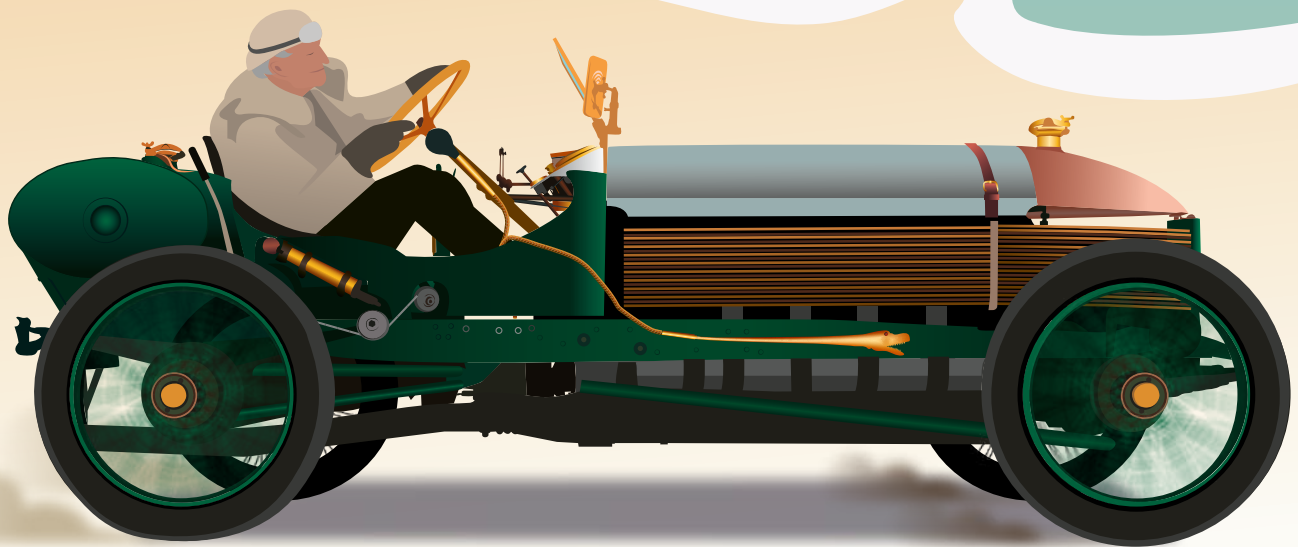


Bonhams | Cars



THE
AMELIA ISLAND
AUCTION

Fernandina Beach, Florida | February 29, 2024



LOT 64

2008 MERCEDES-BENZ SLR MCLAREN ROADSTER





THE AMELIA ISLAND AUCTION

Thursday, February 29, 2024 at 12pm EST

Fernandina Beach Golf Club,
Fernandina Beach, Florida

BONHAMS

580 Madison Avenue
New York, New York 10022

7601 W. Sunset Boulevard
Los Angeles, California 90046

601 California Street, Suite 150
San Francisco, California 94108

[bonhamscars.com/amelia](https://www.bonhamscars.com/amelia)

PREVIEW AND AUCTION LOCATION

Bonhams|Cars
Fernandina Beach Golf Club, West Entry
3990 Amelia Island Parkway
Fernandina Beach, Florida 32034

PREVIEW

Wednesday February 28, 9am to 7pm
Thursday February 29, 9am to 12pm

AUCTION NUMBER: 29261

Benefit Lots 1 - 2
Motorcycle Lots 3 - 4
Motorcar Lots 5 - 84

ADMISSION TO PREVIEW AND AUCTION

Admission fees are listed in the Bidder
Information section of this catalog on
page 4.

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bids.us@bonhams.com

Bid online/app

Register to bid online by visiting
www.bonhamscars.com/amelia



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

For bidding methods, post auction collection,
and transport information see pages 5 and 6.
Contact: +1 (212) 644 9001 or
motors.us@bonhamscars.com
Please see pages 4 to 6 and 171 to 173
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@bonhamscars.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 [bonhamscars.com/amelia](https://www.bonhamscars.com/amelia).

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@bonhamscars.com or our
Client Service Office at bids.us@bonhams.com
or +1 (212) 644-9001 at least one business
day in advance of the auction date to arrange a
telephone bid or an absentee bid.

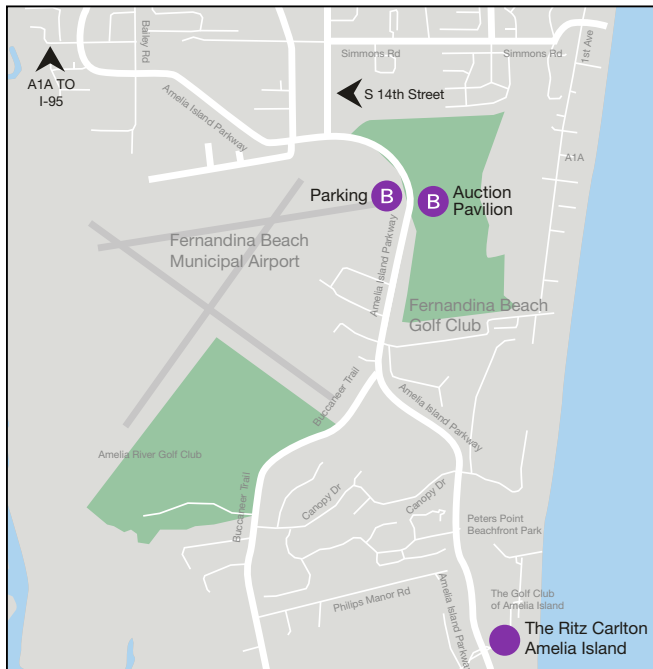
Ω Import Duty:

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.

Bonhams

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Bidder Information



DIRECTIONS AND PARKING

Bonhams|Cars is located on the far West side of the Fernandina Beach Golf Course parallel to Amelia Island Parkway, directly across the street from the Fernandina Beach Municipal Airport. For the most accurate directions to our tenting and parking, use 3990 Amelia Island Parkway, Fernandina Beach, FL 32034. The Fernandina Beach Golf Club address on Bill Melton Rd does not access our event.

PARKING

Parking is located across the street from Bonhams|Cars on the west side of Amelia Island Pkwy at the Fernandina Beach Municipal Airport. There will be a short walk across the parkway to our entry. Accessible Parking spots will be available on the east side by Bonhams|Cars tenting.

RITZ-CARLTON SHUTTLE

A complimentary shuttle will run to and from the Ritz-Carlton and Bonhams|Cars on Thursday February 29 from 8:30am to 7:30pm. The shuttle stops across the street from the Ritz-Carlton on Amelia Island Pkwy.

ADMISSION TO PREVIEW

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

- \$100: Catalogue, provides two people entry to all preview days
- \$50: Gallery Guide, provides two people entry to all preview days
- \$20: 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 Amelia Island 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 Amelia 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|Cars' Conditions of Sale provided in the back of the auction catalogue and on Bonhams|Cars' website.

BIDDING METHODS

In-Person Bidding: Registered bidders are permitted to bid in person.

Online Bidding: Watch the auction online and submit real time bids.

App Bidding: Download now for android and iOS



Telephone Bidding: Bid via telephone during the auction with a Bonhams|Cars representative. To ensure availability, telephone bids must be arranged 24 hours prior to the auction. Bonhams|Cars 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|Cars 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 (212) 644 9001 or email bids.us@bonhams.com. To view the auction live, please go to www.bonhamscars.com/amelia/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.

AUCTION LICENSE

Bonhams & Butterfields Auctioneers Corporation
License AB3280
Rupert Banner, License AU3987
Maarten ten Holder, License AU5378

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 a Florida motor vehicle dealer, number VI/1087220/2. 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.

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- \$50: Gallery Guide, provides two people entry to all to all preview days
- \$20: Wristband, provides one person entry to all preview days

BIDDER REGISTRATION FEE

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

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 MOTORCYCLE property, the premium is 15% on the first \$100,000 of the bid price and 10% on any amount of the bid price exceeding \$100,000.

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, motor vehicle customs 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 (212) 644 9001.

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 March 2.

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/amelia 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 EST on Saturday, March 2, 2024

Cashiering Hours:

Thursday February 29 during and after the auction, until 6pm
Friday March 1 from 8.30am to 5pm
Saturday March 2 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 EST on Saturday, March 2, 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
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CARS (Classic Automotive Relocation Services)

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

Welcome

Dear Collectors,

Bonhams|Cars has been established here in Fernandina Beach since 2015. This, our 10th annual auction continues our wishes to bring together the best cars of all eras from around the world to this important week for collectors in Amelia Island.

In 2024 the docket includes cars from the dawn of motoring to the modern day, from the Napier that once raced here in Florida at Ormond/Daytona beach to the stunning icons of Porsche Carrera GT and 918 Spyder, alongside numerous examples of their predecessors. Other highlights include modern collectibles from Ferrari and exquisitely restored classics from an ultra-rare Morgan Super Sports to the racing Lister.

We are particularly proud to offer a handful of cars from the collection of George Holman, such as the remarkable New York Auto Show Stutz DV32 and brazen Bentley Speed Six.

From Florida, our sales series continues with entries now being invited for our auctions at the Audrain Veteran Car Tour and Quail Lodge Auction in the USA, while Internationally we invite you to consign or attend at our Goodwood, Monaco and Bonmont venues as well as the continued development of our partnership with Formula 1.

Whether you are able to attend or wish to participate remotely our specialists are on hand to assist you.

We look forward to welcoming you at this and future events.

The International Bonhams|Cars Team

Photography Credits

Motorcar Studio
Lots: 12, 19, 29, 30, 35, 37, 38, 42, 47, 54, 56, 66, 72, 76, 81

Juan Martinez
Lots: 17, 40, 50, 53,79

Sean Smith
Lots: 3, 9, 26, 45, 52

Robin Adams
Lots: 32, 36, 64, 77

Erik Fuller
Lots: 11, 24, 48

Stephen Rossini
Lots: 22, 46, 71

Naidermaier Photography
Lots: 27, 31

Courtney Frisk
Lots: 5

DCO Photography |
Drake O’Konski
Lot: 55

Gary Kessler
Lots: 14, 84, 85

Isabella Kimbell
Lot: 82

Jasen Delgado
Lot: 80

Joshua Sweeney
Lot: 67

Margret Tibbetts
Lot: 8

Nathan Deremer
Lot: 7, 18

Nikko Salgado
Lot: 75

Pawel Litwinski
Lot: 70

Sephre Photography
Lot: 41

Shawn Brerton
Lot: 16

Tom Fedrigo Photography
Lot: 10

Joshua Sweeney
Lot: 28

Acknowledgements

Aston Martin Works

CARS USA

Graeme Cox

Nate Deremer

Jose Alfredo Diaz

Jeff Dreier

Joe Freeman

Courtney Frisk

Erik Fuller

Ian Gabriele

GM Media Archive

Derek Hill

Jaguar Daimler Heritage Trust

Greg Keysar

Pierre-Yves Laugier

Pawel Litwinski

Lucky’s Auto Transport

Nicolas Maier

Xavier Maignan

Juan Martinez

Michael’s Motor Cars

Doug Nye

Drake O’Konski

Passport

David Pateman

Cesar Quinonez

Schumacher

Drew Shipley

Jose Guadalupe Quirarte

Revs Institute

Rolls-Royce Owners Club

Tim Scott

Reggie Tibbetts

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Bonhams|Cars International Motoring Team

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MARKETING & COMMS



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Benefit Lots

Proceeds for lots 1 and 2 go directly to Micah's Place. For the tenth year, Bonhams|dCars is proud to partner with Micah's Place, a non-profit, certified domestic violence center serving the communities of Amelia Island and Nassau County. By bidding on these lots, you will be supporting the efforts of Micah's Place.

To learn more about their extraordinary work, visit Micahsplace.org. Bonhams will not charge Buyers Premium for lots 1 & 2.



1



2

1

TWO EVENT TICKETS TO THE QUAIL, A MOTORSPORTS GATHERING 2024

For over twenty years, The Quail, A Motorsports Gathering has presented an astonishing and exclusive experience for motorsport enthusiasts and collectors alike. The Quail on Friday, August 16th, 2024, will feature one of the world's finest and rarest collections of vintage automobiles and motorcycles complemented by fine culinary components including caviar, oysters, fine wines, specialty cocktails, champagne, and more on the rolling greens of the Quail Lodge & Golf Club in Carmel, California.

**\$1,750 - 2,500
WITHOUT RESERVE**

2

A PASSPORT AUTO TRANSPORT ONE WAY CROSS COUNTRY MOTOR VEHICLE TRANSPORT

Passport Auto Transport generously offers the winning bidder a one way, cross country motor vehicle transport. In operation for 54 years, Passport has shipped thousands of treasured vehicles door-to-door with fully enclosed auto transporters. Bonhams is grateful for Passport's continued support in offering this lot.

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

Motorcycles

Without Reserve



3

1966 VESPA 150 SUPER VBC WITH SIDECAR

Frame no. VBC1T 40839

The exquisite 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 an enlarged version of the 150cc engine—this one punched out to a fire-breathing 177cc—and equipped with 4-speeds and ten-inch wheels, these mid-sixties examples move along very well. Finished in a classic candy red with a black leather saddle, the 150 is outfitted with chrome guards, desirable twin saddle seating arrangement, and twin rear mounted spares. For a bit of added fun and charm, the Vespa is equipped with a matching sidecar—allowing for additional room for another friend, a be-goggled dog, or an overflowing bounty of wine, cheese, and prosciutto for a picnic. The subject of a recent restoration by a marque expert, it is reported by the seller to have been rebuilt mechanically and electrically and tuned to run on a pre-mix of 50:1 gasoline to oil. Beautifully presented throughout, this classic Italian offers fun transportation for three in great la dolce vita fashion.

**\$10,000 - 15,000
WITHOUT RESERVE**



4

Sold in aid of the Elvis Presley Charitable Foundation 2024 TRIUMPH T120 BONNEVILLE CUSTOM ELVIS PRESLEY TRIBUTE

Frame no. SMTD40HL1RTBN2423

Engine no. BD5248

1,200cc liquid-cooled 8-valve parallel twin-cylinder engine

80PS/78.9bhp at 6,550rpm

Six-speed gearbox

Tubular steel twin cradle frame

Wire wheels with alloy rims

41mm cartridge forks, twin shock absorbers

Twin 300mm front disc brakes, single rear disc brake

- Brand-new Model Year 2024 T120 Bonneville
- Motorcycle and guitar both with matching custom design scheme commissioned as part of collaboration between Triumph Motorcycles and Elvis Presley Enterprises
- Hand painted by renowned custom artist J Daar
- Originally unveiled and displayed by Triumph at the 2023 Barber Vintage Festival
- Currently displayed at Presley Motors Automobile Museum at Graceland



CELEBRATING A LEGEND

Elvis Presley is an enduring music legend and cultural icon. The best-selling solo artist in history and a prolific movie star, making 31 films during his career in Hollywood. He was also a passionate motorcyclist, riding bikes in several of his films including a red and silver Triumph Bonneville T120-TT 'Desert Sled' in the 1968 comedy western Stay Away Joe.

Elvis' introduction to Triumph motorcycles had come a few years earlier. In June 1965, Elvis was on the set of the musical Frankie and Johnny at Samuel Goldwyn Studios, Hollywood. Taking a break from filming, Elvis spent his down time with his closest friends, known as the 'Memphis Mafia', at his Bel Air home.

Jerry Schilling, friend of Elvis and member of his famous 'Memphis Mafia', ordered a new Triumph T120 Bonneville at Bill

Robertson & Sons on Santa Monica Boulevard. When he brought the bike home, Elvis asked to take it for a ride around the neighborhood. Jerry, of course, obliged. Elvis was impressed, and when he returned, he told his transportation manager, Alan Fortis, to "order one for all the guys, but...it has to be tonight!"

Bill Robertson & Sons managed to deliver seven Triumphs that night, a mixture of 650cc TR6s and the high-performance, twin-carburettor 650cc T120s. Elvis and his friends rode together around Bel Air late into the evening, only stopping when neighbors called the police to complain. The remaining bikes arrived two days later and the nine friends ensured they made the most of breaks from filming, riding the Pacific Coast Highway together on Sundays.

THE MOTORCYCLE OFFERED

Featuring iconic '68 Comeback Special' design cues, this matching pair were designed by award-winning custom motorcycle artist J Daar and inspired the 'Memphis Mafia' Triumphs bought by Elvis for his closest friends, the Triumph Bonneville ridden in his 1968 movie Stay Away Joe and the Les Paul that he played during rehearsals for the '68 Comeback Special and later gifted to his chef.

This custom Bonneville T120 motorcycle and matching Gibson Les Paul guitar are offered for sale to raise money for the Elvis Presley Charitable Foundation who continue Elvis' legacy of generosity by supporting numerous charitable causes.

"We are excited to be partnering with an iconic brand like Triumph to bring this one-of-a-kind custom Bonneville T120 to





life while benefiting one of Elvis' favorite charities", said Dana Carpenter, Executive Vice President, Entertainment at Authentic Brands Group, owner of Elvis Presley Enterprises. "The added generosity of our friends at Gibson for contributing a matching custom Les Paul guitar, strengthens the legacy of generosity and community that Elvis Presley stood for."

This motorcycle, a brand-new range-topping T120 model, features a custom design by award-winning custom artist J Daar and is inspired by the original 'Memphis Mafia' Triumphs and the 1968 Stay Away Joe movie Bonneville, as well as being influenced by Elvis' most iconic 1968 Comeback Special look. The design features gold block lettering, representing Elvis' name written in lights, as well as silhouettes on a red background, echoing

the set design of his most famous '68 Comeback Special performance. The bike was unveiled by Triumph USA Marketing Director, Adam VanderVeen at the 2023 Barber Vintage Festival in Birmingham Alabama, where it was on display at the 'Isle of Triumph' alongside a host of historic Triumph motorcycles.

The matching Les Paul guitar, donated by Gibson, was also customised by artist J Daar and is offered for sale with the motorcycle. The choice of guitar was inspired by another instance of Elvis' generosity; when rehearsing for the '68 Comeback Special, Elvis played a Les Paul, which he then gifted to his chef. The design adopts the same red, silver and gold livery as the motorcycle, as well as the prominent Elvis graphic and silhouettes of The King around the body.

Beth Heidt, Gibson's Chief Marketing Officer commented: "We have had the honor of working in partnership with the Elvis team to celebrate his legacy over many years, so when we heard that our friends at Graceland and Triumph were working together on a custom motorcycle to raise awareness and funds for a good cause, we wanted to join in honoring Elvis' spirit of generosity. This customized Gibson Les Paul model pairs perfectly with the amazing design scheme of the bike."

This represents a unique opportunity to own a stunning one-of-a-kind 'Elvis Presley' Triumph Bonneville motorcycle and a matching Gibson Les Paul guitar, both featuring an iconic design scheme.

\$12,000 - 16,000



5

1965 FIAT 500F 'JOLLY' BEACH CAR CONVERSION

Chassis no. 1520214

652cc OHV Inline 2-Cylinder Engine (See Text)

Single Carburetor

24bhp at 4,000rpm

4-Speed Synchronized Manual Transmission

Wishbone Front, Trailing Arm Rear Suspension

4-Wheel Drum Brakes

- *The perfect coastal resort cruiser*
- *High-quality, well detailed conversion*
- *Delightful and vivid livery*
- *Authentic wicker seats and surrey top*



THE FIAT JOLLY

The eminently charming Fiat Jolly was the brainchild of Fiat boss Gianni Agnelli, who, while relaxing on the Island of Capri, envisioned a stylish small car he could use as a tender for his yacht, yet be infinitely more stylish than the taxis that populated the island. Sharing his thoughts with Ghia's Gigi Segre, the pair created a festive little cruiser based on the ubiquitous Fiat 500 that fit the bill perfectly. Lacking doors and equipped with waterproof wickerwork seats, the Jolly was only practical as leisure transport, thus confirming its owner's status as someone who could afford a car 'just for fun' (indeed, the Jolly was roughly twice the price of the base model it was derived from). Among the list of Jolly owners in the day are jet setters such as John Wayne, Grace Kelly, Henry Ford II, and even President Lyndon Johnson.

THE CAR OFFERED

Vividly presented in an appropriately 'beachy' bright red with a cream surrey top, this 1965 Fiat 500D 'Jolly' is a high-quality, thoroughly detailed conversion honoring the Ghia-built originals. This car had previously been enjoyed by a passionate and knowledgeable enthusiast in its natural environment in the South of France, before he brought it to California wine country to enjoy as a village runabout. This car is appointed with all the authentic Jolly touches, including the cut-down doors, chrome exterior grab-rails, surrey top, and of course, the iconic wicker seats. Painted steel wheels and whitewall tires round out the crisp and appealing package. This car has been meticulously maintained, and is updated with a larger, more powerful Fiat 126-spec 652cc 2-cylinder OHV engine, electric fuel pump,

and more. The seller reports it to be an enjoyable car for nipping about, and for the purist, the original 500cc engine has been rebuilt and will accompany the sale.

As values of Ghia-built examples have soared, detailed conversions such as this allow enthusiasts to experience all the joys of the Fiat Jolly in a car that is virtually indistinguishable from the original. The ideal companion for a beach house or for use as a village runabout, this charming and well-sorted little Jolly will undoubtedly demonstrate your impeccable sense of style to all you pass.

**\$35,000 - 50,000
WITHOUT RESERVE**



6

1978 PORSCHE 928

Chassis no. 9288201012

4,474cc SOHC V8 Engine

Bosch K-Jetronic Fuel Injection

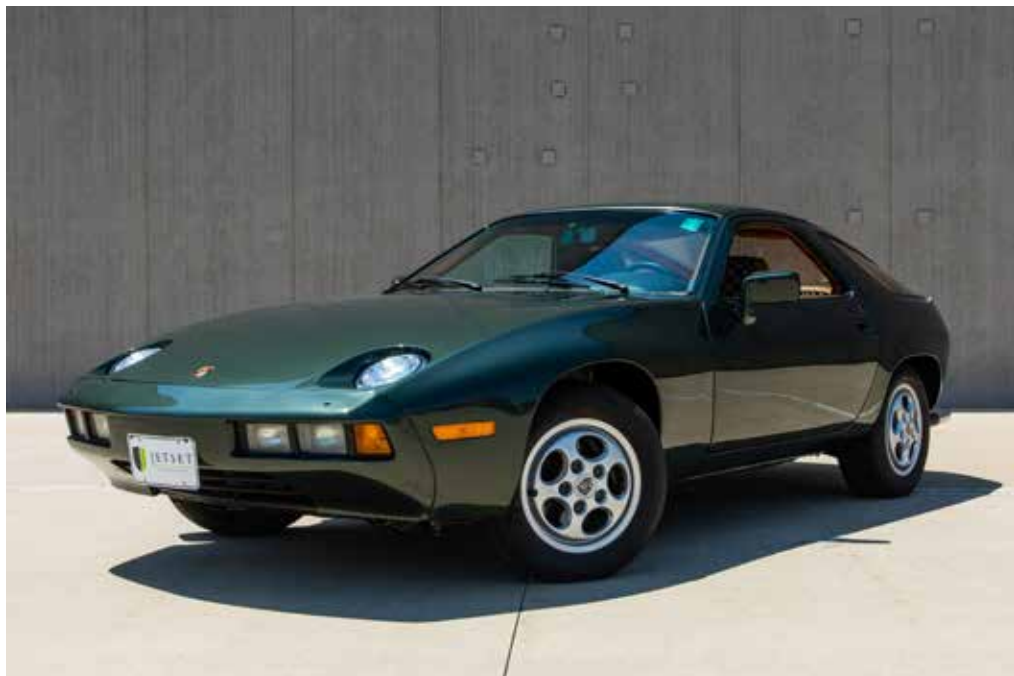
230bhp at 5,250rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Fabulous Oak Green Metallic over era-evoking 'Pasha' velour interior
- Equipped with the rare and desirable 5-speed manual transaxle
- Selectively refurbished and finely detailed
- A rare and desirable early narrow-body 928



THE PORSCHE 928

The 928 was a different sort of sportscar for a different sort of individual. Initially conceived to replace the venerable 911, engineers pulled out all the stops to develop what was a very atypical Porsche. Central to the 928 was the front-mounted (gasp!) 4.5-liter M28 single overhead cam, water-cooled V8 engine with Bosch K-Jetronic fuel injection and a rear-mounted transaxle. Just as atypical from its rear-engine siblings was that the 928 achieved a near perfect 50/50 weight distribution.

While a technical masterpiece worthy of its 1978 Car of the Year honors, hardcore Porscheophiles bristled at the thought of the 911's demise, so Porsche regrouped and sold the 928 as a grown-up GT – and with great success.

