint while contrasting black fenders complete the subdued look. Inside, the seats are finished equally attractive in tan.

It was Bonhams honor to handle the dispersal of the Tupelo Museum collection in 2019 and on that day, the collecting baton passed to the late Clive Cussler and his wife, Janet who attended the weekend's festivities and secured a number of souvenirs from this museum. Since its acquisition, the Franklin's engine has been repaired, is driven and annually maintained. The Franklin has received a routine check over.

With a roster of noted collectors under its belt, all are testimony to the importance of the marque in the collecting hobby, and of the many models that they made it is hard to argue that the Airman was one of the most attractive and sporting versions that they ever built.

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



Other Properties

73.

1968 SHELBY GT500 KR CONVERTIBLE

Chassis no. 8T03R210309-03693

428ci OHV "Cobra Jet" V8 Engine

Single 4-bbl Carburetor

335bhp at 5,400rpm (factory rated)

3-Speed C6 Heavy Duty Automatic Transmission

Front Independent Unequal-Length Control Arms, Rear Live Axle, Semi-Elliptic Leaf Springs

Front Disc, Rear Drum Brakes

- ★ *Shelby's luxurious, tire-shredding King of the Road*
- ★ *One of only 318 GT500 KR Convertibles built in 1968*
- ★ *Fully restored to a high standard in 2007*
- ★ *Documented original example accompanied by a copy of the Marti Report®*
- ★ *Equipped with automatic transmission, factory air conditioning and power top*



THE SHELBY GT500 KR

As the muscle car wars heated up in the mid-1960s, Ford introduced a new-for-1967 Mustang that was notably larger, specifically to accommodate their mighty FE-series engines. Ford created the first "big block" Mustang with the 390-powered GTA, but Carroll Shelby knew there was plenty of room for improvement, shoehorning the Interceptor 428 into the Mustang shell to create the new GT500. A far cry from the stripped-out homologation special GT350 of 1965, the GT500 brought new levels of luxury and refinement – along with massive power – to the Shelby Mustang. For 1968, the GT500 was substantially updated with a newly designed and aggressive front-end treatment, featuring an extended hood, dual air scoops and cooling vents, and revised headlights. The rear end was also tweaked with new taillights (with sequential

indicators) and a neatly integrated rear spoiler. Consistent with Shelby's new upmarket image was the addition of the convertible body style to the GT500 range.

While the standard GT500 was already an impressive machine, Shelby took it a step further with the GT500 KR (for "King of the Road", naturally), which introduced Ford's NASCAR-derived 428 Cobra Jet V8 to the Mustang shell. Featuring 427 heads and a beefier crank, rods, and pistons, the "CJ" rated at a suspiciously low 335bhp, likely to appease the insurance companies. In reality, it produced in excess of 400bhp and a Good Year melting 440ft-lbs of torque. The chassis was suitably uprated with larger brakes, body bracing, and staggered rear dampers to prevent axle wind-up. In 1968 Shelby and Ford produced just 1,251

GT500 KR's, and of those, a mere 318 were convertibles, and authentic examples are hugely desirable by a wide range of collectors and enthusiasts.





THE CAR OFFERED

This outstanding Lime Gold GT500 KR is a fantastic example of one of the most revered and collectible of all the big-muscle Mustangs. A copy of the Marti Report documents its authenticity, and the production breakdown shows this as one of just four GT500 KR's produced in this specific color and option combination. The Shelby Registry further notes this car was shipped to J.D. Ball Ford of Miami Florida in August of 1968. It was sold early the following year to local Miami resident Kay Orvis. In more recent years it was in the care of several noted collectors including John O'Quinn, Galpin Ford of California, and Shelby expert Donnie Gould of Ft. Lauderdale, Florida, and was acquired by the current owner in 2010.

In 2007, the car was treated to a comprehensive restoration in its original shade of Lime Gold over a black interior, with a fully detailed undercarriage and engine bay. The attention to detail is apparent all around this car, with noteworthy features including a fully detailed trunk with factory space-saver spare, correct 10-spoke alloy wheels, period-style Goodyear tires, Lucas fog lights, original pushbutton radio, and factory air conditioning. Records on file show that the current owner continued to enjoy and maintain the car, with work completed on the convertible top hydraulics and fitting a new, concours-type exhaust system in 2013.

Equally happy to storm down the local strip or cruise the open road on a rally or tour, this GT500 KR is an exclusive, exciting, and highly collectible big-block Shelby Mustang.

\$190,000 - 240,000



74.

1961 JAGUAR E-TYPE SERIES I ROADSTER RACER

Chassis no. 876048
Engine no. 4FE112 (see text)

4,235cc DOHC Inline 6-Cylinder Engine
3 Weber Carburetors
265bhp at 5,500rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- ★ *Early flat floor XKE Roadster set up for competitive racing*
- ★ *Many upgrades including 4.2L engine, composite bonnet and disc brakes*
- ★ *Extensive racing history*
- ★ *Very well sorted and ready to be raced*



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 design owed much to that of the racing D-Type, and it would be one of the last mass-produced 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 unsprung weight.

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





THE CAR OFFERED

This E-Type was manufactured on November 7 of 1961 and originally finished in Opalescent Bronze exterior over a Beige leather interior with a Fawn convertible soft top. This left-hand drive example was dispatched from the factory on November 21st, 1961, and exported to Jaguar Cars in New York. The Jaguar Heritage Certificate does not have a record of the original dealership who sold the car; though it eventually made its way to California, morphing into a competition machine. It has been campaigned in the vintage racing scene for decades and has raced at some of the finest historic events. Some of these events include the Monterey Historics, multiple race series in the Midwest, The Hawk at Road America, many SVRA events including the Brickyard Invitational, Road America as well as Vintage Driving Club of America events.

An early flat-floor, welded-louver Roadster, it has been purpose built to perform in vintage road racing. Powering this Jaguar is a dry sump 4.2-liter race engine built by TT Race Engines, estimated to produce 300+ horsepower. Additionally equipped with dual side exit stainless exhaust, ventilated front disc brakes, adjustable Koni dampers, a custom composite bonnet, 15-inch alloy racing wheels shod in Hoosier race tires, Fuelsafe fuel cell and a halon fire-suppression system. The car also features Autometer competition gauges with shift light, complete roll cage, Sparco Corsa racing seat and Simpson driver restraint. This XKE racer only shows about 41 hours of operation according to the trunk mounted hour meter.

The XKE includes a collection of photographs of races it has competed in, along with an extensive collection of documentation and race logbooks. Accompanying the car is a copy of its Jaguar Heritage Trust Certificate. It's clear that a serious amount of labor and fabrication were invested to ensure a competitive circuit racer without spoiling the E-Type's iconic aesthetics. An outstanding way to get into vintage racing events without the complexity of building a car from scratch, this Jaguar not only looks outstanding but will surely perform equally as well.

\$100,000 - 130,000



75.