THE CAR OFFERED

This classic first-generation 928 was car number 1,001 off the line, rolling out of the Zuffenhausen plant finished in a wonderful shade of Oak Green Metallic over tan upholstery with the delightfully psychedelic checkered flag-inspired 'Pasha' velour seat inserts. This car represents the pure expression of the 928 formula with its clean, unadorned body, 'phone-dial' alloy wheels and 5-speed manual transaxle.

Originally delivered to Canada, this car currently shows a modest 177,000 kilometers at the time of cataloguing and it benefits greatly from recent refurbishment. The consignor reports it was repainted in its original color after coming to the United States a few years ago. Between 2021 and 2022, additional work is reported to include

a replacement 5-speed gearbox, refinished phone-dial wheels, engine service, and refurbished seat bolsters against the original Pasha inserts.

Offered in wonderful condition and ready for enjoyment, this striking 928 represents an outstanding opportunity to acquire the purest expression of Porsche's legendary GT Coupe as it only grows in collectability.

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



7

1978 TOYOTA LAND CRUISER FJ40

Chassis no. FJ40-271607

Engine no. 2F249051

4,230cc OHV Inline 6-Cylinder Engine

Single Carburetor

135bhp at 3,600rpm

5-Speed Manual Transmission

Front and Rear Live Axles with Leaf Springs Front

Disc Brakes – Rear Drum Brakes

- *Toyota's off-road icon*
- *Striking example restored by The FJ Company*
- *Body-off restoration to exacting standards*
- *Exceedingly straight and in excellent running order*
- *Fantastic color combination of Olive over Saddle*



THE LAND CRUISER

The Toyota Land Cruiser, in its many sizes and configurations, has had a long and successful history of reliable service through the most rugged of conditions. Patterned after the ubiquitous Jeep and Land Rover utility vehicles, the Land Cruiser demonstrated that Toyota could produce much more than just economical cars.

Introduced in 1960, the Toyota J-Series remained in production for a quarter century, the kind of longevity that demonstrates true value, quality and utility. Indispensable in unsettled and remote areas of the world, Toyota FJs hauled safaris through Africa, developed a devoted following among America's off-road culture, spawning a host of imitators. Toyota itself paid its homage to the model in 2004 when

it introduced the retro-styled FJ Cruiser to capitalize on the continuing Land Cruiser legacy some twenty years after the original's production run ended.

The Land Cruiser's popularity and utility is reflected in the dizzying variety in which it could be configured. There were in fact so many that it is probably impossible to identify all of them, but they came in short, medium, long and extra-long wheelbase with various roofs, half cabs, soft tops and doors, four- and six-cylinder gasoline and diesel engines. These archetypical utility vehicles climb mountains, cross deserts, and ford rivers, so finding a good vintage example can be difficult.





THE CAR OFFERED

One of the finest Land Cruiser FJ40s we have ever seen, this example was painstakingly restored by marque experts, The FJ Company of Miami, Florida, with meticulous attention to detail, and is well documented and finished to a very high standard. The choice was made to restore it back to its original style, with a few carefully chosen upgrades to benefit the driving experience. Upgrades include the addition of Old Man Emu suspension, improved power steering, 5-speed manual transmission and front disc brakes. Most classic FJ enthusiasts agree that these additions only enhance desirability.

The chosen livery is quite striking, finished in Olive (653) over a Saddle vinyl interior. The matching olive dashboard blends

well with newly installed retro knobs and gauges. The interior was carefully restored with water resistant vinyl and features 60/40 split front bench seats, a Vintage Air climate control system and a finely crafted soft top. The robust 2F engine was retained for its longevity and keeping true to the FJ's roots. Since the restoration was completed, it has covered just 3,356 kilometers recorded at the time of cataloguing, and has been incredibly well kept, ensuring this is an outstanding opportunity to acquire a well-sorted example of one of Toyota's best.

This breathtaking Land Cruiser looks as though it drove straight out of the 1978 Toyota sales brochure. With many of these trucks suffering in grueling environments, it is refreshing to see one in such fine fettle.

Superbly restored by a leading marque specialist, we think you just might want to admire it a bit before it gets muddy.

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



8

1968 JAGUAR E-TYPE SERIES 1.5 4.2 FIXED HEAD COUPE

Chassis no. 1E34996
Engine no. 7E15567-9

4,235cc DOHC Inline 6-Cylinder Engine
2 Stromberg Carburetors
246bhp at 5,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Numbers matching engine
- Open headlight "Interim" Series 1.5
- Fresh from a 2-year specialist restoration
- Well documented history from new



THE JAGUAR E-TYPE



Introduced in 1961, the Jaguar E-Type caused a sensation with its visually arresting design a 150mph top speed. It seems nigh-on impossible for a new car to cause such a stir today, but in 1961, Jaguar delivered a civilized production sports car that looked like a Le Mans prototype and could outperform just about anything else on the road – all at an attainable price.

A direct descendent of the racing D-Type, the E-Type used a monocoque tub main structure with tubular space frames supporting the engine. Initially powered by a 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the XK150, it was rated at 265 horsepower. The E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly

because aerodynamicist Malcolm Sayer used his LeMans-winning experience to create one of the most elegant and efficient shapes ever to grace a motor car.

The first significant refinement occurred in October 1964 with 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 were numerous detail improvements to electrical and cooling systems, and to the seating arrangements. Federal emissions and safety regulation in the USA dictated more changes, ushering in the cosmetically revised interim "Series 1.5" and Series 2.





THE CAR OFFERED

This 1968 E-Type Fixed Head Coupe is a Series 1.5 model, well-documented and offered fresh from an extensive E-Type specialist restoration by Doctor Jag Technologies in Albuquerque, New Mexico. The Series 1.5 is identified by its open headlamp bonnet and classic small taillamp rear-end design, as Jaguar essentially used up existing stocks of Series 1 parts while the full-fledged Series II was being readied for production.

According to the Jaguar Heritage Certificate, this coupe was completed on Jaguar 3, 1968 and dispatched to Seattle, Washington for its first owner, Darlene Camille Patha, a modern artist famous for her vibrant and visceral paintings. She retained her beloved Jaguar until 1993,

when she sold it to her Seattle neighbor, Michael Slomer. It changed hands again to Mark Morrison of Portland in 2002, well-maintained in original condition at the time. In 2021, it was acquired by Doctor Jag Technologies, who set about performing a complete restoration of the impressively solid, accident-free body, believed to have just 30,000 original miles.

Originally Primrose over black, the restorers selected this gorgeous factory-offered shade of opalescent silver blue over red leather trim. Refinements include an aluminum radiator, stainless steel exhaust, chassis stiffening kit, period correct Blaupunkt radio, chrome wire wheels, and much more. Accompanying documentation includes the Heritage Certificate verifying

its engine number, original stamped owner's manual, receipts, and invoices for \$50,000 in restoration parts alone, not including labor.

Completed in 2023, this freshly restored and beautifully detailed Jaguar is now ready for its next dedicated custodian to drive and cherish for years to come.

\$140,000 - 180,000



9

1995 FERRARI F355 SPIDER

Design by Pininfarina

VIN. ZFFPR48A9S0102717

3,496cc DOHC 40-Valve Tipo F129B V8 Engine
 Bosch Motronic 2.7 Electronic Fuel Injection
 375bhp at 8,250rpm
 Six-Speed Manual Transaxle
 Four-Wheel Independent Suspension
 Four-Wheel Disc Brakes

- Offered from long-term private ownership
- Just over 21,000 miles at cataloguing
- Desirable gated six-speed manual gearbox
- Iconic red over tan color scheme
- A superb, highly collectible driver's car



THE CAR OFFERED

This beautiful 1995 F355 is a first-year Spider equipped with the desirable six-speed gated manual gearbox. Finished in the archetypal shade of Rosso Corsa with a black mohair roof, this car has been in the care of just one enthusiastic collector for the past twenty-four years. Accompanying records show it was sold new by Ferrari of Denver and later spent time in California. It was updated with a Tubi exhaust in 1999 by Ferrari of San Francisco before being acquired by the current owner and coming to the East Coast in 2000. Showing just 21,300 miles at the time of cataloguing as supported by the clean Carfax report, it is in very good overall condition.

Complementing the classic Rossa Corsa paintwork is beige leather upholstery with striking red carpets and black trim. Some

minor age-related wear is noted on the seat bolsters and carpets, but it is otherwise tidy, and the original books and leather clad tool kit are included as well as a copy of the window sticker and subsequent invoice from the current owner's acquisition. It should be noted that this car has seen limited use in the past several years, and a service should be performed before enjoying it to the fullest.

Collectors have taken note that the F355 is one of the prettiest and best-driving mid-engine V8 Ferraris, and this example represents a fine opportunity to add the screaming open-air F355 Spider to your stable.

\$60,000 - 80,000
WITHOUT RESERVE



10

1959 MGA ROADSTER ELECTRIC CONVERSION

Chassis no. HDR4362391

NetGain Hyper 9 IS Electric Motor
Approx. 33KWh Total Capacity

4-Speed Manual Gearbox

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

- Over \$125,000 spent on a modern electric drivetrain conversion
- Discreetly executed to preserve the original aesthetic
- Recent updates and upgrades performed by Flash Drive Motors in Austin, Texas
- Classic British styling meets modern technology



THE CAR OFFERED

The MGA hit the bustling sportscar scene in 1955, marking a huge stylistic departure for the Abingdon-based firm. After years of offering sporty roadsters and touring cars with quaint, 30s-inspired styling, the MGA introduced a sleek and modern new look thanks to its fully enveloped body inspired by George Phillips' 1951 TD LeMans car. While widely appreciated for its fine handling, the MGA was never meant to set the road alight, yet it has endured among sports car enthusiasts for its elegant looks and pure, unfiltered driving character.

This 1957 MGA Roadster is a unique example blending the classic appeal of the original with a modern electric drivetrain. This was previously converted to an electric drivetrain way back in 2000 by a team of engineering students from the University of Texas, Arlington. The conversion, nicknamed "Chuck Morris"

was well executed and detailed for the time, utilizing a series of lead-acid batteries and off-the-shelf components. More recently, the car was acquired by a well-known electrical engineer, Mr. Raymond Auger, who decided to update the componentry to modern standards.

Noted electric conversion shop Flash Drive Motors in Austin, Texas was enlisted perfect the voltified machine. To do this, a compact and powerful NetGain Hyper 9 electric motor was fitted, adapted to the existing MG 4-speed manual transmission (with reverse lockout) and rated for approximately 120bhp and 173lb-ft of torque – a significant boost over a standard MGA! Flash Drive then fitted five Tesla Model S 6.4KWh modules, an Orion BMS 2 battery management system, and liquid cooling for both the batteries and the power inverter. Nothing was overlooked with the existing

tachometer calibrated to the motor, a "fuel" gauge to monitor state of charge, and an onboard charger and Bluetooth™ module to communicate with a phone app. The whole conversion comes with a minimal weight penalty of about 520lbs – easily handled by the boost in power.

While this all sounds very Back the Future (yes, we know Chuck Norris was not in that one), it all comes together in an impressively cohesive package that, for all its tech, still maintains the enduring classic charm of the MGA, particularly in its primrose yellow livery. And while Chuck Morris may not cry tears that cure cancer like Chuck Norris (not that he'd ever shed one), this electrified MGA certainly packs an equally mighty punch.

\$50,000 - 60,000
WITHOUT RESERVE



1955 MERCEDES-BENZ 300S CABRIOLET A

Coachwork by Sindelfingen

Chassis no. 188010-3500334

Engine no. 188920-3500343

2,996cc SOHC Inline 6-Cylinder Engine

3 Solex Carburetors

150bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front Suspension, Rear Swing Axle, with Coil Springs

4-Wheel Hydraulic Drum Brakes

- *Unrestored and beautifully preserved survivor*
- *Single-family ownership from 1974 to 2021*
- *One of 203 Cabriolet A models produced*
- *Presented in its factory colors of Graphite Gray over Red leather*
- *Retains its numbers-matching engine*



THE MERCEDES-BENZ 300S

Mercedes-Benz unveiled its first new post-war flagship sedan at the Frankfurt Auto Show in 1951. The elegant 300 sedan was an imposing statement of European luxury, offered as either a four-door sedan or four-door full convertible. The press and buying public praised it for its exceptional engineering and build quality, and it soon became a favorite among celebrities and heads of state alike, including Chancellor Konrad Adenauer, whose affinity for the sedan earned it the eponymous nickname.

Mercedes-Benz followed with a more sporting version, the 300S—the “S” denoting it as Super. The 300S chassis was shortened by 25 centimeters and offered as an elegant coupe, glamorous open-topped cabriolet, or a disappearing-

top roadster, all built at the renowned Sindelfingen factory. In essence, the 300S was the post-war spiritual successor to the legendary 540K. The S-specification cars featured an uprated 3.0-liter inline-six with 3 Solex carburetors and a boosted compression ratio to make 150bhp, up from the standard car’s 115bhp. The engine is backed by a smooth and reliable four-speed manual with a delightfully slick column shift. The suspension is independent in front with a swing axle arrangement in the rear, sprung with coils. While tuned for comfort, the 300S is still a respectable handler and is impressively poised at speed. The solid road feel and opulent appointments made the 300S a very special place to spend time.

Exclusivity was assured as only 560 examples of the 300S were hand-built between 1952 and 1958. That exclusivity also came with a price: A whopping \$12,680 in 1953—about twice the price of a new Cadillac. Notable 300S owners included Cary Grant, Gary Cooper, and The Aga Khan, who all could easily afford the cost of entry into this limited club.





THE CAR OFFERED

A wonderful example of fastidious preservation, this marvelous 300S Cabriolet has survived unrestored for nearly seventy years save one respray in its original Graphite Grey color. Factory production records on file show this car was delivered to the USA on December 18, 1954, via Mercedes-Benz of New York. A richly appointed red leather interior and black canvas top round the aesthetic, which surely made a dramatic statement rolling on to the boulevard in 1955. The car's early ownership history is not currently known, however, in 1974 it was acquired by the most recent owners from the noted marque specialist Alex Dearborn. At the time, it was a completely original, untouched car and thankfully, the new custodians recognized its value

and strove to maintain its originality. In 1986, it received a lacquer repaint in its factory color, which it still wears today. The interior is a particular highlight, displaying a fabulous patina on the red leather seats and panels. Expansive woodwork and chrome switchgear add to the opulent feel, and the car retains authentic details including the original Becker radio and factory parts manual.

The 300S is renowned for its tank-like build quality, which is undoubtedly a factor in this car's impressive survival. It benefits from recent servicing, and the consignor reports it to be fine runner. Additionally, it retains its numbers-matching six-cylinder engine which is tidy, honest, and consistent with the unrestored quality. With its rich

patina and appealing authenticity this car will undoubtedly show well in concours preservation classes.

After seven decades of attentive care, this rare and highly desirable Mercedes-Benz 300S is once again ready for a new custodian to usher it into its next chapter.

\$380,000 - 430,000



12

1962 ALFA ROMEO GIULIETTA SPIDER VELOCE

Coachwork by Pininfarina

Chassis no. AR170812

Engine no. AR00106 02698

1,450cc DOHC Inline 4-Cylinder Engine

2 Weber 40 DCOE Carburetors

105bhp at 6,500rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Alfin Drum Brakes

- *Exquisite Conrad Stevenson restoration*
- *Long-time, dry and solid Southwestern car*
- *Desirable, high-performance Spider Veloce version*
- *Eligible for many prominent Tours and Rallies*



THE ALFA ROMEO GIULIETTA



With the introduction of the Giulietta in 1954, Alfa Romeo established the 'small car, big performance' formula that characterized the marque from then on. Demand quickly outstripped supply, necessitating Alfa Romeo rethink its production strategy as a high-volume manufacturer. The Giulietta Spider arrived in 1955, riding on a modified Sprint Coupe chassis with a body by Pinin Farina ("Pininfarina" after 1961). The pretty little two-seat Spider was built at the behest of New York importer Max Hoffman, who saw how well small British and German sports cars were being received in America. The Giulietta Spider offered brisk performance (almost 100 mph) from its free-revving, all-alloy, 1.3-liter twin-cam four, mounted in a steel unibody chassis that weighed less than 1,900 lbs.

The design was unmistakably Pinin Farina –elegant, sporting and lithe.

Despite exhilarating performance from the standard models, buyers with competition in mind soon demanded more. In 1956, the Giulietta Sprint and Spider Veloce duly appeared, with high-performance engines and modified bodywork. High-crown pistons raised the compression ratio to 9.1:1 which, with a pair of twin-choke Weber carburetors and more peaky camshaft profiles, raised the power by about 15%. Performance was certainly improved, with a top speed of 115mph and sharpened response. Just 2,796 Giulietta Spider Veloces were produced, and they remain among the most collectible of the model today.





THE CAR OFFERED

Bonhams is honored to offer this beautiful example of the rare and ultra-desirable, factory Giulietta Spider Veloce. The car is believed to have been sold new in Monterey, California, with a handful of long-term California based owners recorded, before being acquired by the consignor.

Between 1994 and 1996, this car was thoroughly restored by Conrad Stevenson, the highly regarded Alfa Romeo specialist in Berkeley, California. During the restoration the car was disassembled, and the body repainted in its original white exterior color. The drivetrain, brakes, suspension and interior were restored as necessary. The engine had previously been rebuilt and reportedly bumped to 1,450cc displacement, with new cams,

valves, springs and guides, while resealed with new gaskets. The suspension and brakes were also rebuilt with new bushings, new Koni shock absorbers, new springs, rebuilt brake hydraulic, and relined shoes.

The dashboard was beautifully restored to feature proper Veloce instrumentation including the tachometer which starts at 2000 rpm and 140mph speedometer. The engine compartment is authentic in appearance with silk-screened airbox, Veloce intake plenum and plumbing, correctly labeled brake reservoir and windscreen washer fluid bag. The carburetors are Weber 40DCOE2 units, serial numbers 8865 and 8795.

This Spider Veloce boasts exceptional provenance and integrity with long-term California history and low ownership. Invoices from the restoration as well as original parts manual and other miscellaneous literature are included. This rare, top-of-the-line Spider Veloce is eligible for exclusive driving events around the globe and will surely provide its driver with endless smile-inducing experiences.

\$110,000 - 140,000



13 Ω

1963 PORSCHE 356 T6 SUPER 90 SUNROOF COUPE

Coachwork by Reutter

Chassis no. 124744

1,596cc OHV Flat 4-Cylinder Engine
Twin Solex Carburetors
90bhp at 5,500rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Dual Circuit Hydraulic Drum Brakes

- A striking high-performance top-of-the-line Super 90
- Widely eligible for tours, rallies, and events
- Highly optioned with electric sunroof, chrome wheels, and leather trim
- Documented with Kardex and Certificate of Authenticity



THE PORSCHE 356

Porsche's Type 356, introduced in 1948, is known to be one of the world's great sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a VW-derived, 46bhp 1,100cc aluminum coupe to a complex, 2-liter 4-cam, 130bhp Autobahn burner. Steady development saw the addition of a luxurious cabriolet, the spartan Speedster, and a host of options to fine tune a 356 to meet the individual buyer's needs. In all, Porsche built 76,000 examples by the time production ceased in 1965.

The 356B, produced from 1960 through 1963, represents the 356s midpoint. The initial "T5" series introduced new front and rear sheet-metal, retaining the curved front trunk lid and rounded fenders of the

356A. The B also added some features demanded by American customers, such as raised 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, along with some subtle interior refinements. A "Super" model with raised compression added an extra 15bhp, while the even hotter "Super 90" added 30bhp. The pushrod 1600 Super 90 engine essentially replaced the complex and expensive Carrera 4-cam as a regular production option.

The 356B got a second major revision with the arrival of the T6 body in 1962, identified

by its larger, squared-off front decklid, relocated fuel filler, and other details. The 356B proved enormously popular, with more than 30,000 T5 and T6 models produced before the arrival of the final 356C in late 1963.





THE CAR OFFERED

Resplendent in its ruby red over tan livery, this beautiful 356B T6 Coupe is a wonderful example originally equipped with the range-topping Super 90 engine. The accompanying Porsche Certificate of Authenticity and Kardex denote the 616/7 engine type, which corresponds with the most powerful pushrod engine offered in the 356B. Delivered new to Berlin, this car came unusually well-equipped with rare factory options including an electric sliding sunroof, wood-rimmed steering wheel, leather dash pad, chrome wheels, and a Blaupunkt radio – all of which are still present. Originally Heron Grey over hellbraun (light brown) leather, it has since been restored in a lovely bright red over tan leather with contrasting red square weave carpeting.

Presented in excellent order throughout, it is attractive enough for casual show, although it is best suited for tours, rallies, and driving events, where the punchy engine and luxurious options can be enjoyed to the fullest. The consignor reports that the engine is a period correct replacement-type 616/7 Super 90 unit, replaced by Porsche Raffay of Hamburg. Accompanying documentation includes a Porsche Zertifikat, and a copy of the Kardex, along with a factory tool roll and jack. Beautifully presented and highly optioned, you'll find yourself reaching for the keys for this marvelous Porsche at every opportunity.

\$130,000 - 160,000

PORSCHE
Zertifikat für Ihr Porsche 356 B Coupe T6

Fahrzeugident.Nr.:	124 744
Auslieferungsdatum:	29. Mai 1963
Hersteller:	Wolfr. Sachs
Stückzahl:	2.287 Fahrzeuge in Baureihe 1963
Motor-Typ:	616/7
Getriebe-Tag:	241/A
Leistung/Höchstzahl:	48000
Höchstgeschwindigkeit:	160 km/h
Außerhalb-Coude:	Schwenker
Innenverkleidung:	Leider hellbraun
Reifenverkleidung:	Plaste
Interieurverkleidung:	Elektronischer Schalterkasten Verstellbare Lichtschalterklappe Hörschalter Antriebsverleibverleib in Leder Garnituren in Leder

Stichtagsfeststellung, den 26. Januar 2003

Porsche Deutschland GmbH
Kundendienst-Service

Handwritten signatures: Alex Langer, M. Wenzel

*Diese Zertifikate bestätigen die Echtheit des Fahrzeuges.



14

1951 MERCEDES-BENZ TYPE 170DA OPEN TOURER

Chassis no. 136.174.13127/51

Engine no. 636.930.8503410

1,767cc Inline 4-Cylinder Diesel Engine

Mechanical Fuel Injection

40hp at 3,200rpm

4-Speed Manual Transmission

Independent Front Suspension, Rear Swing Axle

4-Wheel Hydraulic Drum Brakes

- A pioneering early diesel passenger car
- Rare and seldom seen in the U.S.
- Older high-quality restoration, few miles since
- Exceptionally well-preserved condition
- Great candidate for the Show Circuit



THE CAR OFFERED

This rare and superb 170Da has undergone a professional restoration, reportedly leaving no expense spared and having covered minimal mileage since completion. While it has made occasional appearances at local Concours events, the seller reports it has not been showcased recently, presenting an excellent opportunity for inclusion in the show circuit. Its rarity and infrequency on American soil make it a truly exceptional and fascinating find, particularly with its diesel engine. It is finished in a two-tone cream and brown exterior over a black interior, a particularly appealing livery for this body style. These early diesel automobiles represent a groundbreaking achievement in automotive history and would be a prized addition to any esteemed collection, particularly

one focusing on pioneering "alternative fuel" vehicles. This 170 comes with all four window inserts for all-weather touring, while the fold down windscreen provides wind-in-your-face excitement when the sun is shining. The car will also be accompanied by a Mercedes service manual, some restoration photos as well as some spare engine parts. Surely a wonderful opportunity to acquire a rarely seen early diesel Mercedes in comprehensively restored form.

\$70,000 - 90,000
WITHOUT RESERVE



15

1963 DAIMLER SP250 ROADSTER

Chassis no. 100929

Engine no. See text, includes original unit

2,548cc OHV Hemi-Head V8 Engine

2 SU Carburetors

142bhp at 5,800rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Disc Brakes

- One of approximately 1,200 left-hand drive examples built
- Hemi-powered, lightweight roadster for high-speed touring
- Matching numbers engine accompanies the car
- Much enjoyed and toured car



THE CAR OFFERED

Striking in its beautiful metallic blue scheme, this 'Dart' was the prized possession of the noted naval architect Rodger Martin, a local Newport, Rhode Island enthusiast, for many years. Unusually the Daimler carries its original handbook with it, together with the Manufacturer's Warranty certificate, a particularly nice piece of history to have, which confirms that when first delivered in the USA, its original owner was one Alonzo E. McLaughlin Jr. of Brentwood, New York, who received his car through agents Raymond Foreign Sales Corp of Islip, New York.

Mr. Martin acquired the SP250 more than 15 years ago and routinely campaigned and enjoyed it. When showing at local events such as the Newport Car Festival in 2006 and Portsmouth in 2008, he and the car

were rewarded with Best in Class silver plates, testament to the way in which the car was looked after. More recently the car was driven all the way to Nova Scotia and back for a British Car tour.

Under its current ownership the Daimler has received considerable attention. The interior has received a full set of custom-made, professionally fitted Wilton wool carpets. At the same time the interior door cards were replaced and the original leather and refinished front seats fully detailed. The resulting cabin is striking against the metallic blue paint work that has been wet sanded and buffed. Under hood detailing including correct ignition wires, air cleaners and a full tune up were also performed.

The Daimler reportedly runs well, with an impressive growl from its dual exhaust system. A full complement of original handbooks, service books and other Daimler literature accompany the car. This well loved and cared for car has benefitted from high quality cosmetic work is prime for enjoyment.

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



16

1957 FORD THUNDERBIRD 'E-CODE'

Chassis no. E7FH334671

312ci OHV V8 Engine
Twin Holley 4-Barrel Carburetors
270bhp at 4,500rpm
Ford-O-Matic Automatic Transmission
Front Independent Suspension – Live Rear Axle
4-Wheel Drum Brakes

- *Rare and desirable high-performance E-Code*
- *Finished in Starmist Blue with Raven Black hardtop*
- *Highly optioned with power amenities*
- *Classic and elegant V8-powered Americana*



THE FORD THUNDERBIRD

Conceived in response to Chevrolet's Corvette sports car, the Ford Thunderbird debuted in October 1954 as one of the very first models to feature Ford's new overhead-valve V8 engine. As a counterpoint to the overtly sporty Corvette, the Thunderbird offered more equipment and luxury, intending to appeal to image-conscious younger customers. Ford's product planners hit the market dead center and over 16,000 Thunderbirds were assembled in the 1955 model year, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

A low, sleek two-seater, the Thunderbird offered amenities not found on the Corvette – initially, at least – with comfort and convenience options tailored to an affluent

market. Alterations for the '56 season included the relocation of the spare wheel to the outside the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the option sheet. A more thorough re-style for 1957 featured a longer tail section with prominent fins. This provided greater luggage space while enabling the spare wheel to be relocated to the boot, thus improving handling. Performance options include the twin-carb "E-Code" and even the "F-Code" with a Paxton supercharger. Despite its success, the original Thunderbird concept was soon abandoned and a larger - and slower - four-seat version was introduced for 1958, a move that turned the early two-seater cars into collectors' items seemingly overnight.

THE CAR OFFERED

Completed at the Dearborn, Michigan Ford plant, this 1957 Thunderbird E-Code represents the final production year of the classic, two-seat Thunderbird, featuring the larger 312ci OHV V8 engine topped with the optional twin Holley carburetors and rated for a healthy 270 horsepower. Of the 21,380 Thunderbirds produced in 1957, just 1,363, or a touch over 6%, were ticked with the E-Code option.

The sporting Ford is presented in beautiful condition inside and out, clearly benefitting from a comprehensive and well-maintained restoration. The appealing livery of Starmist Blue with a Raven Black removable hardtop is the original color scheme per the car's data tag, as is the authentically restored two-tone Dresden/Starmist Blue vinyl interior. Along with its high-performance V8 engine, this car is equipped with power steering, power brakes, power windows, Town & Country radio and wire wheels. A striking example in every regard, one should be very pleased with this rare, beautiful, and highly optioned example of Ford's classic Thunderbird.

\$55,000 - 65,000



17

1986 MERCEDES-BENZ 560SL

VIN. WDBBA48D6GA049582
Engine no. 117967 12 008930

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

- *Gorgeous Light Ivory (6230) over Palomino Leather (274)*
- *Impeccably maintained with just two owners from new*
- *Includes dark brown soft top and body-color hardtop*
- *Offered with books, tools, and extensive documentation*
- *A timeless Mercedes-Benz icon*



THE MERCEDES-BENZ R107

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

For this new SL, Mercedes started with the chassis of the mid-size "W114/115" model paired with engines from the "W116" S-Class. The result was a luxurious convertible with six- and eight-cylinder engines that became the longest-running passenger car series ever produced by Mercedes-Benz. Despite its age, the final and most advanced iteration, the 5.6-liter V8 560SL, remains a prized automotive status symbol and an iconic part of the brand's lineup.

THE CAR OFFERED

This 1986 560SL is a wonderfully honest and exceptionally well-maintained example with just two long-term owners from new and showing 132,500 miles. Originally purchased by a doctor from Long Beach, California, it was delivered via the factory's European Delivery Program. Options include automatic climate control, a Becker Grand Prix radio, automatic antenna, heated mirrors, and more. The good doctor selected the particularly appealing color scheme of Light Ivory over Palomino leather, with a dark brown canvas top and ivory removable hardtop.

The 560SL remained in the original owner's care until 2007, when it was sold to a collector in Houston, Texas, who kept it until 2023. All along it has been maintained to a

high standard, and it remains in fine order, with beautiful paint and supple leather, benefiting from recent sympathetic detailing. Accompanying documents include the original owner's manuals, warranty booklet, data card, records, and receipts. It also retains the factory tool kit, instructional hang tags, and first aid kit.

With its powerful V8 and last-of-the-line appeal, this beautifully preserved 560SL epitomizes the timeless elegance of the SL series and presents a wonderful opportunity to indulge in an 80s icon.

\$35,000 - 45,000
WITHOUT RESERVE



18

1996 PORSCHE 911 TYPE 993 TURBO GT2 TRIBUTE

VIN. WP0ZZZ99ZTS371662

Engine no. 61T03023

3,600cc Twin Turbocharged Flat 6-Cylinder Engine

Bosch Engine Management, Twin K24 Turbos

450bhp at 5,750rpm

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Fastidious recreation of the iconic 993 GT2
- Based on an Italian market, non-sunroof 993 Turbo
- Extensively upgraded including rear-drive conversion
- Stunning Polar Grey Metallic over Midnight Blue
- A highly detailed 90s Hero Car with blistering performance



THE PORSCHE 911 TYPE 993 GT2

Over the years the perennial 911 grew numerous aerodynamic and safety-inspired add-ons, which to some, diluted the purity of the original form. The Type 993's arrival marked a return to basics; recognizably a 911 but more harmoniously integrated to highlight the beauty and simplicity of its design. Porsche continued to offer a range of models from "warm" to "white hot," comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet, all powered by the latest 3.6-litre version of Porsche's venerable air-cooled flat-six engine.

At the top of the 911 pyramid sat the Homologation Special 911 GT2, a car that traced its ancestry back through a succession of high-performance models to the legendary 911 Carrera RS of 1973, and

took its name from the FIA's GT2 production sports car racing category for which it was homologated. First seen at the Essen Motor Show in November 1994, the GT2 was based on the contemporary 911 Turbo, using essentially the same twin-turbocharged engine but driving only the rear wheels rather than the Turbo's four. In the GT2, the 3.6-liter air-cooled flat-six produced around 424bhp initially (444bhp in later models, and 480bhp in the racing cars), which was good enough for a top speed of 187mph (301km/h). Acceleration was breathtaking, with 100mph (161km/h) reached from a standstill in a mere 7.2 seconds - only the McLaren F1 got there quicker.

To make the GT2 fit for track use, the brakes, suspension, and wheels were up rated to

cope with the substantial demands. Lacking the Turbo's AWD transmission, the GT2 was considerably lighter - by some 300kg. This weight saving also came via aluminum body panels, lightweight racing seats, and the deletion of comfort items like air conditioning, soundproofing, and rear seats. The GT2 also featured widened wheelarches and a functional rear wing with air ducts in the support struts for improved engine cooling. The most expensive model in the 911 range, the GT2 in its original Type 993 incarnation was produced by Porsche's race shop up to 1998 in extremely limited numbers—just 57—and they remain among the most desirable of all modern Porsche cars.





THE CAR OFFERED

The GT2 offered here began life as a “cooking” 911 Turbo, completed in December of 1995 and delivered new to the Italian market, finished in Polar Grey Metallic with Midnight Blue leather upholstery. As a rare “Slick Top” Turbo (no sunroof) it eventually formed the ideal basis for a comprehensive conversion to GT2 specifications, using numerous authentic and rare factory parts. Visually, the car gained the full GT2 treatment including the front bumper, side skirts, brake ducts, bolt-on flares, rear bumper, and rear engine cover with the big bi-plane rear wing. Deep-dish, multi-piece GT2-style alloys fill the arches and provide that wide, aggressive stance.

Going well beyond the typical “body kit” modifications, this transformation continues under the skin with painstaking detail. The

3.6-liter twin-turbo flat six received factory GT2 upgrade parts including twin K24 turbos, a factory DME unit, single-groove alternator and crank pulleys, A/C delete, and a custom GT2 Evo exhaust system. Additionally, the drivetrain got the full treatment with a conversion to rear-drive only via a factory GT2 gearbox nose cone, a limited-slip differential, GT2 clutch and hydraulics, GT2/RS lightweight flywheel, and uprated shift linkages. Bilstein PSS10 adjustable suspension keeps it planted, and factory “big red” brakes are more than up to the task of reigning it in for Turn 1.

Climbing aboard, one would be hard-pressed to differentiate it from the real thing, thanks to blue leather trimmed Recaro hardback sport seats, rear seat delete carpeting,

GT2 steering wheel, and GT2/RS door cards. Accompanying items include books, Certificate of Authenticity, a summary of the modifications, and receipts. Showing 48,875km (approx. 30,300 miles) at the time of cataloguing, it is in superlative condition, and ready to thrill all takers.

Barely distinguishable from the factory-built originals, this incredible machine delivers all the excitement at a fractional cost of entry.

**\$200,000 - 300,000
WITHOUT RESERVE**



19

1953 BUICK SKYLARK CONVERTIBLE

322ci OHV V8 Engine
Single Four-Barrel Carburetor
188bhp at 4,000rpm
Twin Turbine Dynaflo Automatic Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- A beautifully presented example of this '50s classic convertible
- An older restoration matching its original dataplate delivery scheme
- Attractive and rare colors of black, red and white
- Buick's 50th anniversary celebration and GM's 1953 Motorama star car



THE BUICK SKYLARK



Three special convertible models graced General Motors' 1953 catalogs. Cadillac's Eldorado featured standard chrome wire wheels and a top hidden, when lowered, by a body-color metal cover. The Oldsmobile 98 Fiesta came with every conceivable factory option except air conditioning. Both cars presaged the wraparound windshields that GM would usher in on the upscale marques for 1954. A model apart from the two was Buick's 1953 Skylark.

The Skylark was first displayed as a General Motors Motorama car in 1952, and it was essentially a factory-built "sport custom" that was based upon the Roadmaster convertible. The windshield was chopped four inches, the beltline was cut down and notched at the rear fender

line, and the rear-wheel cutouts were rounded and raised to match those in the front fenders. The model was noteworthy for lacking Buick's trademark "ventiports" on the front fenders, and it rode on standard Kelsey-Hayes wire wheels. While the Eldorado and Fiesta were based on standard convertible bodies, the Skylark was something completely different. Although on the Roadmaster chassis, it had its own distinctive fender lines, and unlike the sibling specials retained a simple curved windshield. Called the "Anniversary Convertible," it commemorated Buick's 50th birthday and came standard with virtually all options. With 1,690 built, the Skylark outsold the Eldorado and Fiesta by nearly three to one. While the Skylark name would continue as a limited-production





THE CAR OFFERED

model for 1954, and it would reappear in Buick's hierarchy for decades, the 1953 is considered the most special and sought after by collectors.

This stunning example of Buick's legendary Skylark model presents as it did when new, according to its build plate, which decodes its original scheme being in code 51 – Carlsbad Black with a matched top, and trim code 66 – white leather with red inserts. Built in the Flint, Michigan works, its original delivery details are not known beyond the standard clue that the manufacturer gave to its destination by engraving the steering wheel center, in this case being customized for Erkinnen Buick, an agency based in Stow, Massachusetts.

The car has been in the present ownership for approximately 5 years according to its vendor, having been purchased as a group of American classics. To judge from its condition today it will have been the subject of a thorough restoration at some point in

its career which would appear to have 15-20 years on it, though aging well. Matching its original colorway, within that workmanship the wheel covers have been painted red, which are a nice contrast particularly when accented by the Firestone Whitewalls that its Kelsey Hayes wheels are shod with. The interior of pleated white seats with red accents and red piping is a particularly attractive guise. Of course, on this high level model, all of its bodywork is adorned with the plethora of chrome for which these cars are so well known, including their bold front bumper and grill.

Included with the car are a series of reproduced marketing and owner's materials, making for a rounded and completely packaged version of this 1950s classic icon.

\$90,000 - 120,000



20

1937 PACKARD TWELVE 1507 2/4 PASSENGER COUPE

Chassis no. 1038214
Engine no. 905963 (see text)

473.3ci L-head V-12 Engine
Single Stromberg EE-3 Carburetor
175bhp at 3,200rpm
3-Speed Manual Transmission
Safe-T-FleX Independent Front Suspension, Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- A grand and imposing twelve-cylinder Packard
- Delivered new to Wilmington, Delaware
- Finely maintained older restoration
- Wonderful black livery with green leather upholstery
- One of just 1,300 Twelves produced in 1937



THE PACKARD FIFTEENTH SERIES

By the mid-1930s, Packard was once again flying high. Recovering from the doldrums of earlier in the decade, volume production of the Junior models resurrected Packard's fortunes, with totals topping out at 122,500 cars for the year. While mid-priced models bolstered the balance sheets, the flagship Twelve remained an exclusive prospect for a select few buyers. For the Fifteenth Series of 1937, Packard fully embraced streamline design language with flowing, fully skirted fenders, soft curves, and a raked and painted radiator shell, all with Packard's typical assured elegance. The chassis was also modernized with smaller steel wheels and the adoption of the new "Safe-T-FleX" independent front suspension—further refining Packard's already renowned ride quality. The massive

473.3 cubic-inch L-head V12 produced 175 bhp in silken silence. However, the days of the multi-cylinder flagship were numbered, and despite its prestigious image, only 1,300 examples in all body styles were produced—a tiny fraction of Packard's annual output.

THE CAR OFFERED

Strikingly presented in black over green upholstery, this 1507 Twelve is a marvelous example of Packard's streamlined flagship. Delivered new to Wilmington, Delaware on December 1, 1936, it features the 2/4-Passenger Rumble Seat Coupe body designed and built by Packard's Detroit body shop, atop the grand 139 1/4" wheelbase chassis. This car was delivered new to William Fenn, a contractor for DuPont, before trading hands in 1939 to Mr. Frank Ewing of Wilmington, who drove the car for a few years before placing it in storage, where it remained through 1969. Subsequent owners included Harold Bujwit of Lowell, Indiana, Paul and Jeff Pence of Lafayette, Indiana, and Chad and Barb Hunt of Saratoga, California. It was during the





Hunts' ownership that the car received its first full restoration.

Correspondence on file shows that the rear differential was changed to a highway-friendly 3.73 ratio using original Packard gears, and that the installed engine is a period-correct replacement. The current serial number, 905963, corresponds to published records as a 1937-specification V12. Since its restoration, the interior was refreshed in the mid-2010s with this fabulous green mottled leather and red piping—providing a distinctive contrast to the jet-black paintwork. Original features include a factory AM radio, heater, and defroster.

Few cars of the era approach the refinement and majesty of a Packard

Twelve, as this stunning coupe so aptly demonstrates. Recognized as a Full Classic® by the Classic Car Club of America, it is widely eligible for tours and concours events, where its elegance and performance will undoubtedly shine.

\$180,000 - 200,000



21

1994 FERRARI 512 TR

Design by Pininfarina

VIN. ZFFLG40A8R0097259

4.9-Liter DOHC Flat 12-Cylinder Engine

Bosch Motronic Fuel Injection

421bhp at 6,750rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- 1 of 3 Giallo examples delivered to the USA in 1994
- Matching numbers example
- Includes manuals and Schedoni leather tool pouch including tools and tire inflator
- Ferrari Classiche Red Book



THE FERRARI 512 TR

Introduced in 1992, the 512 TR was one of the final developments of Ferrari's sensational Testarossa supercar. Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and drivability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill

slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognizable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tires and those radiators – the Testarossa managed to combine high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminum. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512 TR version, which came with 428bhp on tap and could easily exceed 186mph. Pininfarina gave the TR a front-end makeover and the newcomer also gained improved under-body aerodynamics and 18" diameter wheels. A total of 2,280 512 TRs had been made when production ceased in 1994.





THE CAR OFFERED

Of the 2,280 Ferrari 512 TR's produced between 1991 and 1994, just 408 were delivered new to North America. In the final year of production in 1994, it is understood that only 24 cars made their way here, of these only three were delivered new in the stunning shade of Giallo. The Giallo over Nero interior example offered here first retailed new in April 1995 by Shelton Sports Car in Fort Lauderdale, one of three authorised Ferrari Factory dealers in Florida at the time. The original complete and stamped warranty card remains with the car today. It was sold to its second owner again by Shelton Sports cars on the 3rd of February 1998. The second owner kept the car for 21 years until April 2021. After 21 years with the same car, the

car was entrusted to Foreign Cars Italia, authorized Ferrari Dealer of North Carolina to undergo a complete Ferrari Classiche 'Red Book' Certification which was received in April of 2023.

This fabulous example of one Ferrari's most revered supercars, in its rare original colors, is offered today with its original US spec owner's manual in the Schedoni case, warranty book, alpine radio books, complete Schedoni tool kit and the all-important Ferrari Red Book certification. The car presents in great condition with the speedometer indicating that only 23,214 miles have been covered at the time of cataloguing. With its era-evoking design and comfortable yet sporty driving experience, it is no wonder that these early Ferraris

continue to increase in popularity among both new and established enthusiasts, and with its iconic colour combination, few examples command such a presence as this outstanding 512 TR.

\$300,000 - 400,000



22

1965 SHELBY COBRA 427 CSX 4000 SERIES

Chassis no. CSX4206

427ci Ford 'Side-Oiler' OHV V8 Engine
 Dual Holley 550 Carburetors
 502bhp at 5,600rpm
 4-Speed Top Loader Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- A genuine Shelby continuation 427 Cobra
- Formerly owned by 3-time Indy 500 Winner Dario Franchitti
- Authentic, period-correct detailing
- Rare and desirable aluminum body
- Accompanied with handbook



THE SHELBY CSX4000-SERIES



Arguably one of the most recognizable sports cars of all time, the British born, American bred Cobra embodies the greatness of 1960s motoring, when horsepower and performance reigned supreme. Shelby's small-block racers mopped the floor with the competition on track, while the curvaceous 427 "Big Block" models cemented the Cobra as a performance legend and one of the most replicated cars of all time. Shelby American countered the thriving replica market by offering genuine 'continuation' series cars, complete with 'CSX' chassis numbers, official Shelby American MSO documentation, and Shelby World Registry recognition. While infinitely customizable, and offered with fiberglass or aluminum bodywork, these cars are

recognized as genuine Shelby products, and typically command a premium over lesser recreations.





THE CAR OFFERED

Chassis CSX4206 is an outstanding, highly detailed 427 Cobra, built from the ground up with an emphasis on authentic detailing. The MSO shows the chassis was completed on April 24, 2001, invoiced to dealer All Pro Cars of Muncy, Pennsylvania. The first owners, Candace and Evan Harris, took a traditional approach to the project, specifying an aluminum body and a 427 side-oiler engine, built by Tony Feil Competition Engines of Raritan, New Jersey, with additional detailing and maintenance by Cobra specialists H.R.E. Motor Cars.

After 15 years and 8,277 miles, CSX4206 was sold to 3-time Indy 500 Winner and 4-time Indycar Series champion, Dario Franchitti. Dario is well known as an

enthusiastic petrolhead, and CSX4206 met his demands for a highly authentic Cobra to add to his collection. After retiring from active racing and with a growing family, Dario consigned the car to Canepa, with 8,314 miles. He graciously signed a plinth on the dash, which accompanies Carroll Shelby's signature on the inner boot panel.

Of course, what's under the hood of a Cobra matters most, and this car delivers with a 1965 Ford NASCAR Side-Oiler block, with balanced, blueprinted, forged crank, rods, and TRW pistons. It also features cast iron FOMOCO heads, an original FOMOCO aluminum intake manifold with dual Holley carbs, and OE fuel log. The engine was dyno rated at a thumping 502bhp and 504 lb-ft of

torque. Finished in Raven Black with black leather, black-painted side-pipes, knock-off Halibrand wheels, and Good Year 'billboard' tires there's no denying its sinister, purposeful look.

CSX4206 represents an outstanding opportunity to add a faithfully detailed, alloy-bodied 427 Cobra to your stable, and to make every drive an unforgettable, tire-shredding experience.

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



23 Ω

1991 DE TOMASO PANTERA 90 SI

Design by Marcello Gandini

VIN. ZDT874000MA009630

4,942cc OHV Ford V-8 Engine

Electronic Fuel Injection

247bhp at 5,000rpm

5-Speed Manual Transaxle

4 Wheel Independent Suspension

4 Wheel Ventilated Disc Brakes

- Exceptionally rare, with just 41 produced
- From the pen of the great Marcello Gandini
- Collector owned, routinely maintained
- Accompanied by books, records and factory build file
- Dazzling color combination of Giallo Cromo over Nero Leather



THE DE TOMASO PANTERA

Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso took a huge leap forward for his follow-up, the Pantera. With backing from Ford Motor Company, De Tomaso hired famed Lamborghini engineer Gianpaolo Dallara to design a sheet steel monocoque accommodating Ford 351ci V8 power. The striking new Pantera could sprint to 60mph in a little over six seconds and touch 160mph flat out. Despite Ford's departure from the project in the late 1970s, the Pantera soldiered on throughout the 80s.

For 1991, the De Tomaso Pantera was thoroughly redesigned with a substantially updated chassis and body. For this, the iconic model's swansong, De Tomaso enlisted Marcello Gandini, famed designer

of the Miura and the Countach to freshen the styling. While originally styled by Tom Tjaarda at Carrozzeria Ghia, Gandini greatly admired Tjaarda's work and respected the original form while masterfully introducing contemporary themes. The Pantera 90 Si will undoubtedly be remembered for its bold styling and is indeed a fitting send-off for the Italian supercar with a burly American heart.





THE CAR OFFERED

Presented here is a highly original, low mileage example of DeTomaso's final enduring creation, the Pantera 90 Si. The 90 Si is heavily reworked with new suspension geometry, Brembo ventilated brakes, alloy wheels by Fondmetal shod with Michelin tires, a fuel-injected Ford 302 powerplant and a ZF 5-speed transaxle equipped with a limited slip differential. On paper, De Tomaso claimed 247 horsepower, but improved internals reportedly bring output to a more realistic 305 horsepower.

Built in June of 1991 in De Tomaso's Modena factory, this car features standard leather upholstery, wood trimmed interior panels, racing styled seats, electronic HVAC, power windows and electric side mirrors. Finished in striking Giallo Cromo over a black leather

interior, it has been lightly driven with just 33,332 kilometers (20,711 miles) displayed on the odometer at the time of cataloguing. This stunning yellow supercar is in tidy overall condition and has been well preserved by its current and previous owners. Accompaniments include factory books/manuals, records, as well as the rare build file acquired from the De Tomaso factory.

Averaging just 650 miles per year, it has been enjoyed sparingly but importantly, kept healthy through routine maintenance and recurrent short drives. Both inside and out, it presents very well. Of the 41 examples built, two were destroyed in crash testing, and one was destined for the De Tomaso Museum, leaving only 38 units to ever be offered to the public for sale. Of those 38 units sold, four

cars were converted into Targa models, and it has been rumored that only 31 coupes survive today. Factoring in that these vehicles were never offered in the United States, this is a truly rare opportunity to acquire one of the coolest unicorns of the "youngtimer" era.

Sure to attract attention wherever it goes, this Gandini designed Italian supercar will be a fine addition to any stable.

\$310,000 - 360,000



The ex-Glenn Hoffman, Bob Schreter

1957 PORSCHE 356A SPEEDSTER

Coachwork by Reutter

Chassis no. 83100

Engine no. P801530 (see text)

1,582cc OHV Flat 4-Cylinder Engine

2 Weber 40 IDF Carburetors (see text)

90+ bhp at 5,500rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- *Comprehensively documented history*
- *Finished as original in white*
- *Numerous performance upgrades*
- *Racing details including alloy 6-louver Carrera deck lid*
- *Offered with history file, restoration records, and Kardex*



THE PORSCHE 356 SPEEDSTER

The Speedster's inspiration was credited to John von Neumann, the accomplished racer and Porsche's West Coast distributor, who had chopped down a Gmünd-built Coupe in the late 1940s to create a lightweight competition car. His counterpart on the East Coast, the highly influential Max Hoffman, liked the idea enough to convince Porsche to create a production version.