1930 PACKARD 733 STANDARD EIGHT PHAETON

Chassis no. 296339

Engine no. 296237

319.2ci L-Head Inline Eight-Cylinder Engine

Single Detroit Lubricator Updraft Carburetor

90bhp at 3,200rpm

4-Speed Manual Transmission

Solid Front Axle, Live Rear Axle, Semi-Elliptic Leaf Springs

4-Wheel Mechanical Drum Brakes

- ★ A lovely example of Packard's renowned 7th Series
- ★ Desirable Phaeton body with dual folding windscreens
- ★ A recognized Classic Car Club of America Full Classic®
- ★ Eligible for a wide range of classic driving events



THE PACKARD EIGHT

Introduced for the 1924 series, Packard's superlative straight-eight engine marked the beginning of a new era for both its esteemed manufacturer and the American prestige automobile. Led by the legendary Col. Jesse Vincent, Packard engineers had created a powerful, durable, and nearly vibration-free inline eight that would define the marque for the ensuing decades. Combining this superb engine with the styling verve and elegance that set the marque apart in the later 1920s, the Packard Eight fairly defined the attributes of the cars we know today as the Classic Era.

For 1929, a new version of the Packard inline-eight engine powered the Sixth Series 626 and 633 models. This 320cid, 90hp, "Standard Eight" engine carried over with minor refinements in the

Series 726 and 733 lines. Chief among the improvements was a new Detroit Lubricator carburetor replacing the former Packard design, and while output remained unchanged, the new carburetor improved flexibility. Also new for '30 was a dual-belt water pump, accommodated by a one-inch increase in wheelbase and hood length. A four-speed manual transmission, incorporating a special extra-low gear useful for deep mud or snow, was now standard, along with a convenient one-shot Bijur chassis lubrication system to keep the ride silent and refined.

THE CAR OFFERED

To satisfy its demanding clientele, Packard offered no fewer than ten different open and closed body styles on the 733 Standard Eight chassis. Among the most sporting of those was Style 401, the 4-passenger Phaeton as featured on this car. Wearing a nicely maintained older restoration, this Packard is highly attractive in its two-tone green finish, complemented by a brown interior and beige mohair top. This car features several interesting details, notably the dual rear-mounted spare wheels in place of the more common side-mounts. The rear spares highlight the gracefully sweeping fenders and combined with the optional rear-mounted disappearing windscreen, give this 733 a distinctly purposeful attitude. Other niceties include a single central-mounted Pilot Ray spot lamp, wind wings, Goddess of





Speed (aka "Doughnut Chaser") mascot, color-keyed wire wheels, and folding front windscreen for the ultimate open-air motoring experience. The robust L-head eight is properly finished in Packard Green with black porcelain ancillaries. The engine shows signs of occasional use and is appropriately detailed for a tour-ready example.

Packards of this era are renowned for their quality and superb drivability, and this lovely example would be a welcome participant in Packard Club events or on a CARavan® tour with the Classic Car Club of America.

Please note, this vehicle is titled under its vehicle number 292517.

\$110,000 - 140,000



76.

1939 BMW 327/328 SPORTS CABRIOLET

Chassis no. 74626
Engine no. 74626
Body no. 251174

1,971 cc OHV Inline Six-Cylinder Engine
80bhp at 4,600rpm
Triple Downdraft Solex Carburetors
4-Speed Manual Gearbox
Front Independent Suspension – Live Rear Axle with Semi-Elliptic Springs
Four-Wheel Hydraulic Drum Brakes

- ★ A sublimely elegant BMW Grand Tourer
- ★ Retains matching numbers engine
- ★ Finished in original colors of Ivory and Blue
- ★ One of 482 produced
- ★ The subject of a recent specialist restoration



THE PRE-WAR BMW

With BMW's acquisition of the Dixi works at Eisenach in 1928, the company gained its first foothold in motor manufacturing, having hitherto built aero engines and motorcycles. Dixi's licensed version of the Austin Seven was gradually developed and improved under BMW's guidance, ultimately gaining swing-axle suspension and overhead valves. In 1933 came the first true BMW – the six-cylinder 303 – which adopted a twin-tube frame and abandoned the rear swing axles in favor of a conventional live axle, while up front was a transverse-leaf independent suspension and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, provided the basis for BMW's increasingly sporty and capable models to follow. Introduced in November 1937, the 327 sports-tourer used the shortened, boxed, ladder-type chassis

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

BMW's outstanding pushrod six had grown in displacement to 1,971cc and developed around 55bhp in the standard 327, though buyers could opt for the 328 sports car's 80bhp unit at extra cost. The engine featured a new cylinder head designed by Rudolph Schleicher, which incorporated hemispherical combustion chambers and inclined valves, while retaining the single in-block camshaft and pushrods. The engine was later adopted by Bristol in the UK and powered many

great British sports and racing cars well into the 1950s. It transformed the Type 327/28 Sports Cabriolet into a formidable high-performance touring car, as evident by *Autocar Magazine* achieving the highly creditable maximum speed for a 2-liter car of 96.77mph (156km/h) at Brooklands.





THE CAR OFFERED

Deploying the 328's state-of-the-art engine in a more civilized and comfortable package, the 327/28 is a rare and stylish pre-war sports-tourer, with only 428 completed up to 1940 when production ceased.

Previously a 'barn find', this gorgeous BMW 327/28 was known by the 'Paris Oldtimer Club' since about 1987, and in 2015 was sold by French dealer Christian Decombas to Mr. Konstantin Zhukov. The car was initially restored by Atelier Zhukov in 2016/2017 and sold to a private collector in 2018. It came to North America with the current owner a short time later and was immediately handed to Stephen Babinsky of Automotive Restorations in New Jersey for additional restoration work, detailing, and concours preparation to

bring the car up to the owner's exacting standards. Receipts on record from the current ownership total nearly \$24,000.

The BMW Classic Certificate confirms the lovely color combination of dark blue and ivory is the original, which pairs beautifully with the dark blue leather cabin. It is finished to a high standard and is eminently usable thanks to the versatile coachwork. In addition to its uprated factory engine, this car also features optional Jaeger instrumentation, a factory radio, clock, trafficators, and a spare starter button. It has been enthusiastically enjoyed by the consignor, earning several awards at major concours events, including Best Debut at the 2023 Boca Raton Concours d'Elegance, a class award at the 2023 Amelia Island Concours d'Elegance, and it completed the Amelia Tour that same year.

The 327/28 is a standard-bearing Grand Tourer of the late pre-war era, and this outstanding example is prime for continued enjoyment on the open road or the concours lawn.

\$250,000 - 300,000



77.**1965 ROLLS-ROYCE SILVER CLOUD III SALOON**

Chassis no. LSKP229

Engine no. SP144K

6,230cc OHV Alloy V8 Engine

Twin S.U. Carburetors

Approximately 185bhp

4-Speed Automatic Transmission

Independent Front, Live Axle Rear Suspension

4-Wheel Drum Brakes

- ★ *Original US-market, left-drive example*
- ★ *As delivered in Shell Grey over Blue hides*
- ★ *Equipped with air conditioning and power assisted steering*
- ★ *Requires recommissioning*

**THE ROLLS-ROYCE SILVER CLOUD III**

Upon its introduction in 1955, the Rolls-Royce Silver Cloud became the Gold Standard of luxury automobiles throughout the 1950s and early 1960s. The car represented a huge leap forward in terms of modern construction for the company. No longer was Rolls-Royce solely a chassis manufacturer, and with lessons learned from the Silver Dawn/Mk VI, the new Cloud/S-Series was sold as a complete car, with factory-built bodies, relegating custom coachwork to being the exception rather than the rule.