Instantly recognizable by its low, wraparound windscreen, small disappearing top, simplified side curtains, and twin bucket seats (all serving to emphasize its sporting image), the Speedster was, in effect, an 'economy' model intended to compete with the less-expensive British sports cars. Initially, the Speedster used a 1.5-liter version of Porsche's horizontally-opposed

four, gaining the new 1.6-liter, 60bhp engine with the improved 356A for 1955. Priced at \$2,995, the Speedster was the lightest of the 356s, with 100mph attainable thanks to its featherweight stature. Combined with its renowned handling and excellent value, the Speedster became an instant success in the burgeoning American sports car racing scene. Today, the Speedster is among the most desirable of all 356 variants and enjoys iconic status.

THE CAR OFFERED

This Speedster, chassis 83100, traces much of its history back to day one, with a copy of the Kardex on file showing it was supplied on March 27, 1957, via Autohaus Kahrman in Fulda, one of the four main agencies supplying the home market. Based in the north-east of Frankfurt, they remain in business to this day. As it is offered here, it was delivered in white paint, but with a full red leatherette interior, and options including antenna and sealed beam headlights.

Very early in the car's life, 83100 came to American shores and has been here since at least the start of the 1960s, if not before. In the early 1960s it was owned by Glenn Hoffmann of Harrisburg, Pennsylvania, who raced it in SCCA E Production, eventually converting it to a 1500 Carrera engine. At that time, the car also gained





a lightweight Carrera rear deck, high-rpm tachometer, and other racing bits, many purchased from the legendary and fearless Carrera Speedster racer Bruce Jennings of Townson, Maryland. Jennings most famous race car nicknamed 'Mehitabel' passed from him to Miles Collier and resides in the Revs Institute today.

Mr. Hoffman also honored Jennings' famous liveries with metallic burgundy painted 'scallop' to the front fenders of 83100. From Hoffman the car passed to Bob Schreter of Roswell, Georgia, who continued racing and hill-climbing the Speedster into the late 1960s. He would recall winning 'a lot' in the day. Staying in Georgia, 83100 moved on to Milton Bailey of Atlanta in the early 1970s. After this, the

car essentially retired, passing through the hands of Kevin Heaney, Jack Gray and then Jerry Kendall, all also of Atlanta.

In March 1986, Kendall sold 83100 to John Summer of St. Petersburg, Florida, who was responsible for the restoration it wears today. At that time, the high-strung Carrera engine was replaced with a 1960 Super 90 unit '801530'. It remained nevertheless a hot car, with 40IDF Webers, and a type 741 transaxle with BAE3C GS/GT Hillclimb gears and limited-slip 633 final drive. Summer sold the Speedster in 1994 to Kevin Fiske in Washington State, before passing to long term ownership in Massachusetts. Numerous receipts and historical information accompany the sale.

With headlamp grilles, hood straps, louvered decklid, and fog lights, it retains a marvelously purposeful and racy look. The original deep bucket seats are now finished in black leatherette piped in red, and it features lift-latch style lap belts, and a lovely Les Leston steering wheel. Reported to go like a 'scalded cat', this is honest and well-presented Speedster has a well-charted history and is the ideal mount for high-speed classic rallies.

\$285,000 - 330,000



25

1993 MERCEDES-BENZ G250D "WOLF"

VIN. WDB46140117091413

2,497cc OHC Inline 5-Cylinder Diesel Engine
 Bosch Fuel Injection
 83bhp
 5-Speed Manual Transmission
 Solid Front and Rear Axles, 4-Wheel Drive
 Front Disc with Rear Drum Brakes

- Professionally restored by Expedition Motor Company
- Complete with a suite of off-road upgrades
- Fully restored and detailed to a high standard
- A German classic known for its ruggedness



THE MERCEDES-BENZ GELANDEWAGEN



One of the most formidable and rugged off-road vehicles of all time, the Mercedes Geländewagen ("Cross-Country Vehicle") was originally designed for military use. Mercedes joined forces with Steyr-Daimler-Puch to produce the vehicle in Graz, Austria. Quickly realizing the greater potential of the vehicle outside of the armed forces, a civilian version was made available in 1979, and despite its global popularity and rugged reputation, it was not until 2002 that the United States received its own G-Wagen. By then, Mercedes trudged through great lengths to move the G-Class upmarket and away from its agrarian roots. As such, only V8 engine options and the long wheelbase four-door version were made available and the interior was filled with plenty of wood, leather, and numerous luxury features.





THE CAR OFFERED

This battlefield veteran has been offered a new lease on life, albeit a blessed one. Designed and crafted by the industry leaders in off-road creations at Expedition Motor Company of Frenchtown, New Jersey, every aspect of this G250D 2-door convertible has been thoroughly inspected and either upgraded or restored. The countless hours of detailed and meticulous craftsmanship seamlessly blend the iconic, vintage design with modern technology, creating a one-of-a-kind vehicle.

To transform a mild-mannered G250D into the "Wolf," Expedition Motor Co. required more than 2,000 hours. Beautifully finished Mojave Silver over Cocoa vinyl interior and a black soft top, upgrades on this truck include a snorkel for deep water fording

and undercarriage shields for carefree rock excursions. During the restoration, the body was stripped to bare metal and media blasted prior to painting in Mojave Silver. Inside, the bolstered bucket seats, front and rear, are covered in exceptional hand-crafted upholstery, providing comfortable experience for up to four passengers, who are all protected by the custom-built, extra-strength rollbar and an optional soft top. Under its beautiful skin lies the fully rebuilt, virtually indestructible 2.5-liter diesel connected to a five-speed manual transmission. While the Wolf may not deliver modern AMG G-Class levels of on-road performance – there is a good reason why you have not witnessed many high-speed chases lead by a 1993 Mercedes 250GD – you will certainly not

be disappointed in its performance once the pavement ends.

The overarching theme of this project was to preserve the look and character of the original icon, but sprinkled throughout are high-end improvements for a more enjoyable experience. This G250D Wolf convertible is a superb example of the rarely seen Mercedes-Benz off-roader that will be the envy of the crowd, whether at a show, off-road event, or with the top and windshield folded, cruising through downtown.

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



1961 MORGAN PLUS 4 SUPER SPORTS

Chassis no. 5020
Engine no. TS 82252

1991cc OHV 'Lawrence Tune' Triumph TR3 4-Cylinder Engine
Twin Weber 42 DCOE Carburetors, Competition Inlet and Exhaust Manifolds
135bhp at 5,000 rpm (est.)
4-Speed Manual Transmission
Sliding King Pin Front Suspension, Solid Rear Axle
Front, Girling Disc Brakes, Rear, Drum Brakes

- *The 15th of only 104 Plus 4 Super Sports Made*
- *Meticulously restored by experts Morgan Motors of New England*
- *Retains aluminum body and wings, and original matching engine*
- *Very fast!*
- *A rare opportunity*



THE MORGAN PLUS 4 SUPER SPORTS

The Morgan Plus 4 Super Sports was the brainchild of Peter Morgan and the talented engineer and driver Chris Lawrence. Lawrence had been almost unbeatable in the BARC under 2-liter class in 1959 racing his own Morgan Plus 4 with an engine he had highly tuned himself. Morgan contacted Lawrence about him supplying engines for a new Morgan model. Lawrence was most interested. The specifications were agreed and the new Morgan Plus 4 Super Sports was announced at the 1960 Earl's Court Motor Show and shortly afterwards in *Autosport* magazine.

The specification was exciting. Lawrence had the standard Triumph TR3 engine then used in the Morgan Plus 4 dismantled with the crank, flywheel, front pulley, rods and pistons sent to Jack Brabham where they were fully balanced. The cylinder heads were gas flowed by Lawrence and fitted with a camshaft of his

own design. The valves were polished, and the compression ratio was increased to 9:1. Twin Weber 42 DCOE carburetors were fitted using a special intake manifold designed by Lawrence, as was a free flow exhaust manifold.

At the Morgan factory the Super Sports bodies, wings, and bonnet/hood were made in aluminum for a weight savings of almost 200 pounds! A bonnet scoop was fitted to accommodate the Webers and an oil cooler added below the radiator. 72-spoke wire wheels were provided to deal with the increased power and Girling front disc brakes were supplied.

The Morgan Plus 4, already a lively and competitive car, was transformed. Morgan next applied to the FIA for their new model to be homologated and therefore eligible for the GT class in international competitions such

as the 24 Hours of Le Mans. Morgan committed to producing the 100 Plus 4 Super Sports as required for homologation. The FIA accepted Morgan's application in June of 1961 (Chris Lawrence's privateer Morgan entry for Le Mans had controversially been refused by the French scrutineers earlier that same month).

The first Plus 4 Super Sports were delivered in 1961 and important international competition successes soon followed. In 1962 these included 1st in Class at the Sebring 12 hours, 2nd in Class at the Spa Grand Prix and the famous 1st in Class (with Chris Lawrence and Richard Shepherd-Barron) at the Le Mans 24 hours. More notable international successes followed in 1963 including another 1st in Class at Sebring, 1st and 2nd in Class at Spa, 1st and 2nd in Class at the Nürburgring 1,000 kilometers and a remarkable 1st Overall at the Panama Grand Prix. This auspicious beginning for the Morgan Plus 4 Super Sports in competition continues today in Historic Motorsports.





THE CAR OFFERED

Chassis 5020 was completed in November 1961 to "USA specification with Lawrence tuned engine, wire wheels & disc brakes, aluminum body & wings and oil cooler" in black with red leather interior per the Morgan Motor Company Chassis Record, just as she is today. 5020 has the high-profile body and riveted bonnet scoop which distinguishes the early Plus 4 Super Sports.

5020 was dispatched in December 1962 to Fergus Motors in New York City, which is where she was discovered by Morgan Motors of New England in Copake, New York in 2000. They had received a call from a lady asking if they would be interested in purchasing two Weber carburetors from an "old Morgan" her late husband had owned for many years. The company said that they would and might they inquire what had

become of the rest of the "old Morgan". The widow said that the rest of the car was at her home on Staten Island but mostly apart. They traveled straight there and purchased it for the current owner. The car (5020) was found to be remarkably complete including its original chassis, engine, gearbox, and rare Lawrence Tune manifolds, Weber carburetors and aluminum body and wings.

Over the next four years, 5020 was meticulously restored by Morgan Motors to its original specifications including its black paint and red leather interior. When discovered its wheels were red and were restored as such. Its engine was correctly rebuilt, being fully balanced and gas-flowed and with competition inlet and exhaust manifolds. Photographs of the car as discovered and during restoration are

available as well as the detailed records from the restoration. A photocopy of Morgan's hand-written Record Book for 5020 and factory Chassis Record are also included.

5020 has since always been maintained by its restorers and is described by the seller and them as "on the button". The exhaust note of the Plus 4 Super Sports is not soon forgotten and their performance is something to be experienced. This Morgan Plus 4 Super Sports presents a wonderful opportunity for competition or an energizing blast in the country.

\$100,000 - 125,000



1960 ALFA ROMEO GIULIETTA SZ

Chassis no. AR10126.00033

Engine no. AR00548.35328 (See Text)

1,779 cc DOHC Alloy Inline 4-Cylinder Engine

Twin Weber 40 DCOE Carburetors

Approximately 120bhp at 5,500rpm

5-Speed Manual Gearbox

Independent Front Wishbones, Rear Live Axle with Radius Arms

4-Wheel Finned Aluminum Drum Brakes

- One of approximately 200 produced
- First delivered to Italian privateer Rinaldo Parmigiani
- Raced at the 4Hrs of Pescara and Coppa Inter-Europa at Monza
- Previously owned by prolific collector Corrado Cupellini
- A fast, featherweight, giant-killing GT



THE GIULIETTA SPRINT ZAGATO

The 1950s sparked a renaissance period for Italian coachbuilding. Serving everyone from private owners to major manufacturers, Italy's carrozzerie were kept humming with a seemingly endless array of one-offs, low-volume specials, and production bodies. Among the countless partnerships, that of Zagato and Alfa Romeo was a particularly special one, dating back to the era of the mighty 6C and 8C sports cars of the 30s. In the late 1950s, a private owner approached Zagato with his crashed Alfa Romeo Tipo 750 Giulietta Sprint Veloce, requesting new lightweight bodywork for racing. A dramatic transformation took place, and the resulting Giulietta suddenly could rival much larger displacement GT cars. Customers took note and enough orders came in for the "SVZ" to become an officially sanctioned, limited-run – and highly successful – racing car.

The SVZ's logical successor arrived in 1960 as the SZ (Sprint Zagato). Based on a short-wheelbase chassis of the more gentlemanly, Bertone-skinned Giulietta SS, the SZ was a dual-purpose homologation special and the pinnacle of the Giulietta line. In typical Zagato fashion, the striking coachwork was minimalistic to the extreme, with smooth lines and sparse adornment. The thin alloy body with uprated finned drum brakes, a high-capacity fuel tank, 5-speed gearbox, and the high-performance tipo AR00120 engine made the featherweight SZ a formidable all-rounder. Initially, 100 examples were built to satisfy the rule book, though ultimately double that number (including the 30 or so revised "Coda Tronca" models) left Zagato to do battle on the circuits and slice up the world's most challenging roads. Their giant-killer

reputation remains as strong as ever, as the SZ is favored by vintage racers, collectors, and keen drivers the world over.





THE CAR OFFERED

According to Angelo Tito Anselmi's book *Alfa Romeo Giulietta*, chassis 00033 is a genuine Zagato-bodied example originally finished in gray and delivered to Rinaldo Parmigiani of La Spezia, Italy, on August 25, 1960. Mr. Parmigiani was the archetypal Zagato customer, an amateur racer with ample prior experience driving Alfas in such events as Mille Miglia and Giro di Sicilia. The first known outing his recently minted SZ was on August 15, 1961, at the 4 Hours of Pescara. As one of six cars flying under the Scuderia Saint'Amboueus banner, Parmigiani and co-driver Sergio Pedretti (using the sobriquet "Kim") steered the new SZ to a highly respectable 7th in Class and 19th Overall. At the Coppa Inter-Europa that same year, Parmigiani finished 6th overall and 4th in class.

Documentation shows that this SZ remained in Italy throughout the 1960s and 1970s, and

most owners are recorded in the history file. Along the way it was repainted and fitted with a larger tipo AR00548 1750 GT Veloce engine in place of the original 1300. In 1978, it was acquired by the noted Bergamo-based collector Corrado Cupellini, custodian of a great many significant Italian road and racing cars. It then came to the USA in the care of Alfa specialist Marvin Collins of El Cerrito, California, who in turn, sold it to Jerry Gamez of Castro Valley, California. Records show Mr. Gamez prepared the SZ for track duties and entered it in the 1980 Monterey Historic Automobile Races at Laguna Seca. He sold the car in 1984 to a private collector in San Antonio, Texas, where it remained largely unseen for many years, resurfacing in 2020.

The marvelous SZ has changed little since it arrived in the USA some 45 years ago.

Following a period of static display, it was recently serviced and recommissioned, and the consignor reports it to run well. The cosmetics remain very good, and the car displays a light yet consistent patina and authentic detailing throughout. It is accompanied by file with Automobile Club d'Italia registration records, ownership history, and receipts.

The partnership of Alfa Romeo and Zagato is one the most storied in all of motoring, and this striking Giulietta SZ represents a high-water mark for that pairing in the postwar era. Easily one of the most collectible Alfa Romeos of the period, these rare cars deliver lively performance, stunning design, and thoroughbred competition pedigree.

\$350,000 - 400,000

28
NO LOT



1961 JAGUAR XK150 DROPHEAD COUPE

Chassis no. S837285

3,442cc DOHC 6-Cylinder Engine (See Text)

2 SU Carburetors

190bhp at 5,500 rpm

4-Speed Manual Transmission with Overdrive

Independent Front with Live Rear Axle Suspension

4-Wheel Disc Brakes

- *Well-presented in beautiful red over black leather*
- *Preserved professional restoration*
- *Final year of the XK150*
- *Usable tour car*



THE JAGUAR XK150

The final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-liter engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

THE CAR OFFERED

Upon acquiring this XK150 Drophead Coupe, the consignor sought a high-quality example for an enjoyable and reassuring driving experience. This well-maintained car is finished in a beautiful and sporty livery of bright red over black leather interior and a black soft top. The appealing and tidy interior features authentic details including a wood grain and leather dash, Smiths gauges and a large four spoke steering wheel. With spacious seating and pleasing amenities, the luxurious cockpit of the Drophead Coupe ensures every trip is enjoyable and comfortable.

The tidy and crisp body wears attractive brightwork, with chrome wire wheels wrapped in Firestone tires. This XK also features dual exhaust and dual fender mounted mirrors to finish off the sporty look of the exterior. Beneath the bonnet is a well-

maintained 3.4-liter XK inline six engine that presents quite nicely, showing some age-appropriate patina. While this car would have initially featured the later 3.8-liter version, the engine was changed at some point in its life. The engine is reported to run well, and the consignor is pleased to report this XK150 is ready to be driven and enjoyed by its next caretaker. A factory operator's manual is included in the sale.

One of the most practical sporting models of its generation, the XK150 Drophead Coupe affords the luxury of 2+2 motoring with a convertible top for all weather contingencies and as such, is a great option for the myriad of collector car tours which represent one of the best ways to enjoy historic motoring.

\$125,000 - 150,000



30

1956 FORD THUNDERBIRD P-CODE

Chassis no. P6FH302648

312ci OHV V8 Engine

Single 4-Barrel Holley Carburetor

225bhp at 4,500rpm

3-Speed Ford-O-Matic Automatic Transmission

Front Independent Suspension – Live Rear Axle

4-Wheel Drum Brakes

- *Sporting 225hp P-Code Thunderbird Special engine option*
- *Extensively restored*
- *The originator of the 'Personal Car' concept*



THE FORD THUNDERBIRD

Conceived to challenge Chevrolet's recently released Corvette sports car, the Ford Thunderbird debuted in October 1954 as one of the first models produced with Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was aimed at image-conscious younger customers and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

A low, sleek two-seater, the Thunderbird offered amenities not found in the competing Chevrolet Corvette, most particularly rollup windows, offering comfort and convenience options tailored to an affluent market. Ford's product planners were spot on, and over 16,000 Thunderbirds were assembled in the 1955 model year.

Some refinements were made for the '56 season, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the option sheet. The 1957 model year saw the adoption of a longer tail section and more prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the boot, intended to improve the handling. Despite its success, the original Thunderbird concept was soon abandoned for a larger, heavier, and slower four-seater version in 1958, a move that turned the early two-seater cars into collectors' items seemingly overnight.

THE CAR OFFERED

This striking Thunderbird stems from the penultimate production year of the classic, two-seat iteration of Ford's trend-setting personal car. The P in the serial number denotes this as a "P-Code" car, featuring the optional Thunderbird Special V8 – the 312ci (vs the standard 292ci) topped with a Holley 4-barrel carburetor and rated for 225bhp by the factory. This car was previously part of an extensive Thunderbird collection for around 10 years, and it was the subject of an extensive restoration which remains in excellent condition today. A striking example in every regard and finished in a flattering combination of Raven Black over black and white upholstery, one should be very pleased with this beautiful example of Ford's classic Thunderbird.

\$40,000 - 50,000
WITHOUT RESERVE



31

1966 PORSCHE 911 2.0 COUPE

Chassis no. 304327

Engine no. 907550

1,991cc SOHC Type 901/01 Flat 6-Cylinder Engine

Two Solex Triple-Choke Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- *The purest expression of the legendary 911*
- *Original, numbers matching engine per the Porsche Kardex*
- *Charming and rare color scheme of Bahama Yellow over Black*
- *Appealingly honest and exceptionally well-preserved*



THE PORSCHE 911



A modern classic if ever there was one, Porsche's perennial 911 first arrived in 1964, replacing the 356, which had already established Porsche as a benchmark among sports cars. The latter's rear-engine layout was retained, but the 911 was otherwise an entirely new car. It switched to unitary construction for the body shell and dropped the 356's VW-based suspension in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp. Prior to 1969, the 911 had an 87-inch wheelbase (later increased to 89.4") which made for sharp handling, although high-speed maneuvers could bite the inexperienced (or ham-fisted) driver.

Type 901, as it was originally named, became so widely recognized it can be identified simply by its silhouette. This purity of form lives on in the profile of the newest Carrera coupes, and the community of passionate Porsche enthusiasts remains second to no other.





THE CAR OFFERED

This lovely 911 is a sought-after early “short wheelbase” model finished from new in the rarely seen original color of Bahama Yellow over black leatherette trim. It is a well-preserved example that is essentially unrestored, with a light, consistent patina and appealing honesty. Sitting on narrow wheels with chrome hubcaps and adorned with fine chrome trim, it is the antithesis to today’s massive tech-laden 911.

According to the accompanying Kardex, this car was delivered new to Lionello Ramacci of Milano Italy, and equipped with an optional Webasto heater. The engine serial number stamping corresponds to production records, and it retains its original details such as the factory airbox and twin Solex carburetors. The cabin is

trimmed in black leatherette as original, with basketweave seat inserts, and charcoal square-weave carpeting. Twin rear occasional seats ensure the family join in the fun—provided their legs aren’t too long! Other niceties include the original wood dash trim—specific to these early cars—the delectable thin-rimmed wheel, and factory Blaupunkt radio.

Early 2-liter 911s such as this are prized for their purity of form, delicate feel, and for being the genesis of the 911 bloodline. With a unique honesty and authentic charm, this example will undoubtedly bring joy to its next custodian.

\$110,000 - 130,000



32

2005 FORD GT

VIN. 1FAPP90S35Y400354

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

- Exceptionally preserved with only 213 miles shown
- Early production model with all available options
- Sinister black livery with silver Le Mans stripes
- Recently on long-term static display, recommissioning required



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 2005 model-year Ford GT is an early first-year production example, offered in incredible time-warp condition showing just 213 total miles at the time of cataloguing. This car was hand assembled at the Ford's Wixom, Michigan plant and finished as it is today in striking Mark II Black which gives the car a sinister appearance while highlighting the muscular curves of its 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 wheels, red painted brake calipers, and silver painted Shelby Le Mans stripes down the center of the car.

Since new this GT has been on long-term static display in an extensive overseas collection, and it is in excellent cosmetic condition down to the protective plastic film on the door sills and original instructional hang tags. The accompanying Carfax shows it was exported shortly after delivery, and while it has been recently made to run, it will require additional recommissioning and detailing.

The Ford GT is part of a rare class of modern cars that have become instant collectibles and have only grown increasingly sought after. Given its inimitable heritage, prolific performance, stunning design, and thrilling driving

experience, Ford's centennial supercar is a unique creation that will undoubtedly be revered for years to come.

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



33 P

2004 PORSCHE CARRERA GT

VIN. WPOCA29804L001099

5,733cc DOHC 40-Valve V10 Engine
Bosch Electronic Fuel Injection
612bhp at 8,000rpm
6-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- Presented in stunning GT Silver Metallic over Terracotta Leather
- One of just 644 factory US-market examples produced
- Just over 4,700 miles from new
- Among the most collectible Porsche road cars ever produced



THE PORSCHE CARRERA GT

One of the most evocative model designations in motoring history, 'Carrera' has adorned Porsches since the mid-1950s, in celebration of the German manufacturer's triumph in the 1954 Carrera Panamericana in Mexico. When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the program to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the

Stuttgart manufacturer's stand at the Paris Motor Show. Its overwhelmingly favorable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, which Porsche had done when developing its last supercar, the 959, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately, there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years prior for a still-born Le Mans racer. The latter had incorporated a carbon-fiber monocoque, as had the GT1, and this state-of-the-art method of construction was carried over

to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower center of gravity than would have been possible with a flat six. Before production commenced the V10 would be enlarged to 5.7 liters, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners



before being released for sale, so Porsche employed ace racing and rally driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability, the rear body incorporates a wing that is raised automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.

The Carrera GT's suspension is pure competition-car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminum calipers gripping 15"

diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. The Carrera GT was offered in five different factory colors: Guards Red, Fayence Yellow, GT Silver, Seal Grey, and





Basalt Black. Inside, the seats were made of leather-trimmed carbon fiber while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: These days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email, and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost, though,

perhaps surprisingly, air conditioning was an optional 'extra'. Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasizing the car's exclusivity, and each example carries a numbered plaque on the center console (the factory retained 'No.1' for its museum). When *Car & Driver* tested a production Carrera GT, the respected American motoring magazine recorded a 0-100km/h time of 3.5 seconds with 160km/h arriving only 3.3 seconds later. The Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed, with just 644 of them specified for the US market.





THE CAR OFFERED

This superb Porsche Carrera GT was delivered new by Barrier Porsche in Bellevue, Washington to noted first owner, Bill Neukom of Microsoft and San Francisco Giants fame. Specified in the elegant and classic colour combination of GT Silver Metallic and Terracotta Leather, additional options included air conditioning, XT Bucket Seats and Porsche Online Pro CD Radio. Mr. Neukom owned the car for some 14 years before the car was sold to its second owner in 2018. During Mr. Neukom's 14-year ownership, the car was used sparingly and only covered some 1,800 miles. It is clear Mr Neukom was meticulous when it came to care, and as such the car is supplied today with an extensive history file including the original letters to the depositor from the factory

discussing the research and development of the CGT and a VIP invitation to preview the car on March 10, 2003, at the Geneva Auto Show. The original buyers order form, pro forma invoice and original Washington title are all still present. The history file also contains extensive service records and receipts from Barrier Porsche in Bellevue. The most recent inspection was carried out in February of 2023 at 4,751 miles by Porsche St Louis. During the inspection the sealing cap for the headlights was retrofitted and the clutch was measured at 29.94mm which is noted as being very strong.

Today this US Market example presents in fantastic condition with its accompanying hardtop, Porsche Certificate of Authenticity and Original Window Sticker still on Backing. With its high-revving V10, and

unmistakable styling and driving dynamics, the Carrera GT offers unrivalled performance and excitement. Named among the 'Top Sports Cars of All Time' by Sports Car International, these cars are among the most collectible Porsche Road cars ever produced, and this low-mileage example presents a stellar opportunity to experience one of the most unique performance cars of the millennium.

\$1,425,000 - 1,550,000

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1930 PACKARD 745 DELUXE EIGHT

Standard Eight Roadster Coachwork by Packard

Chassis no. 182455

Engine no. 182597

Body no. 422-19

348.8ci L-Head Inline Eight-Cylinder Engine

Single Detroit Lubricator Updraft Carburetor

106bhp at 3,200rpm

4-Speed Manual Transmission

Solid Beam Axle, Live Rear Axle, Semi-Elliptic Springs

4-Wheel Mechanical Drum Brakes, Vacuum Booster

- Packard's sporting roadster atop the grand 745 chassis
- Delivered new on December 25, 1929
- Formerly of the Mark Smith Collection
- Exceptionally well-preserved condition
- CCCA Full Classic®



THE PACKARD SEVENTH SERIES

For 1929, Packard separated its Sixth Series line with the addition of a new 320ci engine for the Standard Eight while the larger, more powerful 384.8ci eight was the reserve of the prestigious Custom Eight and Deluxe Eight. Introduced in August 1929, the 7th Series improvements were incremental, including a new Detroit Lubricator carburetor, and while output remained unchanged, the new carb improved flexibility. Also new 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, and a convenient one-shot Bijur chassis lubrication system kept the ride silent and refined. As usual, a plethora of

bodies could be had, from sporty roadsters and convertibles to luxurious formal limousines. Lebaron, Deitrich, Rollston and Brewster offered semi-custom coachwork, while Packard's in-house body shop produced bodies of superlative quality and style worthy of their underpinnings.

THE CAR OFFERED

This 1930 Packard 745 Deluxe Eight Roadster is a rare example of Packard's sporty 2/4-passenger roadster body atop the flagship 145.5-inch wheelbase chassis, resulting in one of the most elegant sporting Packards of the era. Known affectionately as The Christmas Roadster this magnificent Packard was delivered on December 25, 1929 – undoubtedly granting someone a very merry Christmas, indeed!

This exceptionally well-preserved car has survived 94 years without a major restoration, instead, being maintained and freshened as required. Records date back to the 1950s, and continuous ownership is documented from the 1970s onward. Notably, it was previously in the Mark Smith collection until his passing. Mr. Smith was widely loved and respected in the collector





car hobby, with a keen eye for rare and exceptional original cars.

By the numbers, the brass body tag and embossed stampings in the wood indicate style 422 – the 2/4-passenger Roadster for the 745 chassis. It has previously been reported that this body originated on a 733 chassis, however, the factory numbering system accounted for chassis type, and a 733 would have a “402” body number. The engine and chassis numbers are close in sequence, which, while not definitive, is an indication of a period-correct or original engine.

The black lacquer finish and brown mottled leather trim impart a delectably purposeful look, sitting on black wheels

with polished spokes, black wall tires, and blacked-out radiator shutters. It also features dual side-mount spares, a trunk rack, search light, and wind wings. There is a wonderful overall patina, with a high degree of originality and exceptional character found throughout the car. Parts of the interior have been restored, including the seat, while kick panels and door cards appear original. In current ownership, it has undergone recommissioning and a service performed in late 2023. Since then, it was enjoyed on a brief tour, and is reported by the consignor to perform well.

Seventh Series Packards are renowned for their sublime refinement and road manners, and the magnificent Christmas Roadster is no exception. With well-documented

provenance including with a respected collector, it will undoubtedly find place of pride in its next steward's stable. Achingly beautiful and brimming with character, this wonderful Packard is ready to shine on Classic Car Club of America CARavan® Tours or any number of prestigious pre-war driving events.

\$250,000 - 275,000



35

1986 FERRARI TESTAROSSA MONOSPECCHIO MONDADO

Design by Pininfarina

VIN. ZFFSA17AXG0064881

Engine no. 00353

4,942cc DOHC Flat 12-Cylinder Engine

Bosch K-Jetronic Fuel Injection

380bhp at 6,300rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Desirable early single mirror model
- Sought-after "Monodado" center-lock wheels
- Indicated just 7,543 miles
- Superbly preserved
- Classic colors on this 1980s "bedroom wall" icon



THE FERRARI TESTAROSSA

Ferrari's flagship model, the Testarossa, revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's mid-mounted, 5.0-liter, flat-12 engine, which now boasted a maximum power output of 380bhp at 6,300rpm, courtesy of four-valve cylinder heads; suitable grunt to propel it to a top speed of 180mph.

The unmistakable side strakes became one of the modern era's most instantly recognizable - and copied - styling devices. More than just a styling flair, these fed side-mounted radiators, which eliminated the 512BB's cabin heat issues and freed up space for a usable luggage

compartment. The Testarossa was also larger than the 512BB - the increase in width accommodating a roomier cabin and wider tires. The new design managed to combine high downforce with a low coefficient of drag with the absence of extraneous spoilers. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor. The body was made up almost entirely from strong, lightweight aluminum, except the doors and roof which were constructed of steel. Luxury touches in the well-equipped cabin included air conditioning, tilting Momo steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was remarkably tractable and easy to

drive - factors which when paired with its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.





THE CAR OFFERED

When the Ferrari Testarossa debuted in 1984, it was undoubtedly a sensational machine. The over-the-top styling was pure 1980s, and it spoke to a generation of enthusiasts. Those 'of a certain age' recall the Testarossa in its purest, bedroom wall poster form – finished in classic red over tan, with its distinctive single high-mounted side mirror and big center-lock Speedline wheels – exactly as the car offered here. An early 'monospecchio' (single mirror) model, this well-kept example of the legendary Italian supercar is now a very desirable piece of Ferrari history.

Chassis 64881 presents in fantastic condition with just 7,543 miles indicated

at the time of cataloguing. The original owner is known to be Mr. Michael Domenici of New York State, who took delivery on July 31, 1986, via Grand Prix SSR, the well-known Ferrari Dealer and restoration specialist in Setauket, New York. Mr. Domenici selected the classic Ferrari color combination of Rossa Corsa over natural tan leather trim. Today the consignor reports the car has been in the care of their private collection for 9 years and is an exceptionally well-preserved, original car that has been highly maintained, and is believed to wear its original paint. It is reportedly complete three original keys, original service book, owner's manual, accompanying leather pouch, along with the spare wheel and jack.

This car presents an outstanding opportunity to acquire one of the most desirable variants of the venerable Testarossa, being both a monospecchio (single mirror) and monodado (single nut) example with very low indicated miles, and one that is ready to make your teenage motoring dreams come true.

\$200,000 - 250,000



36

1988 ASTON MARTIN V8 VOLANTE

VIN. SCFCV81C7JTL15644

7,000cc All-Alloy DOHC V8 Engine (See Text)

Electronic Fuel Injection

432bhp at 5,000rpm (Est.)

3-Speed Automatic Transmission

Front Independent Suspension with Wishbones and Coil Springs

Rear de Dion axle with Watt Linkage, Trailing Arms and Coil Springs

4-Wheel Hydraulic Disc Brakes

- *Among the finest examples in the world*
- *Desirable Left-Hand Drive, US specification*
- *Exquisite £260,000 (\$325,000+) restoration by experts RS Williams*
- *Upgraded with an all-alloy 7.0 liter engine conversion*
- *Fewer than 4,300km (2,671 miles) traveled since restoration*



THE ASTON MARTIN V8

Launched in 1972 as the successor to the mechanically identical DBS V8, the Aston Martin V8 – alternatively known as the ‘AM V8’ – was the final model developed during David Brown’s celebrated ownership. Produced through 1989, it went on to become the company’s longest-running series. A true high-speed Grand Touring car with luxurious appointments for up to four, the V8 carried a muscular presence and delivered massive performance including top speeds approaching 150 mph and beyond, depending on specification. In short, this formidable hand-built performer remains one of the fastest and most elegant cars of its era and enjoys great collector demand today.

Penned by talented Aston Martin designer William Towns, who also designed the prior DBS, the AM V8 maintained the hand-built traditions of its maker, while delivering greater

power and performance. Power was delivered by the renowned Tadek Marek-designed, all-alloy 5.3-liter V8 engine with dual overhead camshafts per cylinder bank. Potent disc brakes and sophisticated underpinnings capably matched the forward urge of the V8 powerplant.

Numerous visual and mechanical refinements were made during the lengthy production run of the V8, which progressed through five series plus the extremely rare V8 Zagato models of the late 1980s. In 1978, the elegant V8 Volante convertible debuted and sales of it to the lucrative American marketplace continued to 1989. Film use of the V8 continued Aston Martin’s famous relationship with the producers of the world-famous James Bond movie franchise, including *The Living Daylights*, starring Timothy Dalton as Her Majesty’s Secret Agent ‘007’ in 1987.

While the V8 was initially fuel injected, teething problems in the 1970s necessitated the adoption of Weber twin-choke carburetors. At the 1986 New York Auto Show Aston Martin re-introduced fuel injection to the V8, excepting the Vantage-specification cars. The lower-profile Weber-Marelli electronic fuel injection system allowed the “power bulge” to be removed from the hood, resulting in a cleaner and more sophisticated visual profile. While delivering power output consistent with the previous ‘Oscar India’ V8 specification, the new ‘EFI’ V8 delivered better fuel economy and ease of operation with lower exhaust emissions. Nearly all Weber EFI cars were equipped with Chrysler’s robust Torqueflite 3-speed automatic transmission. Handsome cross-spoke wheels with 8-inch rims were supplied by BBS for the Weber EFI V8 models. The EFI V8 also marks the end of an era for Aston Martin, with only 59 built during the last 3 ½ years of V8 production.





THE CAR OFFERED

This late-production V8 Volante was manufactured in January of 1988 and delivered through Aston Martin Lagonda North America to its dealer Palm Beach Motor Cars in Florida on March 23rd, 1988. The car eventually made its way to Europe in the 1990s and later landed in Britain. In the 2000's, an Aston Martin collector acquired the car from Mr. Jeffrey Steiner. The new owner handed it over to the highly respected Aston expert Richard Williams of RS Williams Ltd. to carry out a complete nut and bolt restoration on this already excellent Volante. From 2009 to 2015, RS Williams restored this Aston to their typically exceptional standards, with over £260,000 in receipts for the restoration alone. During the project, RSW also performed their incredible 7.0-liter all-aluminum

engine conversion resulting in nearly 440 horsepower, a mightily impressive power figure for an 80s Aston Martin. The finished product is nothing short of spectacular, with exquisite fit, finish, and presence.

The quality of the restoration and engineering work are absolutely evident, as the car has now been part of some renowned collections. Finished in Dark Gray Metallic with Tan leather upholstery, it is handsomely accented by matching Tan wool carpeting and rich burled wood trim. The black convertible top accents the dark gray paint wonderfully, while the silver mesh wheels add just the right amount of contrast. The car will come accompanied with a history file containing service receipts from Roos Engineering as well as the

restoration receipts from RS Williams, both well recognized names in Aston Martin circles. Also included is a tool kit, operating manual and a convertible top cover.

As today's collectors and marque enthusiasts agree, the Aston Martin V8 continues to stand as the quintessential British GT car of the 1980s. Now offered from the care of a prestigious collection, this very rare, late-production 1988 V8 Volante marks a fitting exemplar of David Brown's celebrated vision for the ultimate British "Gentlemen's Express."

\$450,000 - 550,000



37

1967 CHEVROLET CORVETTE 427/435HP CONVERTIBLE

Chassis no. 194677S119348

Engine no. T0512JE 7119348

427ci OHV V8 Engine

3 2-bbl Holley Carburetors

435bhp at 5,800rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- *Stunningly restored Big Block Corvette*
- *Certified numbers-matching engine*
- *Final model year for the beloved C2*
- *Gorgeous Rally Red with White "Stinger" Hood*
- *Recipient of Triple Crown, Golden Spinner Awards and more*



THE 'STING RAY' CORVETTE



Even as sales of Chevrolet's new Corvette sports car faltered and GM threatened to pull the plug, 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. 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. Essential elements of the experimental Q-Corvette and Sting

Ray dream car combined to form the most sophisticated and stylish Corvette yet, with a stunning new body designed by the great Larry Shinoda under the direction of GM design boss Bill Mitchell. The new purpose-built chassis had four-wheel independent suspension, big drum brakes (discs followed soon after), and variations of the 327ci small-block V8. An optional 396ci (6.5-liter) "Big Block" V8 arrived in 1965, followed by the mighty 427ci which saw through the end of Sting Ray production in 1967. Now recognized as the 'golden age' for the Corvette, the 1963 to 1967 Sting Ray and has become a highly collectible classic, widely beloved by motoring enthusiasts worldwide.





THE CAR OFFERED

Representing the ultimate iteration of the roadgoing C2 Corvette, this 1967 427/435hp Sting Ray Roadster is a truly spectacular example, restored and detailed to exacting concours standards. Finished in an arresting combination of Rally Red with a white "Stinger" hood scoop, white top, and gleaming white and black interior, this car has rightfully earned virtually every major award in the Corvette concours world. Accolades include a 2006 Triple Crown Award (NCRS Top Flight, Bloomington Gold, and Golden Spinner awards), NCRS Performance Verification award, and an Engine Pad/Cylinder Case Affirmation Certificate from Classic Car Affirmation Service, LLC, verifying its original, matching numbers engine.

As expected of a Corvette with this much accompanying hardware, this car is exhaustively detailed inside and out, and is backed with original documentation including a partial tank sticker, original Protect-O-Plate warranty card, and owner's manual. One of the most fearsome sports cars of the period, the Corvette 427 blurs the line between sports car and muscle car thanks to its mighty 435bhp (rated) tri-power big block and Muncie 4-speed manual transmission.

Undoubtedly among the most collectible C2 Corvettes, this roadster is one of the finest available examples, and is certain to shine as the centerpiece of your collection.

\$200,000 - 240,000



1963 ALFA ROMEO GIULIA 1600 SPIDER

Chassis no. AR375967

Engine no. AR00442*08782*

1,570cc DOHC Inline 4-Cylinder Engine

Single Solex Downdraft Carburetor

92 bhp @ 5,600 rpm

5-Speed Manual Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Drum Brakes

- Beautifully presented example of the classic Giulia Spider
- Nicely restored and mechanically sorted
- Sporting twin-cam power and timeless Pininfarina design
- Eligible for many rally and driving events
- Classic Red over Black livery



THE ALFA ROMEO GIULIA

Sporting elegant coachwork designed and built by Pininfarina, the Alfa Romeo Giulietta Spider was a huge success and continued virtually unchanged in 1.6-liter Giulia guise when the latter joined the line-up in 1962. Launched at the Monza Autodrome in June that year, the Giulia range was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr. Orazio Satta Puliga, who had been responsible for all of the post-war Alfa Romeos.

The engine displacement increase from 1,300 to 1,600cc boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother

and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until 1966. Described by Cars Illustrated as "probably one of the most delightful small sports cars which will ever be produced," the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

THE CAR OFFERED

This wonderful example of Alfa Romeo's classic Spider wears a finely detailed and well-maintained restoration and is prime for driving enjoyment. While the early history is not currently known, this car has clearly been cherished, as the consignor reports that during prior ownership, this Giulia received new paint, new interior and carpeting, a new convertible top, all brightwork was freshly plated, and new rubber seals fitted. The mechanicals were also refreshed to include a renewed braking system, and the current owner has done numerous upgrades to the car both mechanically and aesthetically. The classic Italian Racing Red color lays nice and flat on the Pininfarina Spider bodywork, and the chrome has a appealing shine. Correct silver painted wheels are fitted with





appropriate chrome hubcaps wrapped with period-style Vredestein tires. The black seats are complimented by red piping, while authentic Veglia gauges and switchgear, and a beautiful wood rimmed Nardi steering wheel to finish off the cabin details. The black convertible top complements the matching interior quite nicely.

A workshop manual for this car is included with the sale, as well as a spare VDO water bag, and a tool pouch with partial tool kit. This wonderful, stylish, Pininfarina-bodied twin-cam Giulia Spider is an ideal choice for tours or rallies or local and club-level Concours showings. From a legendary era of Italian motoring, these gutsy 1.6-Liter cars offer the classic

lines of the original Giulietta with even better performance, glorious sounds, and the precise steering and handling for which these cars are so revered.

\$80,000 - 100,000



39

Less than 25,000 miles from new
1993 GMC TYPHOON

VIN. 1GDCT18Z0P0811770

262ci Turbocharged OHV V6 Engine
Multi-Point Fuel Injection
280hp at 4,400rpm
4-Speed Automatic Transmission
Independent Front with Live Rear Axle Suspension
Front Disc Brakes – Rear Drum Brakes

- Just two owners from new
- The first 'Super SUV' and one of the fastest cars of its era
- Kept in dry desert environment for majority of its life
- A much sought-after collector truck



THE CAR OFFERED

Finished in a vibrant shade of Apple Red (101 made) with a black leather interior, this GMC Typhoon has been under the care of just one California resident for nearly all of its life. Dealer options include Apple Red flares and ground effects, along with chrome wheels. According to the Carfax, the truck was enjoyed regularly in the first handful of years, and by 1998, approximately 20,000 miles had been accrued on the odometer before it began a more sedentary period. Reported to have been kept primarily in a dry environment, this GMC is free from any major corrosion but its time in the sun has resulted in patches of clearcoat peel, which is typical of many GM vehicles of this era. Inside, the seats show with some minor wear from use, but largely the inside presents well. Acquired by the

consignor from the original owner in 2020, it was reportedly serviced and fitted with a fresh set of tires to restore its enormous performance. Included with this two-owner Typhoon is the original window sticker, factory Typhoon handbook set and factory service manual.

Used regularly but sparingly, this Typhoon has impressed with its excellent performance in terms of power, handling and braking. It is easy to forget just how small these Typhoons are compared to modern SUVs and even other high-performance cars.

One of the fastest cars GM (or anyone else) had made during the period, the Typhoon and Syclone pair flipped the

motoring world on its head with straight-line performance that rivaled Italian supercars. Today, these vehicles are highly sought after by enthusiasts and clean, low mileage examples will continue to be collectors' items into the following decades.

**\$25,000 - 40,000
WITHOUT RESERVE**



40

1965 JAGUAR E-TYPE SERIES 1 3.8-LITER COUPE

Chassis no. 890843
 Engine no. RA 7471-9
 Body no. V 8604

3,781cc DOHC Inline 6-Cylinder Engine
 Triple SU Carburetors
 265bhp at 5,500rpm
 4-Speed Manual Transmission
 4-Wheel Independent Suspension
 4-Wheel Disc Brakes

- Recently discovered from 46-years of single ownership
- Numbers matching block and cylinder head
- Original colors of Carmen Red over black upholstery
- Complete and ideal for sympathetic refurbishment



THE JAGUAR E-TYPE

The Jaguar E-Type is revered as one of the most beautiful sports cars ever created, and its desirability has hardly abated from the day it was unveiled to shocked onlookers at the 1961 Geneva Motor Show. Produced between 1961 and 1975, the E-Type evolved through several generations, beginning with the 3.8-liter Series 1, and culminating with the vastly transformed twelve-cylinder Series 3. Opinions vary on which is the best, but many collectors feel the covered headlamp, 3.8-liter cars represent the original and purest expression of the legendary cat from Coventry. Jaguar continually evolved and refined the E-Type, making minor running changes to virtually every aspect of the car, improving the experience while ensuring the sex-appeal of the original design remained fully intact.

THE CAR OFFERED

According to Jaguar Daimler Heritage archives, this E-Type Fixed-Head coupe left the works in July 1964, destined for Jaguar Cars, New York. Finished from new in Carmen Red over black upholstery, this car is a desirable, so-called "64 ½" model, combining the 3.8-liter mechanical specification, early-type "spear" seats, and the leather-covered console and upholstered dash that became standard on the later 4.2. This car was recently discovered from 46 years of continuous ownership, and is a remarkably complete, honest example that is a prime candidate for a straightforward refurbishment, or to preserve and enjoy following mechanical sorting.

It is wonderfully original with an authentic patina and correct fittings such as the

period Blaupunkt radio and wood-rimmed steering wheel. The Heritage Certificate confirms the original, numbers-matching block and head are in place. The consignor reports that the engine is free and will turn over by hand, though it requires servicing to make road worthy.

The ideal canvas for refurbishment, this desirable E-Type Coupe presents an excellent opportunity to make your personal mark on this motoring icon.

\$65,000 - 75,000
WITHOUT RESERVE



41

1994 PORSCHE 911 3.6 TURBO

VIN. WP0AC2964RS480155

Engine no. 61P00930

3,600cc KKK Turbocharged, Intercooled SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic Fuel Injection

355bhp at 5,500rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Ventilated and Cross-Drilled Disc Brakes

- *The last of the lairy 930-style Porsche Turbos*
- *One of 1,436 produced worldwide*
- *Documented by its COA and clean CARFAX*
- *Stunning Midnight Blue Metallic over Grey leather*
- *Blazingly fast in period and still today*



THE PORSCHE 911 TURBO

"The new engine turned out to have enormous marketing power. It became a real status symbol to have that little word 'turbo' on your rear deck, and this fashion spread right across the motor industry." - Peter Morgan, Original Porsche 911.

Much of the Porsche 911's development came directly through the factory racing program, and it was the new Group 4 homologation rules, requiring 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-liter RSR engine, a combination that delivered 260bhp and a top speed of 155mph in road trim. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in

the gearbox - being capable of racing from a standstill to 60mph in 5 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo engine grew to 3.3 liters in 1978, gaining an intercooler in the process. Power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 165mph. More refined than hitherto yet retaining its high-performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

Marking a major step forward for the 911, the new Carrera 4 and Carrera 2 - coded named '964' - launched in 1989, the former marking the first four-wheel drive series-production 911. Porsche experimented with four-wheel drive on the 959 supercar and many lessons learned from that project influenced the 964's chassis and suspension. Face-lifted but retaining the familiar shape, the Carrera had an extensive work-over mechanically; 87% of parts being claimed as entirely new. Although the normally aspirated models used the same 3.6-liter, 247bhp, flat-six engine, the Turbo initially kept its existing 3.3-liter unit, which now developed 320bhp. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard, with the Tiptronic auto 'box a Carrera 2-only option. In October 1992 the Turbo received the 3.6-liter engine, which in 'blown' from now produced a mighty 360bhp.





THE CAR OFFERED

Representing the Type 964 in its ultimate incarnation, and the last of the lairy, 930-inspired Turbos, this 1994 Turbo 3.6 was completed in May 1993 and delivered to a buyer in Pennsylvania. Highly optioned and with a fabulous colorway, this car is finished in Midnight Blue Metallic over Classic Grey leather accented with red piping and red carpeting. The accompanying Porsche Certificate of Authenticity shows additional factory options include sliding sunroof, 18" polished wheels, supple leather seats, left/right lumbar support, rear seat covers, and Yokohama tires.