The Cloud II of 1959 marked the arrival of the long-awaited all-alloy V8 engine. Introduced in 1963, the Silver Cloud III represented the ultimate evolution of Rolls-Royce's groundbreaking model. Further enhancements arrived with the Cloud III of 1963, which included a significant styling refresh, adding

quad headlamps to flank the iconic radiator shell. With standardized factory coachwork, a sophisticated V8 engine, and a chassis honed for ride quality, the Cloud/S-Series ushered Rolls-Royce into the modern era. With its numerous refinements, lighter weight, and increased power, the Cloud III remains a top choice among collectors and driving enthusiasts.

THE CAR OFFERED

Presented in its original livery of Shell Grey over light blue hides, chassis number LSKP 229 is an appealing example of the Silver Cloud's ultimate evolution. Production records on file confirm this is a US-specification car, delivered new to Edmos Products Corporation of Plainview, New York. Equipment included a Smiths radio, power aerial, Sundym glass, and Dunlop whitewall tires. The car remains in remarkably well-preserved condition, with many of its desirable original features and options intact. Please note that since joining the consignor's collection, this vehicle has been on long-term static display in a dry climate, it has not been started while in Bonhams care, and will require recommissioning.

\$30,000 - 50,000
WITHOUT RESERVE



78.

1955 ROLLS-ROYCE SILVER DAWN STANDARD STEEL SALOON

Chassis no. LSVJ99

Engine no. S114J

4,566cc F-Head Inline Six-Cylinder Engine
Single Downdraft Solex Carburetor
130bhp (est.)

4-speed Hydramatic Automatic Transmission

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

4-Wheel Hydraulically Assisted Drum Brakes

- ★ *Rolls-Royce's first model with factory coachwork*
- ★ *A US market left-drive car, known by the Rolls Royce Foundation*
- ★ *Updated with electric windows and air conditioning*
- ★ *Offered from long-term display, requiring recommissioning*



THE CAR OFFERED

Rolls-Royce made significant leaps toward rationalization in the 1930s which continued after the war with the company's first application of standard bodywork on the Mark VI Bentley. Rolls-Royce's first post-WWII product, the Mark VI was introduced in 1946, three years ahead of its sister car, the Rolls-Royce Silver Dawn. The decision to offer 'in house' bodywork had been dictated by economic realities and evolving customer demands. Despite the misgivings of traditionalists, exports and sales rose steadily.

Notable features of the new chassis included a new independent front suspension design and hydraulic front brakes. Power came from a 4,257cc six-cylinder engine (enlarged to 4,566cc for 1951) with inlet-over-exhaust valve gear, which had been under development since the mid-1930s. The company used belt drive for the water pump and dynamo for the first time on this engine, which employed a Zenith Stromberg carburetor in Rolls-Royce configuration. This

was preferred to the Mk VI's twin SUs as it offered smoother running and a cold start facility, which was not available on the SU-equipped Bentley until 1952.

Production records provided by the Rolls-Royce Owners Club in Mechanicsburg, Pennsylvania, show that this Silver Dawn, chassis LJVJ99, was completed in late 1954 for delivery to Mrs. A.L. Kirkland of Palm Beach, Florida. It left Crewe with Standard Steel Saloon bodywork finished in Shell Grey complemented by blue hides and ivory side stripes and came nicely equipped for relaxed touring with a sliding roof and automatic transmission. Subsequent owners documented by the RROC include John R. Lyon of Greenwich, Connecticut, and H.D. Forse of Anderson, Indiana. Classified advertisements in the RROC magazine show that in 1991 it was offered out of Indianapolis, Indiana with a freshly rebuilt engine but otherwise needing restoration.

By 2002, the LJVJ99 was again offered for sale, this time refinished in silver and requiring interior work. The subsequent owners restored the interior in its current vivid red and fitted upgrades including electric windows and air conditioning with a modern-style Sanden rotary compressor. It was most recently on display in a large private collection held by a passionate marque enthusiast. With minimal preparation, this handsome Silver Dawn would make a fine choice for club events and casual touring. Please note that since coming into the care of the consignor, this vehicle has been on long-term static display in a dry climate, it has not been started while in Bonhams care, and will require recommissioning prior to use.

\$20,000 - 30,000
WITHOUT RESERVE



79. 1965 ASTON MARTIN DB6 SPORTS SALOON

Chassis no. DB6/2393/L/N
Engine no. 400/2420

3,995 DOHC Inline Six-Cylinder Engine
Triple S.U. Carburetors
282bhp at 5,500rpm
3-Speed Automatic Transmission
Independent Wishbone Front Suspension, De Dion Rear Axle
4-Wheel Disc Brakes

- ★ *The final model of the classic "DB" series*
- ★ *Equipped for relaxed touring with automatic and air conditioning*
- ★ *Original left-drive example*
- ★ *Requires recommissioning*



THE ASTON MARTIN DB6

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons are considered by many to be the last 'real' Astons, and the DB6, arriving in 1965, represented a substantial update to the DB5. While the bloodline to the Touring-styled DB4 of 1958 is clear, the DB6 abandoned the Carrozzeria Touring-developed Superleggera tubular body structure of its predecessors in favor of fabricated sheet steel, while retaining the aluminum outer panels. Somewhat confusingly, 'Superleggera' badges continued to be applied by the body shop until stocks ran out!

Increased rear-seat space was the prime DB6 objective, so the wheelbase was now 3¾" longer than before, forcing an extensive

re-style with more-raked windscreen, raised roofline, and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. The changes were so well integrated that, were it not for the distinctive Kamm tail one might easily mistake it for a DB5.

Tadek Marek's outstanding six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged in the DB6. Power output on triple SU carburetors was 282bhp, in standard specification. A Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the

first time there was optional power-assisted steering. The DB6 was very well received, with 1462 "Mk1" examples finding buyers from 1965-1969.





THE CAR OFFERED

Brilliantly presented in bright red over deep blue upholstery, this DB6 Sports Saloon is a well-optioned car, in desirable left-drive, US-Market specifications. The original owner was clearly shooting for a fast, luxurious, and capable GT car, ticking the box for the Borg Warner 3-speed automatic transmission, electric windows, headrests, chrome wire wheels, and an add-on air conditioning system. This DB6 appears to have been cosmetically freshened in the past, and it presents well overall, with a few minor imperfections noted on the otherwise glossy paint. The interior appears original and is quite tidy, with just some creasing and cracks in the front seats. Tadek Merak's superb inline-six shows some light ageing and signs of use on some surfaces but is otherwise tidy. The engine block stamping corresponds with the brass chassis tag,

indicating it retains its original engine. This DB6 Saloon was recently part of an extensive overseas private collection and has been on static display since it was last acquired. Please note this car has not been started while in the care of Bonhams and will require recommissioning following its long-term storage. Along with its forerunners, the DB6 is highly regarded as a capable and stylish British GT car, renowned for exceptional performance and comfort.