Showing 30,909 miles at the time of cataloguing, this Turbo 3.6 has enjoyed steady enthusiastic ownership and care. An extensive service was completed in

2015 by Porsche of the Main Line outside of Philadelphia to include rebuilding the limited slip differential, air conditioning service, alignment, and more, and it has covered limited mileage in the ensuing years. Blindingly quick, with contemporary reports by Car and Driver establishing the 0-60mph time of a scant 4.0 seconds and a top speed exceeding 174mph, few cars can match the speed and ferocity of this thirty-year-old Porsche. Despite the vast reserves of power, the Type-964 Turbo 3.6 is still described as being exceedingly well behaved and vastly less prone to the tail happy snap-oversteer for which the early generation of cars was famous.

Complete with a clean CARFAX report, Porsche Certificate of Authenticity, service records, owner's manuals, and tool pouch,

this Turbo 3.6 delivers breathtaking looks and performance and is certain to stand out in any collection of Porsche's finest road cars.

\$450,000 - 550,000



42

2002 FERRARI 575M MARANELLO

Design by Pininfarina

VIN. ZFFBV55A620130426

5,748cc 48-Valve DOHC V12 Engine
Electronic Fuel Injection
515bhp at 7,250rpm
6-Speed Gated Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Highly original example with less than 14,500*
- *Elegant and rare Griogio Titanio Metallic over Grigio Scuro interior*
- *Very desirable six-Speed manual transmission from the first year of production*
- *Believed to be one of approximately 177 left-hand drive examples built between 2002 and 2005 with the six-speed manual gearbox*



THE FERRARI 575M MARANELLO

"The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago." – *Car magazine*

Introduced for 2002, the Ferrari 575M represented an evolution of the acclaimed 550 Maranello rather than an entirely new model. With the introduction of the 550 Maranello in 1997, Ferrari made a glorious return to its traditional front-engine V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 "Daytona" in 1974. The heart of any Ferrari is its engine, and the 550's 48-valve, 5.5-liter V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more

than the Daytona. Ferrari had discovered long ago that optimum balance in a front-engine sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminum coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, and speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious "Daytona" predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin, and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured

minimum drag with constant downforce, an important consideration in a 200mph road car. Styling details, such as the bonnet air scoop and hot air outlets behind the front wheel arches recalled great Competizione Ferraris such as the immortal 250 GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed "paddle shift" semi-automatic gearbox, a technology that Ferrari had developed in Formula 1, though traditionalists could still special-order a conventional gated six-speed manual box. When production ceased in 2005, 2,056 cars had been completed, of which 1,810 had the "F1" transmission, 246 the manual alternative.





THE CAR OFFERED

This 575M was completed during the first year of production in 2002 and finished in the stunning color combination of Grigio Titanio Metallizzato over Grigio Scuro leather interior. Destined for the USA, it was sold new in early 2003 by authorized dealer Lake Forest Sports Cars in Lake Bluff, Illinois – a suburb of Chicago. Making this car even more special is that it was optioned with the very rare and now highly coveted 6-speed gated manual transmission. Just 246 575Ms in total were specified with the manual transmission, and of these, 177 were left hand drive. Other options included red brake calipers, Daytona Comfort seats, and the upper dashboard, contrasting piping, seat inserts, and steering wheel finished in charcoal leather.

The accompanying clean CARFAX report shows it was sold early in its life by nearby Chicago dealer Continental Autosports and remained in Illinois until 2008. Subsequent ownership in Pennsylvania, California, and New Jersey is documented. The car has been in the care of the consignor since 2009.

Since new, this car has covered just 14,472 miles (noted at the time of cataloguing), making it a scarcely used example, and the consignor reports it to be well maintained. Combining the best of the 575M's improved specification with the classic gated six-speed manual gearbox, this is a wonderful example of this increasingly sought-after "analog" supercar.

\$400,000 - 450,000



43

2011 LAMBORGHINI GALLARDO LP570-4 SPIDER

VIN. ZHWGU61U3BLA10346

4,961 DOHC V10 Engine
Multi-Point Sequential Fuel Injection
520bhp at 8,000 rpm
6-Speed 'E-Gear' Transaxle
All-Wheel Drive – Independent Suspension
4-Wheel Ventilated Disc Brakes

- **Highly optioned and beautifully presented*
- *Showing 19,831 miles at cataloguing*
- *Glorious V10 powerplant*
- *Clean CARFAX report*



THE GALLARDO LP570-4 SPYDER

"The Gallardo's a landmark Lamborghini: the first genuinely all-new car to be made by Sant'Agata under Audi ownership. It also marked a return for the firm to making a more affordable, usable super sports car than its legendary dynasty of V12s - something it hadn't done since the Jalpa went out of production in 1988. This was Sant'Agata's first serious crack at the bottom end of the traditional supercar market and was conceived as a direct competitor for the 360 Modena and Porsche 911 Turbo, going on sale to critical acclaim in 2003." - *Autocar*

Continuing its tradition of naming new models after fighting bulls, Lamborghini introduced the Gallardo coupé in 2003, positioning this new V10-engined supercar

below its then flagship V12-powered Murcielago. It would turn out to be an outstanding success for the Italian manufacturer, selling more than 14,000 units over the succeeding decade. Prior to the Gallardo's introduction there had only been one V10-powered passenger car: the Dodge (later Chrysler) Viper, the engine of which Lamborghini (then part of Chrysler Corporation) had assisted in developing. Displacing 5.0 liters, the Gallardo's quad-cam V10 had four valves per cylinder and developed its maximum power of 493bhp at 7,500rpm. There were two, transmissions on offer: a conventional six-speed manual and an 'E-gear' six-speed automated paddle-shift manual.

Hailed by its maker as "a super sports car

for day-to-day driving", the Gallardo was based on a styling proposal by Giorgetto Giugiaro's Italdesign with final refinements by Lamborghini's in-house team of designers, headed by Luc Donckerwolke. According to Lamborghini: "The vehicle's wheelbase and reduced overhangs give it a more dynamic look ... (while) the dimensions of the Gallardo and its performance goals lend it a compact sense of athleticism. All this has been modeled in a single volume, respecting typical and unique proportions, the distinctive sign of a stylistic tradition. " There was no denying that the Gallardo was a radical design in the best Lamborghini tradition and worthy to stand alongside legendary models from the company's past such as the Miura and Countach.





THE CAR OFFERED

The LP 560-4 Spyder is the continuation of a great success story. This new open-air model shared its superb underpinnings with the coupe, and with its uprated engine, permanent all-wheel-drive, revised suspension, optimized aerodynamics, and reduced weight, the LP570-4 Spyder delivers superior performance with vastly improved dynamics compared to previous iterations of the Gallardo Spyder.

According to the accompanying CARFAX report, this top-of-the-line LP570-4 Spyder was delivered new to Long Beach, California on May 19, 2011. The original owner selected a fabulous combination of Blu Fontus (Dark Blue) over Marrone Janus interior with blue contrast trim panels and dash. The car is highly optioned with some of the larger ticket items including a rearview camera, navigation system, E-Gear double clutch transmission, front and rear spoilers, and carbon ceramic brakes with yellow calipers. At the time of cataloging, the LP570-4 Spyder has covered just 19,831 miles from new (documented at the time of cataloging) and is offered with a clean CARFAX report showing the ownership and service history. This LP570-4 Spyder is a must have for any

supercar enthusiast or thrill seeker looking to experience the joy of a growling V10 in your ear and wind tousling your hair.

\$115,000 - 155,000



44 P

2015 PORSCHE 918 SPYDER WEISSACH

VIN. WPOCA2A12FS800230

4,593cc DOHC V8, Twin Permanent Magnet AC Motors
Direct Fuel Injection
608bhp at 8,700rpm; 887bhp total output
7-Speed Dual-Clutch PDK Gearbox
4-Wheel Independent Multilink Suspension
4-Wheel PCCB Carbon-Ceramic Brakes

- No. 230 of the 918 made
- LeMans-inspired chassis and potent hybrid drivetrain
- One of just 230 Weissach Package cars built
- Paint to Sample Oryx White Metallic
- The ultimate road-going Porsche Hypercar



THE PORSCHE 918 SPYDER

"The art of understatement is evidently not lost on the good people of Porsche. Quietly under-promising and then spectacularly over-delivering is a surefire way to produce very satisfied customers. Always has been; always will be. It has worked a charm for Stuttgart's sports car specialist for decades and continues to with the (whisper it) incredible 918 Spyder. Here is a car with hybrid-carbon fibre construction, a combustion engine and suspension set-up donated by a prototype racing car, and a petrol-electric 'plug-in' powertrain the likes of which the world has never seen." – *Autocar*.

In our increasingly environmentally-conscious times, even supercar manufacturers are expected to make at least a cursory nod in the direction of better fuel economy and reduced emissions; hence the arrival

of 'hybrid' technology in this previously fossil-fuels-only sector of the market. This has had the effect of endowing the modern supercar with some green credentials, while at the same time bringing with it a welcome performance boost in the shape of an additional (electric) motor or motors.

In the 918 Spyder's case, Porsche combined a normally aspirated 4.6-liter race-derived V8 engine producing 599bhp with two electric motors - one for each axle - delivering an additional 282 horsepower. The energy storage system is a 6.8kWh liquid-cooled lithium-ion battery positioned behind the passenger compartment. In addition to charging from the mains electricity supply, the battery is also charged by a regenerative braking system while the car is on the move.

The 918 Spyder was first shown as a concept car at the Geneva Motor Show in March 2010, the resulting avalanche of enquiries convincing Porsche's management that it should be approved for production. The production version was duly unveiled at the Frankfurt Motor Show in September 2013, and despite a starting price tag of €611,000, all of the 918 units planned has been sold by December 2014, and production ceased in June 2015 as scheduled.

Even those with a passing familiarity Porsche's history cannot fail to notice the 918 Spyder's styling references many famous racing Porsches. Its competition connections don't stop there, for the 918's suspension and engine are derived from Porsche's RS Spyder WEC sports prototype of 2005. Suspension is by aluminum wishbones and links, with





adaptive dampers as standard and the same rear-steer system first seen in the Porsche 911 Type 997 GT3. The bodywork is made of carbon fiber-reinforced plastic (CFRP), as are the two roof panels that easily unclip and stow in the under-bonnet cargo compartment; this is a Spyder, after all. Carbon fiber dominates the interior, with main controls grouped around the steering wheel and secondary systems accessed via two configurable color touchscreens.

Although the 918 Spyder could manage impressive economy when in all-electric mode, the car's stupendous speed was of far greater importance to most customers. Somewhat surprisingly, Porsche's performance claims were regularly bettered by independent testers. Reviewed by *Car & Driver* magazine, the 918 Spyder achieved a

0–60mph (0–97km/h) time of 2.2 seconds, a 0–100mph (0–161km/h) time of 4.9 seconds, a 0–180mph (0–290km/h) time of 17.5 seconds and raced through the standing quarter mile in a breathtaking 9.8 seconds.

"The 918's in-gear performance is unrivalled," declared Autocar. "What's so astonishing is not just the pace but also the flexibility afforded by its rampant electric motors' instant torque." Despite the weight penalty of its larger battery, the 918 Spyder matched the rival McLaren P1 through the gears. Reassuringly, it was found to ride, steer and - mostly - handle just like a 'normal' Porsche. Only 918 were made, making this delectable Spyder - the fourth to be built - one of the most exclusive and collectible of modern Porsches.



THE CAR OFFERED

Delivered new to Canada, this exceptional Porsche 918 Spyder was specified with the all-important, and very rare Weissach Package. Of the 918 cars built, just 230 had the "Weissach Package" box ticked, which added lightweight magnesium wheels by BBS, carbon fiber windscreen frame, mirrors, and roof, and extended aerodynamic diffuser, and special Alcantara trim. Making this particular example even more special than a standard 918 is that it was also specified in a unique Paint to Sample color of Oryx White Metallic, which contrasts stunningly with a black interior with red seat inserts, accents, and seat belts. Combined with the black wheels and neon green brake calipers, the result is one of the most striking 918s on the market. Offered with a scant 5,138 kms (3,177 miles) at the time of cataloguing, this sparingly used

and fastidiously maintained 918 would make a fabulous addition to any world-class collection of significant automobiles. Together with the McLaren Senna and LaFerrari, the 918 Spyder is an integral member of what has come to be known as 'the holy trinity' of hypercars, a breed of machine that we may never see the likes of for many years to come.

\$1,750,000 - 2,000,000

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45

1966 MORGAN PLUS 4 PLUS

Chassis no. A 6373
Engine no. CT 69673

2,138cc 4-Cylinder Triumph Engine
Twin SU Carburetors, 104bhp at 4,700rpm
4-Speed Manual Transmission
Sliding King Pin Front Suspension, Solid Rear Axle
Front Disc - Rear Drum Brakes

- *The 25th of only 26 built*
- *Distinguished provenance*
- *Prize winning restoration by Morgan Motors of New England*
- *Very quick and uniquely stylish*



THE MORGAN PLUS 4 PLUS



The Plus 4 Plus was the creation of Peter Morgan who, in the early 1960s, wanted to add an "up-to-date" model to the Morgan line. This sleek new design was completed in time for it to be displayed at the London Motor Show in 1963. The Plus 4 Plus was lighter and more aerodynamic than the traditional Plus 4 roadster and was campaigned throughout 1964 in hillclimbs and trials including the MCC Land's End Trial, the MCC Exeter Trial and Shelsley Walsh Hillclimb.

The new Plus 4 Plus, with its modern silhouette (and the headroom to accommodate Peter's 6'2" frame), was priced at a 50% premium to the traditional Plus 4 roadster. It was not a commercial success with only 26 being produced before

the supplier of its fiberglass bodies, EB Plastics, suffered a fire which destroyed the tooling for the Plus 4 Plus bodies. There would be no more.

Peter Morgan was always proud of his creation. His admiration for its modern shape and excellent performance never diminished. Peter's view has been born out by the Morgan Plus 4 Plus today being amongst the most highly sought after Morgans ever produced.





THE CAR OFFERED

The car offered here, the 25th built, has an impressive provenance. It was purchased new by Douglas Van Patten, the prominent naval architect who designed the record setting "Miss Canada III" and "Miss Canada IV" hydroplanes amongst other important commissions including "Beatrice", at 1,200 feet the largest boat in the world in 1964. His son Doug, also a naval architect, inherited the Plus 4 Plus upon his father's death in 1990.

The vendor, a Morgan enthusiast for more than 50 years, purchased the car from Doug in 2010 through Morgan Motors of New England and commissioned them to do a "nut and bolt" restoration of this wonderfully original car. The restoration of the fiberglass body was entrusted to an

artisan from Hinckley Yachts and the interior was beautifully made by Paul Russell and Company. The rarity of the Van Patten Plus 4 Plus and its restoration was rewarded in 2017 with the car winning "Best in Show" first time out at the Morgan 3/4 Club annual meet. Its second time on the show field was at the 2019 Fall Vintage Festival at Lime Rock where it won the Chairman's Award. The car has not been shown since.

Historical photographs of the Van Patten car (including one from 1970 with Peter Morgan in the driver's seat), and photographs from the restoration are provided as well as the detailed records from the restoration. A photocopy of Morgan's hand-written Record Book for the car and the factory Chassis Record are also provided.

The Van Patten Plus 4 Plus has been meticulously maintained and is reported to be "on the button", as it proved to be on a test drive last fall. It offers a rare opportunity for the sporting enthusiast.

\$140,000 - 160,000



46

1965 SHELBY COBRA 427 S/C CSX4000-SERIES

Chassis no. CSX4023

482ci OHV Ford V8 Engine
 Individual Throttle Body Fuel Injection
 720bhp, 600+ lb-ft torque
 6-Speed Tremec Manual Transmission
 4-Wheel Independent Suspension, Penske Adjustable Dampers
 4-Wheel AP Racing Disc Brakes

- A stunning, highly tuned CSX4000 continuation Shelby
- Ernie Elliott-built 482 stroker powerplant
- Custom wide-hip coachbuilt aluminum body built by Joe Strafford of Panel Craft
- Superb quality and breathtaking performance
- Only 162 miles since completion



THE SHELBY CSX4000-SERIES



Motoring enthusiasts like to toss out the word "iconic" with great alacrity, but few cars deserve the term more than the Shelby Cobra. Arguably one of the most recognizable sports cars of all time, the British born, American grown Cobra embodies the greatness of 1960s motoring, when horsepower and performance reigned above all else. While the small-block cars earned the hardware on the racing scene at home and abroad, the curvaceous 427 "Big Block" models cemented the Cobra legend and became one of the most replicated cars of all time. Shelby American countered the thriving replica market by offering genuine 'continuation' series cars, complete with 'CSX' chassis numbers, official Shelby American MSO documentation, and acceptance into the Shelby registry.

While infinitely customizable, these cars are recognized as official Shelby products, and typically command a premium over third-party recreations.





THE CAR OFFERED

This 427 S/C, chassis CSX4023, is a prime example of when the Cobra's classic roots meet modern supercar performance. Copies of invoices and the MSO on file show it is the 23rd 4000-series car built by Shelby American. In 1997, it was invoiced to Replica Car Company of Muncy, Pennsylvania, and was later sent to Panel Craft, LLC of Bethlehem, New Hampshire, for a custom-built wide-hip aluminum body before going to Motion Performance in Bayshore, New York, for paintwork and smoothing/finishing of the chassis. Finally, the car was handed to the late Bill Andrews of H.R.E. Motorcars in Freeport, New York, for assembly and powertrain.

This car has many unique touches, but the star of the impressive spec sheet is

undoubtedly the 482ci 'stroker' under the hood. Based on a Shelby Signature Series alloy Ford FE block and heads, the engine was built to exacting standards by the legendary NASCAR engine man, Ernie Elliott. Dry sump lubrication, MOTEC ECU, individual throttle body fuel injection, forged pistons, H-beam rods and more, result in a massive 720 bhp, which is fed through a reinforced Tremec six-speed transmission and limited-slip Dana 44 differential. AP Racing brakes, Penske adjustable coil-over dampers, and custom 17" PS Engineering wheels with Michelin Pilot Sport tires (fitted in 2021) do their best to put that power to the ground. It is beautifully finished in dark blue with white stripes, and features leather seats, custom carbon inner panels, and custom instrumentation. A letter from

H.R.E.'s Bill Andrews noted more than \$400,000 went into this project.

Exceptionally well-sorted by one of the most respected names in Cobra circles, CSX4023 is a stunning example of what can be achieved when the Shelby Cobra concept is pushed to the limits of power and performance. It is reported by its seller to be both incredibly fun to drive and yet has the ride comfort of a modern car. A chassis handbook accompanies the car.

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



47

1976 FERRARI 308 GTB VETRORESINA

Coachwork by Pininfarina/Scaglietti

Chassis no. 19013

2,927cc 90-degree DOHC V8 Engine

4 Downdraft Weber Carburetors

255bhp at 7,700rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Ferrari Classiche Certified
- Original desirable color combination
- One of only 654 LHD vetroresina models produced
- Classic and iconic Pininfarina styling





THE FERRARI 308 'VETRORESINA'

The Ferrari 308 GTB made its grand debut at the 1975 Paris Salon as Ferrari's first fiberglass or, vetroresina -bodied production car. The new model not only pioneered this new production method for Scaglietti and Ferrari but was also only the second V8-engined road going model produced by the illustrious marque. Mechanically the 308 GTB borrowed much from the 308 GT4, retaining its predecessor's underpinnings and four-cam, 3.0-liter V8 engine, whose 255bhp was good enough to propel the 308 GTB to a top speed of 150 mph. Whilst the 308 in its various iterations went on to have a lengthy and successful production run, the use of the composite body was phased out after only 808 cars were produced.

A significant weight saving of circa 80kg

ensures that these early examples fully exploit the dynamic chassis and punchy engine characteristics of the model.

The vetroresina models today represent the most desirable iteration of the iconic 308.

THE CAR OFFERED

This 1976 Ferrari 308 GTB Vetroresina was delivered new the USA in the stunning colour combination of Azurro Metallic over Nero leather interior. While the early history of this chassis was not available at the time of cataloguing, this excellent example is being offered from an extensive private collection. Still remaining in its original and particularly appealing color scheme, the car earned its Ferrari Classiche Certification in October of 2015 and comes complete with its red book certification – something rarely done for 308s. With just 15,768 miles indicated at the time of cataloguing, this 308 is in superb order, with authentic details verified during the Classiche Certification process. The consignor reports the car was recently serviced, and presents the opportunity to acquire one of the most desirable variants of Ferrari's most iconic modern-era production car.

\$175,000 - 225,000



48

1968 LAMBORGHINI 400 GT 2+2 COUPÉ

Coachwork by Carrozzeria Touring

Chassis no. 01321

Body no. 23987

3,939cc DOHC V12 Engine

6 Weber DCOE Carburetors

320bhp at 6,500rpm

5-Speed Manual Gearbox

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- One of only 247 400 GTs produced
- Original US-delivery example
- Ideal for high-speed rallies and tours
- Beautifully finished in Azzuro Fiat over natural leather



THE LAMBORGHINI 400 GT 2+2

It is the stuff of legend that Ferrari-owning industrialist Ferruccio Lamborghini turned to automobile manufacture following some dismissive treatment at Maranello, vowing to build a better car. A successful tractor manufacturer, Lamborghini possessed the resources to realize his dream without having to compromise.

The Touring-styled 350 GT debuted at the 1963 Turin Motor Show with deliveries commencing the following spring. Lamborghini hired two of Italy's most celebrated designers, with Giotto Bizzarrini creating the glorious 3.5-litre, four-cam V12 and Gianpaolo Dallara responsible for the chassis. This state-of-the-art power unit produced 270bhp and could push the 350 GT to 150mph. With four overhead

camshafts and all-independent suspension, the 350 GT upstaged Ferrari on debut, no doubt ruffling feathers in Maranello.

Aiming at Ferrari's profitable four-seat models, Lamborghini added the four-seater 400 GT 2+2 in 1966. A development of the 350 GT, the new car used an enlarged 3,929cc V12 producing 320bhp, and a robust new Lamborghini-made 5-speed gearbox. The 400 GT 2+2 retained the striking overall looks of the 350 GT, but with revised floors and roofline.

Lamborghini quickly dispelled any lingering doubts about its ability to compete with the world's best Grand Tourers. Reviewing the 400 GT in 1967, *Autocar* magazine voted it "better than all the equivalent exotic and

home-bred machinery in this glamorous corner of the fast-car market." The relaxed, long-legged performance was reckoned the 400 GT's finest attribute, and its V12 engine judged as one of the finest in its class. *Autocar* concluded: "To achieve this level of performance without noise, fuss, temperament or drama is an achievement; in the time taken for development, it is nothing short of sensational."





THE CAR OFFERED

One of only 247 units supplied to a select band of customers between 1966 and 1968, this 400 GT 2+2 is a lovely example, presented in a handsome shade of Azzurro Fiat over natural tan hides. Published registry records show that it was delivered to the USA on January 22, 1968, to Bob Estes, finished in Blu Notte over Tobacco interior. While little of the car's early history is known, it was previously owned by the respected Brummen, Netherlands-based dealers The Gallery Aaldering. A previous owner acquired the car directly from them in May of 2008, and kept it on static display until the spring of 2022.

Along the way, this 400 GT was restored and refinished in the appealing shade of light metallic Azzurro Fiat and retrimmed

in natural tan hides. The well-detailed restoration has aged gracefully, and the car displays an appealing character that invites regular enjoyment. In current ownership, it has received mechanical attention to recommission it for road use, and the consignor reports it to be running and driving well.

For those "in the know" the 400 GT 2+2 is one of the finest Italian GTs of the 1960s, with a sophistication and refinement that is unprecedented for such a young manufacturer. Powerful, comfortable, and with sublime styling by Carrozzeria Touring, the 400 GT 2+2 is a cornerstone in Lamborghini's illustrious history.

\$350,000 - 400,000



49

1948 LINCOLN CONTINENTAL CONVERTIBLE

Chassis no. 8H182116

305ci L-Head V-12 Engine
Single Two-Barrel Carburetor
130bhp at 3,600rpm
3-Speed Manual Transmission
I-Beam Front Suspension with Leaf Springs and Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- Long term ownership by a noted marque specialist
- High quality restoration
- Extensive recent servicing
- A CCCA™ Full Classic



THE CAR OFFERED

This fine example of Lincoln's premier post-war motor car was owned by noted early Ford V8 authority Gene Napoliello. Gene was a board member of the Early Ford V8 Society and the lead author of the 1949-51 Mercury authentication handbook. Known for being a meticulous collector, his cars were always maintained to high standards. Close examination of this Lincoln Continental demonstrates the attention to detail Gene paid to every aspect of authenticity and condition.

The dark blue paintwork over dark blue leather is tastefully executed and reflects the high-quality, sophisticated nature of the Continental. The dashboard is beautifully presented with lavish chrome plating and fine instruments. The engine

compartment shows the same attention to detail with touches you would expect from such a knowledgeable owner. Extensive recent work includes new stainless brake lines, fresh fuel pump, rebuilding of the carburetor and a new starter. When demonstrated for a Bonhams specialist it performed as well as it looked - running smoothly and behaving as you would expect.

In addition to this mechanical attention the car has been meticulously detailed. Offered in turnkey, ready to enjoy condition just in time for the driving season. A CCCA Full Classic™ by definition, these elegant Lincoln Continentals remain one of the world's most coveted automobiles. This is an

outstanding opportunity to acquire a finely fettled Continental from an excellent home.

\$40,000 - 50,000



50

1992 MERCEDES-BENZ 500E

VIN. WDBEA36E4NB799587

4,973cc DOHC V-8 Engine

Electronic port fuel injection

315bhp at 5,700rpm

4-Speed Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- The muscular Q-Ship of the W124 family
- Recent no-expense-spared maintenance
- Blue-Black Metallic over Anthracite Leather
- Genuine 17" Evo wheels, originals included
- Unique Mercedes-Benz super-saloon co-developed and built by Porsche



THE MERCEDES-BENZ 500E

Mercedes-Benz introduced a muscular new W124 at the 1990 Paris Salon. The 500E super saloon had been developed with surprise assistance from Porsche, and was even hand built at Porsche's Zuffenhausen factory, with its subtly widened bodywork hiding a potent 5.0-liter, 32-Valve V8, massive brakes, and reworked suspension.

The production process involved each and every 500E being transported back and forth between the Mercedes plant and Porsche's Rossle-Bau factory in Zuffenhausen; each car taking a full eighteen days to complete. Despite possessing all the luxury accoutrements associated with a flagship Mercedes-Benz, the 500E was lighter than the 500 SL sports car.

THE CAR OFFERED

The Mercedes-Benz 500E offered here hails from 1992 and is an excellent, cherished example benefiting from recent cost-no-object maintenance and showing 125,421 miles at the time of cataloguing. Beautifully presented in Blue-Black Metallic (199U) with gray cladding and Anthracite leather (271), it looks particularly fetching sitting on factory 500E Evo wheels. For the purist, the original alloys will be included. Options include the rear roller blind, heated electrically adjustable memory front seats, automatic climate control, adjustable steering column, sunroof, and Becker Grand Prix 2000 radio.

The consignor reports that between 2021 and 2023, this car received \$13,000 in maintenance to the fuel system, ignition, cooling system, climate control, suspension,

and brakes. The suede headliner was replaced, and the car received new fluids, filters, and new Continental tires. It has been enjoyed as intended, participating in the Tejas Turismo, Texas Hill Country Rally in 2023. Original books, owner's manuals, warranty card, emergency accessories, Carfax Report and recent service records are included.

The 500E is a rising star for collectors, appealing to both Mercedes-Benz and Porsche enthusiasts alike, or anyone who appreciates a rock-solid, mile-crushing muscle car in a finely tailored suit.

\$55,000 - 65,000
WITHOUT RESERVE



51 Ω

1965 PORSCHE 911 2.0 COUPE

Chassis no. 300339

Engine no. 900436

1,991cc SOHC Type 901/01 Flat 6-Cylinder Engine

Two Solex Triple-Choke Carburetors

130bhp at 6,100rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Disc Brakes

- A much sought-after early 911 Coupe
- Original, numbers matching engine per the Porsche Kardex
- Home market delivery with optional Webasto Heater
- Impeccably restored to its original shade of Champagne Yellow



THE PORSCHE 911

Porsche's perennial 911 first hit the streets in 1964 as the "type 901," replacing the 356, which had already established the company as a benchmark sports car manufacturer. Aside from retaining the rear-engine layout of its predecessor, the 911 was otherwise an entirely new car. The body shell was now of unitary construction, and the 356's VW-based suspension was dropped in favor of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp. Prior to 1969, the 911 had an 87-inch wheelbase (later increased to 89.4") which made for sharp handling, although high-speed maneuvers could bite inexperienced or clumsy drivers.

Type 901, as it was originally named before Peugeot's official protests, became so widely recognized it can be identified simply by its silhouette. This elegant form lives on in the profile of the newest Carrera coupes, and the passion of Porsche enthusiasts remains second to none.

THE CAR OFFERED

According to its accompanying Kardex, this handsome, very early 911, chassis 300339, was delivered on February 2, 1965, to H.G. Lindner of Goslar Germany, via a dealer in nearby Hannover. This car was built during initial 901 production in December of 1964, but Porsche was forced to change the name to '911' before it was completed. A well-equipped car, it left the Stuttgart works finished in 6405 Champagne Yellow over Black leather upholstery, with options including a rare Webasto Heater, Blaupunkt Frankfurt radio, twin speakers, and radio antenna. Mr. Lindner sold the car to Fritz-Franke Weltmann of Hannover in December of 1965. Early ownership and service history is tracked on the Kardex through 1967, when it was re-acquired by Porsche and shipped to the Northwest





United States to be used as a show car/ demonstrator. Since it had the rare Webasto heater, it was the perfect candidate to show potential buyers in the Pacific Northwest.

The car toured Washington, Oregon and California before it was acquired by Cindy Bradley of Washington. Bradley kept the car until around 1978 when it changed hands and purchased by John Doherty, a judge based in Washington. In 1986, the car traded hands again to a colleague of Doherty's, named Judge Barney Flores of Pennsylvania. The car remained in Pennsylvania where it was discovered as a 'barn find' and acquired by the current owner in 2014. The current owner commissioned a nut-and-bolt restoration in 2017-2018 and has lovingly tended it since.

As offered here, this Porsche has been finely restored in its original factory color scheme and is an outstanding example of a short wheelbase 911 for the discerning enthusiast. The body is finished to a high standard and appropriately detailed with delicate brightwork and chrome wheels that beautifully highlight the iconic shape. The interior has been fully restored to period standards with black leather and Pepita fabric seat inserts. The front trunk is lined with high-quality square weave carpets, while the cabin features correct-style Perlon felt. Touches unique to the early cars include wood dash fascia trim, the dished four-spoke steering wheel, and chrome instrument bezels. The 2-liter flat-six is exceptionally tidy and finely detailed as well, with yellow zinc-plated hardware and proper

decals and labels in place. The engine serial number matches the Kardex, and a look at the odometer shows just 135 kilometers, which is believed to be the mileage covered since the restoration was completed.

Early 2-liter 911s are prized by enthusiasts for their deft handling and clean, unadorned form. With this example being so early in the 1964 production run, it is easy to spot many parts and details from the 901 utilized, found only on extremely early 911s while Porsche used up parts from the 901 parts bin. This gorgeous example ticks all the boxes for marque devotees and is ready to shine on rallies, tours, and concours events.

\$300,000 - 350,000



52 P

1959 LISTER-CHEVROLET 'COSTIN' SPORTS-RACING TWO-SEATER

Design by Frank Costin

Chassis no. BHL 121

5,359cc OHV Chevrolet V8

Mechanical Fuel Injection

360bhp at 6,000rpm

4-Speed Manual Transmission

Independent Front and DeDion Rear Axle with Coil Over Spring Rear Suspension

4-Wheel Disc Brakes

- *The first, prototype Costin-bodied Lister*
- *Ordered new by legendary racer John Ewer and campaigned at Goodwood in 1959*
- *Well documented history and excellent pedigree both in period and recently*
- *Eminently competitive and eligible for international motorsports events*



THE COSTIN LISTER

At the end of the 1950s a dual new generation of sports-racing cars powered by engines bought from outside suppliers confirmed the specialist British racing industry's dominance of all road racing categories below full International Championship level. The duality of that generation saw the lightweight small capacity designs from Lotus, Lola, Elva and others selling in considerable numbers, while their counterpart featured the larger capacity Jaguar and ultimately American Chevrolet and Ford V8-powered projectiles, particularly from Lister Engineering of Cambridge, England.

Here Bonhams|Cars is delighted to offer this beautifully presented and, within the British club-racing scene, successful Lister-Chevrolet with the later 1959-style Mike Costin-designed streamlined bodywork. This particular Lister-Chevrolet was well-known for many years as being 'the David Beckett Lister', as this highly

competent amateur owner/driver accumulated race wins at club racing level over several of the always jam-packed and frenetically busy British seasons.

This particular car actually started life as new fitted with an American Chevrolet V8 engine by manufacturer, Brian Lister (Light Engineering) Limited of Abbey Road in the world-famous British university city of Cambridge.

The car was built to the order of London-based car dealer/driver John Ewer. Two years earlier, Brian Lister had built his company's first prototype Lister-Jaguar to be campaigned for him through 1957 by his firm friend and works team driver Archie Scott Brown. This diminutive little Scot had been born with a malformed right arm and no proper hand. His shoulders were broad and his torso was

normal. Seated at a table he was as tall as most men, but his legs were very short and he topped barely five feet. He was an always cheerful and friendly extrovert, and one memorable trait was his total acceptance of what some considered to be his deformity. Brian Lister would recall: "Nature always compensates, and in Archie's case I believe it had given him the most incredible sense of balance which is what made him such a superb driver". The first works Lister-Jaguar of 1957 proved to be a superb car for such a new star. Lighter than the Jaguar factory's own famous D-Type design and with the always startling-spectacular Scott Brown behind the wheel it became the dominant force of British national and international sports car racing through 1957.

For 1958 customers beat a path to Lister's door wanting to buy the next iteration of





BHL 121 at the Martini 100 Silverstone, May 1960
© George Phillips Photograph Collection



the Lister-Jaguar. Of course their orders were accepted, included one for three cars from American superstar owner/entrant Briggs Swift Cunningham. Some American customers preferred the V8 engined option, normally Chevrolet but with Ford and in one case Maserati V8s also being specified. Brian Lister devised an ingenious regulations-skirting body style for these 1958 cars, which from that body form became known as the 'Knobbly' Listers, their frontal area minimised by a low front end treatment, with tall humps providing clearance for both the wheels and the centreline-mounted engine.

Tragically, the much-admired, indeed much-loved, little star Archie Scott Brown crashed fatally while leading the Spa Grand Prix sports car race in Belgium, while locked in bitter battle on the superfast road circuit

with Kansan rival Masten Gregory in an Ecurie Ecosse team Lister-Jaguar. Lister only continued in racing to fulfil sponsorship commitments to BP Oil, and Brian Lister decided eventually to continue into 1959 but with a more sophisticated variant of his basic twin-tube chassis design, clothed by far more sophisticated streamlined bodywork.

He engaged former De Havilland aircraft aerodynamicist Frank Costin, whose work had already defined both the Lotus sports-racing cars and the 1958 Formula 1 Constructors' Championship-winning Vanwall Formula 1 cars. The new body's high tail was intended to provide a stabilizing area in cross-winds without resort to drag-inducing separate fins, as on the D-Type. The new body shell's scuttle height of 2ft 7ins meant that the 'Knobbly' body's engine hump could be dispensed

with. In contrast the overall body height of 3ft 2in varied little from the previous model's. Dunlop disc brakes were specified, mounted inboard at the rear. Engine options were offered as 3-liter, 3.4-liter and 3.8-liter Jaguar XK straight-six plus the American 5-liter and 5.3-liter Chevrolet V8s. The Borg & Beck three-plate hydraulic clutch was retained with the four-speed and reverse Jaguar D-Type gearbox.

For 1959 works Lister-Jaguar drivers of these cars were double-Le Mans 24-Hour race winner Ivor Bueb and Bruce Halford while a Cunningham-entered Costin car would also be handled by Stirling Moss in the Sebring 12-Hours World Championship round. Moss set fastest practice time on the Floridan airfield circuit to demonstrate the new model's sheer pace.





THE CAR OFFERED

One of the reasons behind adopting the Costin bodywork had been the quest for outright maximum speed along the Mulsanne Straight at Le Mans. In the 1959 24-Hour race Bueb/Halford and American Walt Hansgen/Peter Blond drove two works 'Costin' Lister-Jaguar entries but the latest Jaguar engines – restricted to just 3-liters by latest International regulations – proved unreliable and neither car finished.

Sadly, Ivor Bueb then lost his life in a Formula 2 Cooper crash in France, while Peter Blond crashed his works 'Costin' heavily at Brands Hatch. Disconsolately, Brian Lister withdrew his team from motor racing, but in America Walt Hansgen continued to campaign the Cunningham team cars and won his second SCCA Championship title.

The particularly fine 'Costin' Lister-Chevrolet offered here – chassis 'BHL 121' – the initials being those of constructor Brian Horace Lister – was actually the prototype for the new-bodied series of 1959 cars, being completed for first customer John Ewer with a very distinctive and unique nose form different from any other of the 'Costin' series cars. This was to accommodate a larger radiator believed necessary to cool its 5.3-liter Chevrolet V8 engine adequately...and because customer Ewer liked the aggressive air it presented...

He ran an extensive programme of home British races in it during the 1959 season before advertising it for sale in the British weekly magazine *Autosport*. In April 1960 the car was acquired from Ewer by prominent Rhodesian (now Zimbabwe) owner-driver Jimmy de Villiers, and was exported to

southern Africa. There it was driven by local Champion – and later British Saloon Car Championship-winning driver, John Love. In September 1964 it passed to Eric Glasby in South Africa, and on to Jack Clough there in 1965.

The car was damaged in a fire in 1966 but was retrieved by former Team Lotus Formula 1 mechanic-turned-Historic racing car restorer Cedric Selzer. He brought the neglected sports-racing car back to the UK, where it was acquired by already successful club racing owner/driver David Beckett of Dorking, Surrey.

He restored the car to highly competitive running order with remade works-form Costin bodywork and a 5.3-liter Chevrolet V8 engine. The car was campaigned by him in Historic events through the 1980s,



BHL 121 at the 2017 Monterey Reunion at Laguna Seca.
© Dan Vaughan, conceptcarz.com



before passing on to renowned British racer/dealer David Clark. The car then re-sold at the 1995 Brooks Auction at the Goodwood Festival of Speed to Vintage Racing Motors in Seattle, Washington before passing to Pat Hart in 1999, restored and driven by New Zealander Tony Garmey of Horizon Racing on behalf of owner Hart Industries – and winning numerous West Coast vintage races—including the Monterey Historics (now Reunion) into the early 2000s.

The car was subsequently restored and re-prepared by California-based Canepa Design to their well-known standards and subsequently returned to the UK Historic racing scene in the hands of prestigious specialists Hall & Hall of Bourne, Lincolnshire. The car featured strongly in both the 2015 and 2016 Goodwood Revival Meetings, the Goodwood Members' Meeting of 2015

and the Donington Historic Festival of 2016. Shown at Retromobile in February of 2017, it was subsequently acquired by noted racer and collector Rob Kauffman of Charlotte, North Carolina. The current owner purchased the car about two years ago and raced at the 2023 Lime Rock Vintage Festival. In capable hands this is potentially an extremely competitive vintage and Historic sports-racing car of international stature.

As offered here this very well preserved and potentially extremely competitive and well regarded 'Costin' Lister Chevrolet is accompanied by numerous overstuffed binders of history and service records along with a copious list of spare parts. In addition to the records is a copy of *John Love* by Adri Bezuidenhout, in which BHL 121 is featured. Carefully maintained, it has been kept in good racing order, with harnesses currently up to

date, by Automotive Restorations, Inc in Stratford, Connecticut since the current owner acquired the car. The Lister recently went through the extensive FIA passport process and is due to receive approval and paperwork shortly. A storied machine with both period and vintage racing successes, it is eligible to compete in countless exciting international events—including the Monterey Reunion, Velocity Invitational, Goodwood Revival, and many more.

\$800,000 - 1,000,000

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53

1971 FERRARI DINO 246 GT Coachwork by Pininfarina/Scaglietti

Chassis no. 01846

Engine no. 135c 0006384 (See Text)

Gearbox no. 607M 843

Body no. 355

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

- *European Specification Example*
- *Rare, early M-Series car*
- *Includes tool roll, jack, and manuals*
- *Documented by historian Marcel Massini*
- *Restored for personal use by a Ferrari master mechanic*
- *The ideal Dino for rallies and club events*



THE DINO 246

The need for a production-based engine to suit Formula 2 rules prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, unveiled at the Turin Motor Show in 1967. The Dino V6 'quad-cam' engines stretched back to the late 1950s, and the new power unit proved successful on the racetrack, with Derek Bell, Ernesto Brambilla, and Andrea de Adamich all racking up wins in the new car.

The new road car retained the 206S sports racer's mid-engine layout but installed the 2.0-liter, four-cam V6 and five-speed transaxle engine transversely in the tubular steel chassis. Pininfarina created a stunning aluminum body, and the car was christened 'Dino' after Enzo Ferrari's late son Alfredo. Its 180bhp was good enough to propel the lightweight Dino to 142mph, but the high cost of its aluminum construction hindered

sales. Additionally, Enzo was still skeptical of the how the V6 road car would be accepted, and insisted the Dino be sold as a separate sub-brand, and notably, Ferrari badging was never officially used on the body.

In 1969, the Dino was heavily revised and reintroduced as the 2.4-liter 246 GT. Built by Scaglietti, the longer wheelbase 246 was now steel, and the block cast-iron rather than aluminum, but the increased power – 195bhp at 7,600rpm – compensated for the weight gain. A Targa-top GTS version followed in 1972, and the Dino was built in three series: 'L', 'M' and 'E.' Updates to the M-Series from the preceding L-series included a 30mm increase in rear track, five-lug hubs, internal boot release, seat-mounted headrests, and various minor improvements to the engine and gearbox.

While not quite as fast in a straight line as its V12-powered stablemates, the nimble Dino could show nearly anything a clean pair of heels on twisting tarmac. Truly a driver's car par excellence the 246 GT is cherished as one of the greatest driver's cars of all time.





THE CAR OFFERED

This wonderful Dino 246GT, chassis 01846, was completed April 2, 1971 and delivered ten days later to official dealer Crepaldi Automobili of Milan, Italy. Originally finished in Azzurro Dino with Nero vinyl interior, it was sold to its first owner, Fusjama S.r.l., a real estate company in Milan. It remained in Italy throughout the 1970s, with subsequent registered owners well-documented in the accompanying Massini Report. In 1978, it arrived in the USA via Alan Deal of Miami, Florida, noted as being refinished in black.

A decade later, 01846 resurfaced in Texas, in the hands of Mr. Ferdinand "Ferda" Hrosch, a master mechanic at Ferrari of Houston who later founded Vintage Motorcars of Houston. Ferda set about restoring the Dino, but as often happens with personal projects, 01846 was put on the backburner to make way for paying customers. But the restoration slowly progressed, the car painstakingly rebuilt to

Ferda's standards. During the project, the original engine was replaced with unit no. 06384 from chassis 01326, a similar M-series car which was also in his shop. The gearbox remains the original, confirmed by the Massini Report.

Ferda Hrosch restored his Dino for maximum enjoyment on the road, adding some personal touches to enhance the looks and refinement, with additional sound/heat insulation for comfort. He selected the archetypal color scheme of red over a beige leather interior, a natural choice for the curvaceous Dino. Ferda eventually sold the 01846 in 2006 to his friends Alena Janecka and her son Marek yet continued to maintain the car he had so lovingly tended to since 1988.

As a testament to Ferda's meticulous restoration and the care it has received since, Dino 01846 remains in outstanding condition

today, and the consignor reports it to have excellent paintwork and interior. Likewise, the engine bay and undercarriage are tidy and well detailed, with painted components and plated hardware. The engine, and gearbox numbers have been located and recorded and the seller reports the Scaglietti body number (355) was located on both inner door jamb plates and the coolant reservoir mounting tab. Accompanying items include a factory tool roll and jack, safety triangle, owner's manuals, and Massini Report.

Restored by a passionate enthusiast to enjoy on the road, this Dino GT is an exciting prospect for entry into a wide array of driving events. Few motoring experiences compare to that of gazing out of a Dino's panoramic windscreen while savoring the sounds and near telepathic road feel of one of the world's great driver's cars.

\$340,000 - 400,000



54

1958 CHEVROLET CORVETTE

Chassis no. J58S102156

283ci OHV V8 Engine

GM Single 4-Barrel Carburetion

4-Speed Manual Transmission

Independent Front & Semi-Elliptic Leaf Spring Rear Suspension w/ Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- A wonderful example of Chevrolet's iconic C1 Corvette
- Lovely white w/ silver coves over red leather
- Fully restored
- Fresh out of long-term ownership
- Includes removable hardtop



THE C1 CORVETTE

In 1953, Chevrolet broke convention with the release of the two-seater Corvette, a departure from its family-oriented image. Derived from the 1952 EX-122 show car, the Corvette utilized GM's existing running gear and a shortened chassis, enveloped in distinctive fiberglass styling by Harley Earl. Powered by a 235.5cu in (3.8-liter) straight-6 engine, it notably featured an automatic transmission, a rarity in sports cars that initially drew criticism.

Despite aiming to rival the T-Series MG, the Corvette exceeded its price target, competing in Jaguar XK120 territory, albeit with inferior performance. Initially slow sales almost led to its discontinuation, but Chevrolet's need to rival Ford's Thunderbird ensured its survival. With

a V8 engine introduced in 1955 and a significant restyling in '56, the Corvette solidified its market position. The 1958 facelift introduced chrome-rimmed headlamps and minor styling tweaks, followed by limited changes in '59, including the removal of fake hood louvres.

By the late 1950s, the Corvette began garnering recognition in auto racing, thanks to Chief Engineer Zora Arkus-Duntov's efforts. These successes bolstered Corvette sales, securing its status as the world's best-selling and longest-lived sports car. In 1958 alone, Chevrolet produced 9,168 Corvettes, marking its enduring popularity and success.





THE CAR OFFERED

This desirable C1 Corvette Roadster is finished in the iconic color combo of white with silver coves over an intoxicating red leather interior, and it comes to market out of a previous 20-year ownership sporting a high-quality restoration. The car thankfully retains a fully stock appearance down to the original Wonder Bar AM radio and always-appreciated 4-speed manual transmission, with the only non-original aspect being the steering wheel, although the factory unit comes with the sale. The attention to detail is staggering, and virtually every aspect appears in fantastic condition. The paint, interior, chrome, hardtop, and engine compartment look to be near flawless, with only minor scuffing of the driver's side floor mat and superficial staining to the center

console carpeting. This beautiful matching numbers Corvette has just been serviced and is ready for the next fortunate owner to enjoy.

\$100,000 - 120,000



55

1953 MERCEDES-BENZ 300S COUPE

Coachwork by Sindelfingen

Chassis no. 188011-00028

Engine no. 188920-00152

Body no. 00014/53

2,996cc SOHC Inline 6-Cylinder Engine

3 Solex Carburetors

150bhp at 5,000rpm

4-Speed Manual Transmission

Independent Front Suspension, Rear Swing Axle with Coil Springs

4-Wheel Hydraulic Drum Brakes

- A rare and handsome flagship Mercedes-Benz coupe
- Beautifully presented as original in Silver over Red leather
- One of 216 300S Coupes produced
- Includes fitted luggage
- Retains its numbers-matching engine



THE MERCEDES-BENZ 300S

Mercedes-Benz unveiled its first new post-war flagship sedan at the Frankfurt Auto Show in 1951. The elegant 300 sedan was an imposing statement of European luxury, offered as either a four-door sedan or four-door full convertible. The press and buying public praised it for its exceptional engineering and build quality, and it soon became a favorite among celebrities and heads of state alike, including Chancellor Konrad Adenauer, whose affinity for the sedan earned it the eponymous nickname. Mercedes-Benz followed with a more sporting version, the 300S – the “S” denoting it as Super. The 300S chassis was shortened by 25 centimeters and offered as an elegant coupe, a beautiful open-topped cabriolet, or a disappearing-top roadster, all built at the renowned Sindelfingen factory.

In essence, the 300S was the post-war spiritual successor to the legendary 540K. The S-specification cars featured an updated 3.0-liter inline-six with 3 Solex carburetors and a boosted compression ratio to 150 horsepower, up from the standard car’s 115. The engine is backed by a smooth and reliable four-speed manual with a delightfully slick column shift. The suspension is independent in front with a swing axle arrangement in the rear, sprung with coils. While tuned for comfort, the 300S is still a respectable handler and is impressively poised at speed. The solid road feel and opulent appointments made the 300S a very special place to spend time. Exclusivity was assured as only 560 examples of the 300S were hand-built between 1952 and 1958. That exclusivity also came with a

price: A whopping \$12,680 in 1953 – about twice the price of a new Cadillac. Notable 300S owners included Cary Grant, Gary Cooper, and The Aga Khan, who all could easily afford the cost of entry into the exclusive club.