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



80.

1970 MERCEDES-BENZ 280SL

Design by Paul Bracq

Chassis no. 113044.12.017067

Engine no. 130983.12.011623

2,778cc SOHC Inline 6-Cylinder Engine

Bosch Mechanical Fuel Injection

160bhp at 5,700rpm

4-Speed Automatic Transmission

Independent Front Suspension, Swing Axle Rear with Coil Springs

4-Wheel Disc Brakes

- ★ *Extremely well-presented, two-owner Pagoda*
- ★ *Appealing White over Chocolate Brown livery*
- ★ *Equipped with air conditioning*
- ★ *Many original components in well preserved condition*
- ★ *Recently completed servicing*



THE CAR OFFERED

In the spring of 1963, Mercedes-Benz debuted an all-new roadster to take the place of both the 190SL and the exotic 300SL. The 230SL was a crisp and sophisticated Paul Bracq-designed two-seat convertible based on existing passenger car components. The nickname 'Pagoda' came from its distinctive concave removable hardtop that resembled a Japanese pagoda. Although somewhat controversial at its introduction, these SLs are now considered a masterpiece of design.

The final iteration of the 'Pagoda' arrived in 1967, and the 280SL demonstrated 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. Renowned today for their comfort, handling, and superb quality, these beautiful roadsters are wonderful cars meant to be driven and enjoyed.

Offered here is a cherished example of the 280SL in appealing colors. Completed in March of 1970, this car was delivered new to the USA finished in a smart livery of white with a chocolate brown MB Tex interior with matching chocolate brown soft top, as offered today.

Options include dealer installed air conditioning, a Becker Europa AM/FM radio and single exterior mirror. The interior was recently refreshed with new seat upholstery and square weave carpet and is wonderfully inviting and tidy. The seller reports an older repaint, and the

body is authentically detailed, crisp, straight lines and tell-tales such as original inner fender spot welds and notches behind the headlight surrounds. Additionally, the firewall pad is still the original, the correct body number is stamped on the hood edge, and the trunk retains the original rubber mat and spare tire cover.

In present ownership this Pagoda has received much servicing and attention and its 96,000 miles shown at the time of cataloguing, is believed to be true. The owner's manual as well as a copy of the Mercedes data card are included. Timeless in its looks, this attractive 280SL is ready to be enjoyed, its seller reporting that it drives very well with a smooth ride. Surely a terrific example in great condition, this Pagoda is ready for open-air enjoyment.

\$80,000 - 100,000

Please note this car is not titled as model year 1971.



81.**1955 STUDEBAKER PRESIDENT SPEEDSTER**

Chassis no. 7168717

259ci OHV "Passmaster" V8 Engine
Single Carter Downdraft Carburetor

185bhp at 4,500rpm

3-Speed Borg-Warner DG250 Automatic Transmission

Independent Front Suspension, Live Rear Axle with Semi-Elliptic Leaf Springs

4-Wheel Hydraulic Drum Brakes

- ★ Studebaker's flamboyant high-performance flagship
- ★ One of just 2,215 President Speedsters produced
- ★ A one-year only model

**THE CAR OFFERED**

Studebaker's post-WW II years were particularly vibrant, with the company being "First by Far with a Postwar Car" in 1949. The President Speedster arrived in 1955 – a gorgeous Grand Touring "halo" model based on the beautiful Loewy-Bourke coupe signaling Studebaker's move into the growing "Personal Luxury" market, along with the Corvette, Chrysler 300, and Thunderbird. Speedster amenities were numerous, including "Shoemaker-stitched," diamond-pleated upholstery in top-grain leather, plus front and rear carpeting, eight-tube pushbutton AM radio, and engine-turned instrument panel housing a full complement of Stewart-Warner dials. With base pricing at \$3,253, the President Speedster was Studebaker's most expensive model, and production was limited to 2,215 examples for 1955 only.

This outstanding 1955 President Speedster has been with one devoted custodian for the past 27 years, whose advancing age and regrettable loss of convenient storage force its sale. A lifelong Studebaker enthusiast, his father was the Studebaker dealer near Bisbee, Arizona from post-World War II through the end of production. In January 1955, a new President Speedster in this very color combination sat at his father's dealership, and he vowed to have one someday.

That time finally came in 1996 when he acquired this car from Mr. Harold Goepferich of Dallas Center, Iowa, who was believed to be the second owner. Mr. Goepferich restored the Studebaker himself, except the paintwork, beautifully executed in its rare original tri-tone color scheme of Conestoga White roof, Pimlico Grey Metallic upper surfaces, and

Coral body sides – a particularly fetching combination. The current owner had full-body paint protection film (PPF) applied to ensure the paint stays as beautiful as ever.

The rear seat leather and headliner are superb originals, while the current owner recent fitted correct diamond-stitched leather front seat upholstery. Studebaker's 259 Passmaster V8 is a gem of an engine, and is reportedly on-song, ensuring the car is a joy to drive, cruising effortlessly at above-legal speeds. Obviously cherished by its passionate caretaker for nearly three decades, this marvelous Studebaker is a rare and stylish alternative to its more commonplace competitors.

\$50,000 - 70,000
WITHOUT RESERVE



82.**1922 WINTON MODEL 40 SEVEN-PASSENGER TOURING**

Engine no. 3312

348ci T-Head Inline Six-Cylinder Engine

Single Updraft Carburetor

78bhp

3-Speed Manual Transmission

Solid Front Axle, Live Rear Axle, Semi-Elliptic Leaf Springs

Rear Wheel Mechanical Brakes

- ★ *One of the most powerful and prestigious cars of its day*
- ★ *Well-documented provenance by a marque historian*
- ★ *Previously owned by the Winton family*
- ★ *Unrestored and showing just 41,300 miles*

**THE CAR OFFERED**

Like many of his contemporaries from dawn of motoring, Scottish-born Alexander Winton began in the bicycle business in the late 1800s. In 1896 he built his first single-cylinder automobile, and by the following year, organized the Winton Motor Carriage Company of Cleveland, Ohio and completed his second vehicle – a 10hp twin-cylinder runabout. In testing at Cleveland's famous Glenville horse racing track, the Winton reached an astonishing 33.64 miles per hour – in 1897! Through racing, record-breaking, and cross-continent challenges, Winton built a reputation for prestigious cars of the utmost quality.

Alexander Winton created the first orderly production schedule for his factory, elevating automobile manufacture from an amateur workshop curio to a full-fledged industry. The firm was continuously on the cutting edge –

eschewing tillers for steering wheels in 1901, adopting sliding gear transmissions and six-cylinder engines in 1907, and a compressed air self-starter in 1909. Throughout the company's existence, Alexander Winton remained in firm control, ensuring the cars that bore his name lived up to his exacting standards.

This grand Model 40 7-Passenger Touring is one of only 356 open Wintons produced in 1922, and has many long-lasting ties to the Winton family. In 2001, it was acquired by Winton historian and author Bernie Golias, whose family business operated out of the old Winton factory. Through his research, this car's provenance is traced back to Mr. Walter E. Levino of Peekskill, New York, who is believed to be the first owner. He kept it through the late 1940s when he traded it to a dealer in New York. In 1954, Bill and Ann Klein, founders

of Universal Vintage Tire, purchased it from Alexander Winton, Jr., the son of the company founder, who had owned it since 1951. Bernie's research supports the claim that the 41,300 miles shown are original, and the car is largely unrestored. Long in the care of enthusiasts, it earned its first AACA award back in 1956. Other accolades include Best Unrestored Automobile at the 2003

Glenmoor Gathering, and the James A. Conant Award for Best Veteran Car at the 2011 edition of that event. In 2020, after 19 years of ownership, Bernie was convinced by LaBelle "Cricket" Forstrom, granddaughter of Alexander Winton, to sell the car back to the Winton family where it has remained since. Wonderfully presented with an honest careworn charm, this mighty and fascinating Winton is an outstanding choice for keen touring enthusiasts.

\$45,000 - 55,000
WITHOUT RESERVE

83.**1914 CADILLAC RACER**

Engine no. 87556

365.8ci L-Head 4-Cylinder Engine
 Single Updraft Carburetor
 40bhp, Single-Plug Magneto
 3-Speed Sliding-Gear Transmission

Front Semi-Elliptic Springs, Rear Three-Quarter Elliptic Springs
 Rear Mechanical Brakes, Hand and Foot

- ★ Among the final cars offered from the legendary Lindley Bothwell Collection
- ★ Owned by the Bothwell family since the 1940's
- ★ Competed in the 1950 revival of the Vanderbilt Cup Road Race
- ★ Perfect for brass car tours, shows, and track
- ★ An evocative early Cadillac from a historic collection

**THE 1914 CADILLAC**

Cadillac's first "multi-cylinder" model was a four-cylinder, introduced in 1905. Cadillac knew they had to move on from their proven single-cylinder engines as their competitors advanced into larger engines. The four-cylinder range hit its stride in 1909 with the introduction of the 30 horsepower Model 30. The Model 30 bore much of the distinctive engineering of the single-cylinder engine, such as the copper water-jackets and unique carburetor, but the new engine was nevertheless a major step forward. Cadillac was able to offer a relatively powerful and well-performing car, at an excellent price. This combination made it popular from the start and keeps it popular today among brass car enthusiasts.

THE CAR OFFERED

Built on a 1914 Cadillac chassis, this evocative racer is bound to be a thrill to drive. Cadillac never produced anything quite like this in period, so this car is likely a well-executed conversion, though it has been in this configuration for many years. Part of the Bothwell collection since the early 1940s, it is one of the two last vehicles to be offered directly from the family.

The Cadillac four's power is put to good use thanks to extensive weight loss in the style of a 1920s Grand Prix racer. It sports appealing cosmetics with an appropriate racecar-like patina. The red hue ensures it will stand out on the racetrack, with details like cream stripes, Cadillac lettering and race numbers reflecting the year. Color coordinated components provide a purposeful look, while the varnished wood artillery wheels are a

wonderful contrast. A finishing flourish is the aggressive exhaust with its bright white heat coating. Said to have been used in recent years, the consignors report it runs and drives well.

In its current configuration, this Cadillac competed in the Santa Monica Vanderbilt Cup Road Race in 1950, a revival of the original event. A delightful machine with a fantastic period aesthetic, this Cadillac should prove tremendous fun on the road, track or on a brass car tour. Considered by many as a highlight of the Brass Era, 1914 Cadillacs rarely come to market, and this is a wonderful opportunity to get the last offerings from the legendary Bothwell collection.

\$30,000 - 50,000
WITHOUT RESERVE



84.

1922 MERCER SERIES 5 RUNABOUT

Chassis no. 19140

Engine no. 6460

298.2 CI L-Head Side Valve Inline 4-Cylinder Engine

Zenith Updraft Carburetor

70 HP at 2,800 RPM

4-Speed Manual Gearbox

Front Beam Axle, Rear Live Axle with Semi-Elliptical Leaf Springs

Rear Wheel Mechanical Drum Brakes

★ The final cars to be offered from the legendary Lindley Bothwell Collection

★ One of 336 Mercer's built in 1922

★ An Iconic American Sporting brand

★ In current Bothwell family ownership since the 1940's

★ Featured in several shows and films



THE MERCER SERIES 5

If one ever needed definitive proof that the concept of the sports car originated in the United States, they should look no further than Mercer Raceabout. First built in 1911, Mercer's Raceabout, with its thundering T-head four-cylinder engine, standard exhaust cutout, round bolster tank, monocle windshield and rudimentary accommodations for only the driver and a brave passenger, was the first successful series-built automobile designed for the sole purpose of going fast and winning races.

Between 1911 and 1915 the Roebing brothers (whose father had designed and built the Brooklyn Bridge) and their engineer Finley Robertson Porter built some 800 Raceabouts which their customers could take straight from the factory to the race track with a good chance of winning and an even better chance of finishing well. Barney Oldfield and Ralph de

Palma raced Mercers. Spencer Wishart bought one, drove it right to a dirt track in Columbus, Ohio and won the 200-mile feature. He set four dirt track records in the process.

Mercer continued to build T-head, four-cylinder cars through 1914, then introduced a new line of L-head fours designed by Eric H. Deiling. When the Roebings died within a year of each other ownership of the company passed to a New York investment syndicate which put Emlen Hare, former manager of Packard's New York branch, in charge. Hare proceeded to add Locomobile and Simplex-Crane to the company which, in the post WWI recession, proved to be more distraction than his management skills could handle. By 1921 control of Mercer was back in the hands of the founding families.

Through it all Mercer continued to build high quality, fast cars in its Trenton, New Jersey factory (in Mercer County, from which it took its name.) Production estimates vary, but none exceed 1,000 per year and some sources believe fewer than 5,000 Mercers in all were built between its inception in 1911 and the end of production in 1924.

The Deiling-designed Mercers introduced in 1915 were powered by a 298 cubic inch side-valve four-cylinder engine with single ignition and drove through a 4-speed transmission. The 3 3/4" bore engine was rated 22.5 NACC horsepower and its earliest versions were said to make 70 brake horsepower. Later Mercers made 80 bhp. Brakes were installed only on the rear wheels. Suspension employed live axles at both ends, suspended from semi-elliptical leaf springs. Deiling was one of the first American





THE CAR OFFERED

designers to add Houdaille lever action friction shock absorbers to the suspension, a feature that vividly illustrates his desire to enhance Mercers' ride, comfort, and handling.

The new Raceabout/Runabout body also gave its occupants more protection from the elements and the vicissitudes of the generally marginal roads of the time. The body now had sides protecting the driver's and passenger's legs although the seat back still formed the back of the passenger compartment and the fuel still rode on the rear deck in a round bolster tank. Fenders were enclosed to the frame to keep stones and dust from being kicked up onto the bodywork and occupants and a full-width flat glass windshield gave added protection, although it folded down for high-speed runs. In effect, the Model 22-70 Mercer Raceabout was refined, improved, more comfortable and easier to own and drive, applying the lessons learned in five years of production of the Mercer Type 35.

This Series 5 has been in the Bothwell family for decades, believed to be acquired by them in the early 1940s and was known to be one of Ann Bothwell's favorite cars to drive in. This Mercer is one of the two last vehicles to be offered directly from the long-term ownership of the Bothwell family – an iconic American machine to come from one of the oldest car collections in the world.

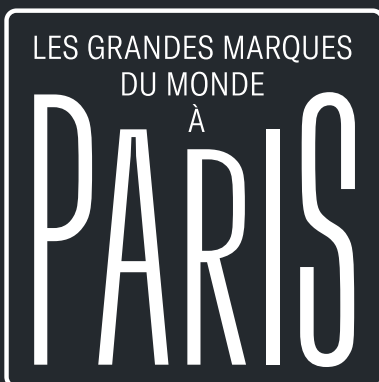
Quite the rare automobile, this is 336 cars built by Mercer for 1922. Recently out of long-term storage, it is the subject of considerable mechanical work. Having recently been made to run, it may require additional attention. The Mercer presents in fair condition, as the older restoration is beginning to show its age. With that age comes an appealing patina which is quite fitting to the car, and many charming original features are still present. Mechanically

the Mercer remains largely intact and complete. The engine shows all its key and difficult-to-find components. During the Bothwell family's ownership, this Mercer was featured in several TV shows and movies including *The Great Gatsby*, *The Man Who Broke 1000 Chains* (1987) and *Star Trek* (1992). A great car from a great American manufacturer, this is a wonderful opportunity to get the last offerings from the fantastic Bothwell collection.

\$80,000 - 100,000



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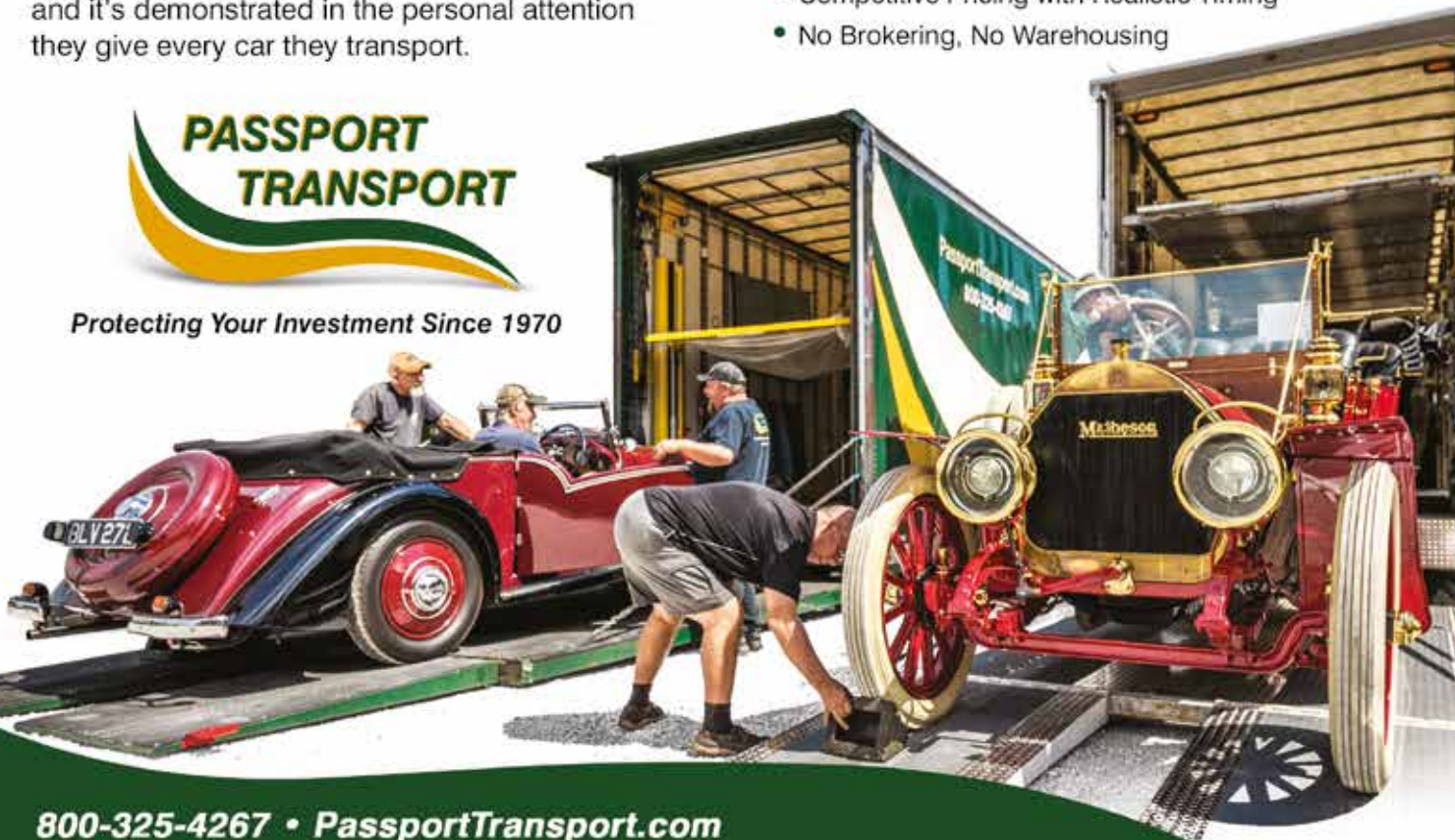


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Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Bidder Information included in this Catalogue, 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 Catalogue 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 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 'Catalogue' 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 Catalogue.

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.

If Bonhams or one of its affiliated companies within the Bonhams Group has an ownership or equivalent economic interest in a Lot, in whole or in part, such interest will be indicated by the ▲ symbol next to the lot number.

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 Catalogue. 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 Catalogue 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/BIDDER'S 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;

(c) 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 Motorcar Lots:

If a purchased Lot consists of a motorcar, 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-EIGHT PERCENT (28%) of the first Fifty Thousand Dollars (\$50,000) of the Hammer Price of such Lot, TWENTY-SEVEN PERCENT (27%) on the amount of Hammer Price above Fifty Thousand Dollars (\$50,000) up to and including One Million Dollars (\$1,000,000), TWENTY-ONE PERCENT (21%) on the amount of Hammer Price above One Million Dollars (\$1,000,000) 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 Catalogue 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 Catalogue. 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 Catalogue.

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 Catalogue. 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

Conditions of Sale for Motor Vehicles (continued)

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 Catalogue 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 Catalogue 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 acknowledges 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.

18.9 Each bidder or Buyer accept and agree that Bonhams will hold and process the bidder's or Buyer's personal data and information and may share it with Bonhams' affiliates, subsidiaries or parent companies worldwide (collectively the "Bonhams Group") and limited third parties for use as described in, and in accordance with Bonhams' Privacy Policy (subject to any additional specific consent(s) the bidder or Buyer may give in writing prior to the disclosure of the bidder's or Buyer's data or information) published on Bonhams' website at www.bonhams.com/legals/. Bonhams' Privacy Policy may also be requested in print and digital format by email from info@bonhams.com or by mail from Bonhams Customer Services Department, 580 Madison Avenue, New York, NY 10022.

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

ALL LOTS ARE SOLD "AS-IS - WHERE-IS" AND "WITH ALL FAULTS" AND NEITHER BONHAMS NOR THE SELLER MAKES ANY EXPRESS OR IMPLIED WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER.

BONHAMS AND THE SELLER HEREBY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS AND WARRANTIES, INCLUDING ANY EXPRESS OR IMPLIED WARRANTIES, INCLUDING, WITHOUT LIMITATION, ANY REPRESENTATIONS OR WARRANTIES RELATING TO THE CONDITION OF A LOT, TITLE OR REGISTRABILITY OF A LOT, THAT A LOT IS ROADWORTHY OR OF MERCHANTABLE QUALITY, OR THAT A LOT CAN BE USED FOR ANY PARTICULAR PURPOSE. NO STATEMENT, INFORMATION OR ILLUSTRATION SET FORTH IN THIS CATALOGUE, THE ESTIMATES, THE INVOICE, ANY BILL OF SALE OR TITLE DOCUMENT, CONDITION REPORT, ADVERTISEMENT, NOTICE OR ANY OTHER WRITING OR ANY ORAL STATEMENT SHALL BE DEEMED TO CREATE ANY WARRANTY OR REPRESENTATION CONCERNING A LOT.

THE ENTIRE RISK WITH REGARD TO THE CONDITION (INCLUDING BUT NOT LIMITED TO ANY REPAIR OR RESTORATION TO A LOT AND THE NUMBER OF MILES SHOWN ON ANY ODOMETER IN A LOT THAT IS A MOTOR VEHICLE), QUALITY, PERFORMANCE, ROADWORTHINESS, DESCRIPTION (INCLUDING THE ACCURACY OR COMPLETENESS OF ANY DESCRIPTION PROVIDED BY SELLER OR BONHAMS IN ANY MEDIUM), AGE, SIZE, GENUINENESS, ATTRIBUTION, PROVENANCE, TITLE, REGISTRABILITY, RARITY, AND HISTORICAL SIGNIFICANCE OF A LOT, AND AS TO WHETHER A LOT COMPLIES WITH ANY GOVERNMENTAL OR ASSOCIATION STANDARDS AND AS TO WHETHER THE BUYER ACQUIRES ANY INTELLECTUAL PROPERTY RIGHTS IN A SOLD LOT, IS SOLELY WITH THE BUYER.

PROSPECTIVE BUYERS ARE STRONGLY ENCOURAGED TO CONDUCT THEIR OWN INDEPENDENT INSPECTION AND INVESTIGATION

OF THE LOTS ON OFFER, INCLUDING ALL ACCOMPANYING DOCUMENTATION PROVIDED BY THE SELLERS, TO SATISFY THEMSELVES AS TO ALL ASPECTS OF EACH LOT PRIOR TO BIDDING THEREON.

BUYER ASSUMES ALL RISK WITH REGARD TO THE LOT, INCLUDING BUT NOT LIMITED TO ANY NECESSARY COMPLIANCE WITH APPLICABLE LAW, AND EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS OR THE SELLER HAVE ANY LIABILITY OR RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN ANY DESCRIPTION OF A LOT PROVIDED IN ANY MEDIUM.

EACH BIDDER AND BUYER EXPRESSLY ACKNOWLEDGES AND AGREES THAT IN NO EVENT SHALL BONHAMS (INCLUDING ITS PARENTS, SUBSIDIARIES, OFFICERS, DIRECTORS, EMPLOYEES, AGENTS AND REPRESENTATIVES) BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY SPECIAL, COMPENSATORY, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES (INCLUDING WITHOUT LIMITATION LOST OPPORTUNITY OR LOST PROFIT OR APPRECIATION) ARISING OR RELATED IN ANY WAY TO THIS AUCTION, THE VALUATION, DESCRIPTION, PROMOTION, OFFER OR SALE OF ANY LOT HEREUNDER, OR ANY RELATED COMMUNICATIONS OR ACTIVITIES, EACH AND ALL OF WHICH ARE EXPRESSLY WAIVED HEREBY.

THE MAXIMUM AMOUNT OF BONHAMS' LIABILITY UNDER THESE CONDITIONS OF SALE SHALL BE LIMITED TO THE PURCHASE PRICE PAID BY BUYER TO BONHAMS AND IN NO EVENT SHALL BONHAMS BE LIABLE FOR ANY DAMAGES INCLUDING, WITHOUT LIMITATION, ANY COMPENSATORY, INCIDENTAL OR CONSEQUENTIAL DAMAGES UNDER THESE CONDITIONS OF SALE.

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at Bonhams' Scottsdale Auction on January 25, 2024.

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

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+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 25, 2024.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the General and Buyer Information relating to this sale and other published notices and terms relating to bidding.

Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the 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.

Notice to Online Bidders: Notice to Online Bidders: Special formalities are required to bid on Premium Lots, indicated with a "P" next to the lot number. Contact Client Services for bidding methods. If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE: \$130

Fee includes one auction catalog set and admits one registered bidder plus one guest to both the preview and auction.

Please email the completed Registration Form and requested information to:

Bonhams Client Services Department
7601 Sunset Blvd
Los Angeles, CA 90046
Tel 323 850 7500
bids.us@bonhams.com

Bonhams

Sale title: Scottsdale Auction	Sale date: January 25, 2024
Sale no. 29260	Sale venue: Westin Kierland Resort
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____	
By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here	
Dealer: _____ / State: _____	Resale: _____ We may contact you for additional information.

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Motorcars: I will collect purchases myself by 12pm Jan 27 <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature:	Date:

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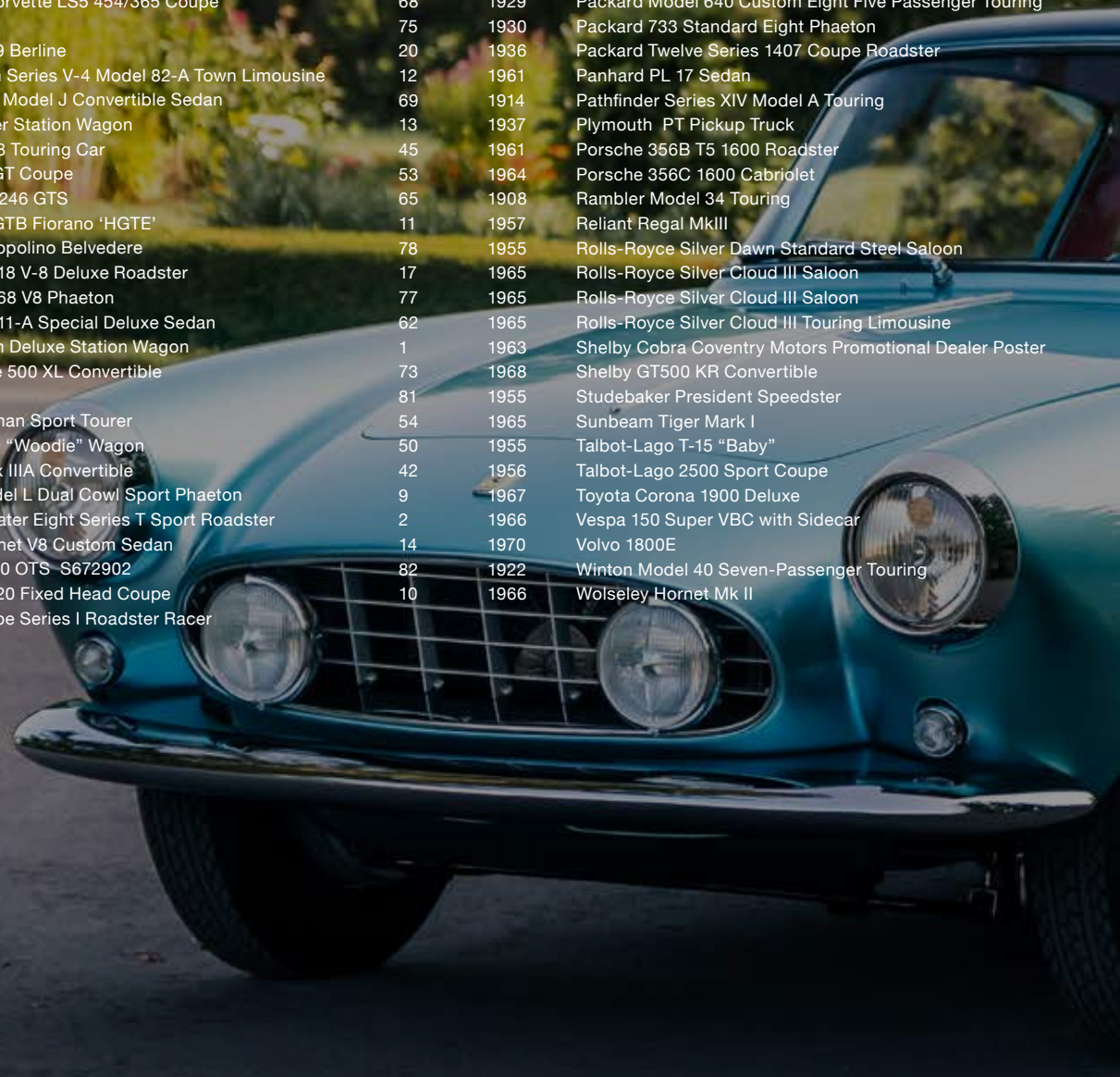
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Index

Lot	Year	Model	Lot	Year	Model
79	1965	Aston Martin DB6 Sports Saloon	61	1968	Jaguar E-Type Series 1 1/2 4.2 Roadster
16	1966	Aston Martin DB6 Sports Saloon	47	1971	Jaguar E-Type Series II 4.2 'OTS' Roadster
5	1959	Autobianchi Bianchina First Series Transformabile Coupé	27	1951	Kaiser Deluxe Jade Dragon
48	1997	Bentley Continental T Coupe	63	1993	Land Rover Defender 110 NAS
21	2007	Bentley Azure Convertible	18	1994	Land Rover Defender 90 NAS Soft Top
76	1939	BMW 327/28 Sports Cabriolet	59	1966	Maserati Mistral 4000 Coupe
55	1953	Bristol 401 Sports Coupe	46	1970	Maserati Ghibli 4.7 Spider
49P	1936	Bugatti Type 57 Atalante Sunroof Coupe	57P	1956	Mercedes-Benz 300SL Gullwing Coupe
28	1940	Buick Special Series 40 Convertible Coupe	52	1962	Mercedes-Benz 190 SL Roadster
83	1914	Cadillac Racer	23	1969	Mercedes-Benz 280SL
26P	1930	Cadillac Series 452 V-16 Roadster	80	1970	Mercedes-Benz 280SL
64	1931	Cadillac V-12 Series 370A Seven Passenger Dual Windshield Touring	67	1921	Mercur Series 5 Sporting
29	1946	Chevrolet Panel Van	84	1922	Mercur Series 5 Runabout
60	1961	Chevrolet Corvette	66	1907	Mitchell Model E 20hp Runabout
24	1963	Chevrolet Corvette 'Split Window' Coupe	3	1969	Moretti 500
41	1967	Chevrolet Corvette Big Block Coupe	35	1953	Nash Rambler Custom Convertible
15	1971	Chevrolet Corvette LS5 454/365 Coupe	68	1929	Packard Model 640 Custom Eight Five Passenger Touring
7	1948	Citroen 2CV	75	1930	Packard 733 Standard Eight Phaeton
8	1959	Citroen ID 19 Berline	20	1936	Packard Twelve Series 1407 Coupe Roadster
71	1922	Cunningham Series V-4 Model 82-A Town Limousine	12	1961	Panhard PL 17 Sedan
37P	1931	Duesenberg Model J Convertible Sedan	69	1914	Pathfinder Series XIV Model A Touring
33	1959	Edsel Villager Station Wagon	13	1937	Plymouth PT Pickup Truck
70	1912	Everitt Six 48 Touring Car	45	1961	Porsche 356B T5 1600 Roadster
40P	1958	Ferrari 250 GT Coupe	53	1964	Porsche 356C 1600 Cabriolet
44	1973	Ferrari Dino 246 GTS	65	1908	Rambler Model 34 Touring
19	2010	Ferrari 599 GTB Fiorano 'HGTE'	11	1957	Reliant Regal MkIII
38	1953	Fiat 500 C Topolino Belvedere	78	1955	Rolls-Royce Silver Dawn Standard Steel Saloon
22	1932	Ford Model 18 V-8 Deluxe Roadster	17	1965	Rolls-Royce Silver Cloud III Saloon
30	1936	Ford Model 68 V8 Phaeton	77	1965	Rolls-Royce Silver Cloud III Saloon
31	1941	Ford Model 11-A Special Deluxe Sedan	62	1965	Rolls-Royce Silver Cloud III Touring Limousine
32	1950	Ford Custom Deluxe Station Wagon	1	1963	Shelby Cobra Coventry Motors Promotional Dealer Poster
34	1964	Ford Galaxie 500 XL Convertible	73	1968	Shelby GT500 KR Convertible
25	2006	Ford GT	81	1955	Studebaker President Speedster
72	1924	Franklin Airman Sport Tourer	54	1965	Sunbeam Tiger Mark I
4	1971	Honda N600 "Woodie" Wagon	50	1955	Talbot-Lago T-15 "Baby"
6	1960	Hillman Minx IIIA Convertible	42	1956	Talbot-Lago 2500 Sport Coupe
58	1929	Hudson Model L Dual Cowl Sport Phaeton	9	1967	Toyota Corona 1900 Deluxe
56	1931	Hudson Greater Eight Series T Sport Roadster	2	1966	Vespa 150 Super VBC with Sidecar
36	1957	Hudson Hornet V8 Custom Sedan	14	1970	Volvo 1800E
51	1952	Jaguar XK120 OTS S672902	82	1922	Winton Model 40 Seven-Passenger Touring
43	1953	Jaguar XK120 Fixed Head Coupe	10	1966	Wolsley Hornet Mk II
74	1961	Jaguar E-Type Series I Roadster Racer			







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