THE CAR OFFERED

Appealing and elegant in its original shade of DB180 Silver Grey over 1080 red leather upholstery, this 300S is one of 216 examples of Mercedes-Benz's magnificent flagship Coupe produced. This car benefits from a well-maintained older restoration, and is documented with the factory data card, restoration photos, and a summary of the project costs. In the long-running tradition of Mercedes-Benz coupes, this car is opulently appointed for relaxed touring with swathes of high-quality leather, gorgeous burl wood trim, chrome fittings, a Blaupunkt Nurburg radio, and fitted suitcases in the boot.

Documents on file show the restoration was performed in the mid-1990s and it is reported to have been well-maintained in

the ensuing years. The paintwork presents well overall, and the leather trim has taken on a pleasing light character through age and use. The engine bay and undercarriage are tidy and well detailed with authentic fittings and hardware, and useful touches like a stainless-steel exhaust system. The engine, chassis, and body numbers match the records provided on the factory data card. In addition to the luggage, the boot also houses a factory jack and lug wrench.

Rare and imposing, this finely restored and well-preserved 300S Coupe is a worthy addition to virtually any collection.

\$330,000 - 400,000



56

1965 PORSCHE 356C CABRIOLET

Coachwork by Reutter

Chassis no. 161388

1,582cc OHV Flat 4-Cylinder Engine

Twin Zenith Carburetors

75bhp at 5,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Matching numbers
- First 356 model with disc brakes
- Porsche Certificate of Authenticity



THE PORSCHE 356C

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilized Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, Reutter undertaking the bulk of production with significant contributions from Karmann of Osnabruck, Drauz of Heilbronn and d'Ieteren of Brussels.

By the time the 356B arrived in September 1959, Porsche's first sports car had gained a one-piece rounded windscreen and 15"-diameter wheels, the newcomer's introduction bringing with it further styling revisions and an engine now standardized at 1,600cc. Outwardly very similar to the final 356Bs, the ultimate 356C model arrived in 1963 sporting four wheel disc brakes - first seen on the 2-liter Carrera 2 - among numerous detail improvements, notably a new ZF steering gear and a compensating spring at the rear to calm the swing axle rear suspension. Engines available - both of 1.6 liters - were the 75bhp 'C' and 95bhp 'SC', the latter replacing the Super 90.

When the final "C" version of this iconic sports car was introduced for 1964, cabriolet sales had begun to decline. Only 2575 were produced that model year and a mere 587 more for 1965, making these last-of-the-line convertibles even more collectible today. Cabriolets were luxurious and comfortable touring cars, capable of cruising at 90 mph for hours on end. The 1964 "C" also brought the introduction of four-wheel disc brakes, which added to the C's driving prowess. The "Normal" C engine produced a reasonable 75 horsepower, while the highly-tuned "Super" C developed 95 horses.





THE CAR OFFERED

This sporting 356 Cabriolet is accompanied with a Porsche Certificate of Authenticity confirming that when new it was delivered in Light Ivory, paint code 6404 with a black leather interior, this is endorsed by its paint code plate which also quotes this same number. As new the car carried engine number 732831 – a 616/15 unit and transmission number 38741 – a 741/OC unit.

Its transition from the Swinging Sixties to today is uncharted, however, to judge from its tidy presentation today, it is immediately obvious that at some point in the last 2 decades the car has received a high-quality refurbishment, with new paint in the ever-appealing hue of Signal Red and likely at the same its interior has been

retrimmed in black leather and black/grey carpeting.

The seller reports that it has recently been serviced and is reported to be performing well. One of the most appealing ways to experience this legendary brand and to know that one has both the option of open-air motoring, and a fully enclosed top should a Florida rain shower happen to appear out of the blue.

\$135,000 - 170,000



The George Holman Collection

Lots 57 to 63

George Holman has been a life-long car enthusiast, and a prominent figure within the hobby for nearly 2 generations.

During this time he has served as a President of the Classic Car Club of America and has been an active participant in the Stutz and North American Vintage Bentley Clubs. He has also regularly campaigned cars on circuits in the US and Europe including Lime Rock Park and Le Mans.

He is equally well known for his engineering prowess, with a fastidious eye for detail and performance and making sure that cars are properly 'dialed in'.

The cars offered here are quite typically exceptionally well-prepared and have provided reliable Concours, Tour and Race entries.

As Mr. Holman refines his collection, these offer collectors unrepeatable opportunities be it for their provenance or aesthetic condition, but most importantly all are ready to show or tour this season.





THE STUTZ DV32

When the Great Depression hit, Stutz responded to its competitors' V12 and V16 engines not in kind but by taking advantage of its prior innovation, the chain-driven overhead camshaft, to create a 4-valve per cylinder double overhead camshaft head for the Vertical Eight. Dubbed the DV-32, Stutz's quiet and reliable eight competed admirably with its competition, making 156 horsepower while competitors like Cadillac achieved only 135 horsepower from its V12 and 165 horsepower from its V16 – which needed 40% more cubic inches to make only 6% more power.

Stutz highlighted its exclusivity and the adaptability of its low-slung chassis by offering a mouth-watering array of semi-custom coachwork designed and built by the foremost coachbuilders of the day. The

Stutz marketing department gave them exotic names that reinforced the legend which Stutz had fashioned at Le Mans. Charles Weymann remained loyal to the marque, supplying five fabulous designs named Monte Carlo, Longchamps, Chantilly, Biarritz and Riviera. Others included the Prince of Wales, Versailles, Tuxedo Cabriolet, Patrician Coupe and Chaumont. Waterhouse created a Continental Coupe design that translated its masterful blind quarter victoria cabriolet style into a fixed roof coupe that was a star of the 1931 New York Salon on the DV-32 chassis. In addition to Weymann and Waterhouse, Le Baron, Fleetwood, Rollston and Brunn all contributed coachwork designs to Stutz's vast array of options in 1932.

STUTZ DV 32 ENGINE

This unit, believed to have been manufactured in 1933, was acquired by Mr. Holman at the auction that saw the dispersal of legendary Vermont Stutz hoarder, A.K. Miller. Reviewing the particulars of that sale, it would appear that among the lots, only one DV32 was presented for sale, being lot 213. In the present ownership, the engine was technically and aesthetically restored providing both a practical spare and/or visually appealing garage or museum demonstration piece.

During the current owner's cosmetic restoration, evidence of previous repair work to the block was discovered.

\$35,000 - 45,000

58 P

1929 BENTLEY SPEED SIX LE MANS REPLICA TOURER

Coachwork in the style of Vanden Plas

Chassis no. FR 2641

Engine no. FR 2644

6,597cc SOHC Inline 6-Cylinder Engine - 4 Overhead Valves Per Cylinder

180bhp at 3,500rpm

4-Speed 'C' Gearbox

Front and Rear Leaf Spring Suspension

Four-Wheel Drum Brakes with Servo Assist.

- *Matching drivetrain, chassis/engine numbers*
- *Fantastic car for international motoring events*
- *Offered from long term private ownership*
- *Considerable expense spent on recent maintenance*

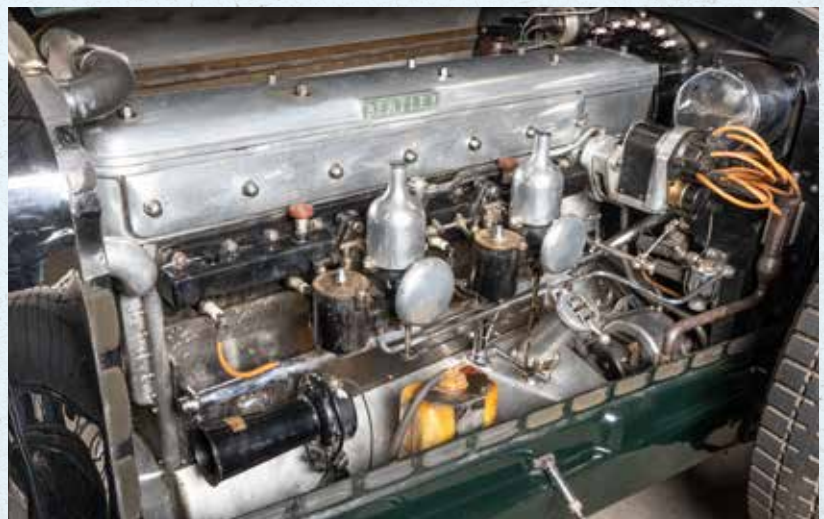




THE SPEED SIX BENTLEY

'It is extraordinarily difficult to explain in words or writing the exact fascination of a big, fast car of the type so ably represented by the big Bentley speed model.' The Autocar on the Bentley Speed Six, September 5th, 1930.

In name, presence and sheer looks the Le Mans Speed Six is unquestionably of the greatest cars of its era and was from day one. Although the 6½-Litre had been conceived as a touring car to compete with Rolls-Royce's New Phantom, in Speed Six form it proved admirably suited to competition: In 1929 Barnato/Birkin's Speed Six won the Le Mans 24 Hour Race ahead of a trio of 4½-Litre Bentleys, and Barnato/Kidston repeated the feat in the following year's Grand Prix d'Endurance at the Sarthe circuit ahead of similarly-mounted Clement/Watney. Small wonder then, that the fast yet refined 6½-Litre Speed Six was W O Bentley's favorite car.





THE CAR OFFERED

Walter Owen Bentley established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3-litre car, was powered by a four-cylinder, single overhead camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 6½-Litre model of 1926. The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3-Litre was conceived, a factor only partially addressed by the introduction of the Long Standard chassis in 1923. The 6½-Litre was produced for four years, during which time 544 chassis were completed, 182 of these to Speed Six specification. But the survival rate has not been good, and by the late 1990s only 185 of all types could be accounted for.

This bold sporting car is an archetypal example of its genre and makes exactly the statement that one expects when one conjures the idea of a Vintage Bentley. Thanks to existence of the Cricklewood factory records and exhaustive work by historians, most notably Dr. Clare Hay, the histories of these iconic automobiles can be accurately researched and combining all knowledge of the car, we can chart almost all its history.

FR 2641 was built new as a Speed Six, on the more popular mid-length 11 ft 6-inch frame, of which only 118 of the full run of 540 plus 'Sixes' were delivered. Fitted with the powerplant it carries to this day FR 2644, it was supplied to Park Ward to be equipped with Saloon coachwork before arriving with the first owner, C.F. Tonge. Hay's notes record

that the saloon was finished in black, with red wheels which matched its red leather interior, it carried Pyrene twin bar bumpers, and a Grebel spotlight as its owner's Alfa Romeo also wore. Inside the car, its original owner and passengers had the additional comfort of being seated on cushions with Moseley patent 'float-on-air' bases!

Subsequent ownerships listed in The Vintage Years 'bible' are F V Scrutton (1931), Dr. Rosedale (1932) and C P Smith (1936) prior to the outbreak of war. After the war it is known by then to have lost its coachwork and for some years wore another Park Ward body, a rakish two-seater which had been originally fitted to FR 2637, the car delivered just 4 cars earlier than it. After being owned by A J Cumming in 1952 and W J Bullied in 1956, in



this form FR 2641 migrated to North America into the ownership of a quartet of Canadians. D M Nathan, JC & JR Turner and A H W Lardner are all listed as its custodians in 1963.

Ultimately, the 2-seater would be repatriated to FR 2637 and comprehensively restored to its original guise, at which point the decision was made to put 2641 into the iconic Le Mans Sports Touring form so popular among Vintage Bentley exponents. Acquired by George Holman in 1998, the Speed Six has been a well-known sight at a variety of North American Vintage Bentley Meets as well as being raced at Lime Rock and other venues. Throughout his tenure and with the benefit of his exceptional engineering prowess at hand the car has been progressively developed, improved and refined. Today, it remains

ready to use and even on the briefest testing while being catalogued for the sale, was found to be easy to start, run and drive, the driving experience being totally 'dialed in' as one would expect with Mr. Holman's high standards.

Vintage Bentleys have their own individual character and a following of numerous enthusiasts around the globe who keep the spirit of the 'Roaring Twenties' Bentley Boys alive with racing and fast road tours, such as the North American Vintage Bentley club. For long-distance tours, a Speed Six with its effortless power and stable road manners and enduring presence is one of the most suitable rides, making this excellent car a perfect choice for such events.

\$900,000 - 1,200,000



59

1931 CADILLAC V12 SERIES 370A FIVE PASSENGER PHAETON Coachwork by Fleetwood

Engine no. 1004709

368 ci OHV V-12 Engine
Dual Johnson Updraft Carburetors
135 bhp at 3,400 rpm
3-Speed Synchromesh Manual Transmission
Rigid Front Axle, Leaf Sprung Rear Axle
4-Wheel Vacuum Assisted Mechanical Drum Brakes

- *Luxurious first year of the V12 Cadillac*
- *Remarkable time-warp example of one of the most desirable body styles*
- *Cadillac Factory record on file*
- *CCCA Full Classic*



THE V-12 CADILLAC

Cadillac completed its 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 visual 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 Fleetwood Four Door Five Passenger Phaeton was one of the best looking of coachwork designs ever to equip either the V12 or V16 cars, here built on the 140-inch frame and with second windshield the look is further enhanced.



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 1004709 was originally built as you see here today with this rare option of Phaeton coachwork which would have cost \$4,045 when new. Its destination was the same location from which she emerges today, being Springfield, Massachusetts, an aspect which no doubt appealed to Mr. Holman when he acquired her.

The factory record carries copious notes on its build which correlate perfectly with

the car we see here today. Delivered new through Jerry Duryea Inc., its shipping instructions were 'Rush S.A.P.' so its purchaser was clearly in need of their car soonest, when it left the works on June 12, 1931. As supplied it was finished in Evergreen paintwork throughout, from chassis to body, fenders and lower panels, only a Robin's Egg Blue tone to the molding and the wire wheels provided contrast. The 'tonneau windshield' it still wears was an original feature, as were the tire covers and mirrors as well as a goddess radiator ornament.

The Cadillac clearly has experienced a cosseted life, for much of this detail one can still see today. Mr. Holman recalls being alerted to the car some years ago in the

Northeast, suggesting that it had remained locally for its entire life. Since acquisition it has simply remained in the collection in the preserved condition we find it today. Viewed carefully it appears to have had its wheels repainted but it's otherwise largely original right through to its interior and details. Potentially a future entry for preservation class, it is quite extraordinary that a car of this stature survived through the period when restoring such cars was all the rage, to provide us with this opportunity today.

\$90,000 - 120,000

60

1932 STUTZ DV-32 FOUR PASSENGER SPEEDSTER

Coachwork by LeBaron

Chassis no. DV-26-1454

Engine no. DV33170

322ci DOHC Inline 8-Cylinder Engine

Single, Down Draft, Dual-Throat Schebler Updraft Carburetor

156hp at 3,000rpm

3-Speed Warner Transmission with Freewheeling

Rigid Front Axle, Live Rear Axle, Leaf Spring Suspension

4-wheel, Vacuum Boosted Lockheed Hydraulic Brakes

- 1932 New York Auto Salon and Stutz Promotional Brochure Car
- One of Only 2 4 Passenger Speedsters Built in 1932
- Three Owners From New, Present Ownership Since 1985
- Exquisite Concours Restoration by Chris Charlton
- Shown at the 2016 Pebble Beach Concours d'Elegance



THE STUTZ DV-32

If the 1930s was one of the most fruitful and memorable decades in the history of American cars, then most would agree that 1932 was the "Pinnacle" of the classic era. During this golden period, only few, true super sports cars were built. There were several boulevard sports models such as the Auburn Speedsters of course, but true, purpose-built from the ground up sports machines were exceedingly rare.

Stutz, perhaps the American manufacturer most consistently fascinated with sporting cars, would build what many consider to be the true American sports car of the decade. The Super Bearcat was born from a desire to showcase the full performance potential of the new technologically advanced and powerful DV-32 engine. This most exciting Stutz helped to attract the

attention the firm desired in launching this new twin cam engine.

The Stutz "Vertical Eight" cars were the vision of Frederick Moskovics, who dreamed of creating the great American Gran Turismo car that could rival the best of the European performance machines. He broke with many conventions of American car design of the era to do this: his machines would employ overhead cam engines, four speed transmissions, very low chassis with worm drive axles and would be offered with European-style, fabric skinned coachwork.

Moskovics's dream became real in motorsports. The new Stutz Vertical Eight was immediately dominant in AAA stock car racing, winning the championship and

every event in 1927. In 1928, a privately entered Stutz competed against the world's best at the 24 Hours of Le Mans. The sole Stutz entrant led much of the race and only lost its' lead to one of the five factory-entered Bentleys in the final lap. It was a failed high gear that had caused the loss, although this showing would stand as America's best performance in the endurance race until the Ford GT40's victory nearly forty years later.

Although Stutz bowed out of factory-supported racing in the late 1920s, Stutz cars continued to be entered by privateers. The 24 Hours of Le Mans saw numerous Stutz cars competing until 1932.

As a result of the emerging "cylinder wars" of the early 30s, Stutz became aware of the



need to create something new to attract attention. Stutz, being a small company that did not have the resources to develop a complex new 12- or 16-cylinder engine, did have great engineers and experience in motorsports, particularly with 4-valve engines which the company decided to use exclusively from 1917 till the early 20s. They decided that with the higher revving vertical Eight, the benefits from this valve arrangement would be far greater. Stutz adopted twin-overhead camshafts and a cross-flow design with near hemispherical combustion chambers. This design, save for the Duesenberg J, had not been seen on any American passenger cars.

The new DV-32 engine would boost power from around 125hp to nearly 160hp. Stutz was never as boldly optimistic in their

power rating as Duesenberg. The resulting engine was noticeably more powerful than the excellent Vertical Eight. Along with a new cylinder head the engine received newly designed pistons, down draft dual-throat carburetion, and a new ignition design.





This Stutz DV32 pictured in Central Park when new, at the time of the New York Auto Show.

THE CAR OFFERED

This stunning DV32 combines the very best that its manufacturer could make in its day in terms of looks and performance, restored with a true love and understanding for that style and ingenuity by one of the flag wavers for the marque today, George Holman.

The car can boast a remarkable and very important provenance for it is not only one of only 2 Four-Passenger Speedsters that were built in 1932, but is the very car that Stutz exhibited on their stand at the New York Auto Show at the start of that year, on January 9, 1932. It is also believed to be the car that was therefore photographed by the company in the City's Central Park, which they then used in much of their marketing for the brand and was included

in their catalogue the '33 season.

Its origins and standing are unmatched, but so too is its succinct path through to this day, the car being acquired from the Salon by its first owner who remarkably would retain it until the 1960s. Its second owner was William Johnson of Woodbury, NJ who had discovered the car in December 1950 still with that Auto Salon purchaser, and yet it would be another decade before he was able to convince him to part with the car.

By 1960 it was in need of its first restoration and Mr. Johnson's admiration of the Stutz ensured that this was carried out to a very high standard for its day, the car emerging from its rebuild in 1965 only to be the subject in a multi-page article in *Car Life* magazine in December that year.

Mr. Holman was able to extract the car from Johnson some 20 years later in 1985, no doubt owing to the fact that his own passion for Stutzes mirrored Johnson's. For the first 7 years of his custody George Holman used and toured the car as it was but as time drew on, he felt the car was deserving of a new restoration and a 14-year refurbishment commenced. First the engine and running gear were rebuilt in his own workshops, meanwhile the cosmetics were entrusted to Chris Charlton's esteemed facility in Oxford, Maine. Exquisite in its detail and condition, the choice of its deep blue paintwork and rich oxblood leather trim seals the deal for a winning combination.



A debut showing at the Pebble Beach Concours d'Elegance garnered accolades but was overlooked in the prize stakes, something that in retrospect and reviewing the car today seems hard to believe. It stands as one of the rarest, finest looking and best performing automobiles of its day, something a car that appeals when static but most of all with the bellowing exhaust tone in your ears as it speeds down the road.

\$650,000 - 800,000



'DV-26-1454' on display at Pebble Beach, 2016

1929/33 STUTZ DV-32 "BRISSON" Replica Coachwork in Stutz Le Mans Style

Chassis no. 16556 (1929 Frame)
Engine no. DV33300 (1933 Unit)

322ci DOHC Inline 8-Cylinder Engine
4 Winfield Carburetors, 224bhp at 4,300rpm (dyno test 2013)
4-Speed Transmission
Leaf Spring Suspension
4-Wheel, Vacuum Boosted Hydraulic Brakes

- *High-performance Stutz built as a copy of the famed 1931/2 Brisson/Cattaneo Le Mans Car*
- *A collaboration between Norman Barrs and George Holman*
- *Restored in the UK utilizing marque and engineering expertise*
- *Subsequently campaigned in Historic Motorsport in the USA*
- *Sanctioned by FIA MSA with a Historic Technical Passport*



THE STUTZ DV32

When the Great Depression hit, Stutz responded to its competitors' V12 and V16 engines not in kind but by taking advantage of its prior innovation, the chain-driven overhead camshaft, to create a 4-valve per cylinder double overhead camshaft head for the Vertical Eight. Dubbed the DV-32, Stutz's quiet and reliable eight competed admirably with its competition, making 156 horsepower while competitors like Cadillac achieved only 135 horsepower from its V12 and 165 horsepower from its V16 – which needed 40% more cubic inches to make only 6% more power.

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names that reinforced the legend which Stutz had fashioned at Le Mans. Charles Weymann remained loyal to the marque, supplying five fabulous designs named Monte Carlo, Longchamps, Chantilly, Biarritz and Riviera. Others included the Prince of Wales, Versailles, Tuxedo Cabriolet, Patrician Coupe and Chaumont. Waterhouse created a Continental Coupe design that translated its masterful blind quarter victoria cabriolet style into a fixed roof coupe that was a star of the 1931 New York Salon on the DV-32 chassis. In addition to Weymann and Waterhouse, Le Baron, Fleetwood, Rollston and Brunn all contributed coachwork designs to Stutz's vast array of options in 1932.

Stutz would be a firm fixture at Le Mans for many of the 1920s editions, but with financial pressures mounting in 1931 its presence

would rely on the privateer entry of Edouard Brisson and Joseph Cattaneo, by which time Bentley had abstained from La Sarthe. If in their production cars, the DV32 could be seen to be both sporting and beautifully designed, when it came to the racing scene and particularly at Le Mans, their entries were far more rudimentary and stripped down. Much like the Maserati Tipo 26 of the same period their bodywork comprised a basic four-seater layout of two plus two token seats required for Le Mans and the most basically aerodynamic flat tail.

In 1931, it proved to be a brief 2 hour run, but in 1932 they returned, running for more than 19 hours before an accident curtailed their outing. Nevertheless, the stocky looks of the 5.3-liter double overhead camshaft powered DV32s has proven to be a poster car for all Stutz aficionados.



Le Mans 1931, Brisson's original car

THE CAR OFFERED

George Holman is certainly one such Stutz enthusiast! Constructed in collaboration with arch Stutz enthusiast and racer, Norman Barrs in England, the car we present is a well-engineered and designed Le Mans replica, built much in the same guise as so many Vintage Bentleys have been over the years, in this case in the style of the famed Brisson/Cattaneo DV32. Holman and Barrs chose the precise recipe that Stutz themselves had, taking a 1929 Blackhawk chassis which provided both the definitive version of that frame with additional structure bracing and also a short wheelbase in which to shoehorn the DV32 engine, and then using full period Stutz running gear. The chassis sits within the sequence of 1929 units produced, while its powerplant heralds from the end of the production run, dating from approximately 1933.

Commenced in 2013, the project was completed over the next 6 years in the UK being overseen by Mr. Barrs and comprising the talented workmanship of Baynton Jones Historic Motorsport for the engine development, Mike Treutlein project managing and Michael Sharpe handling the body.

With coachwork built in the Brisson guise of an ash frame paneled in aluminum, the level of detail is well considered right down the heavily louvered and tapered hood. The completed car received an FIA MSA Technical Passport in 2016 ensuring it is compliant to their racing guidelines through to the end of 2027, (albeit these would need to be transferred to a new owner).

The papers have enabled it to be used as a high-performance mount in a variety of competition events including at Lime Rock. All the while its mechanical aspect has been properly maintained and progressively refined. It would also be a natural fit for the Le Mans Classic, but it doesn't have to stop there as it could easily be transferred to the road and make a great touring car.

With a file that documents the restoration and includes interesting period literature such as Official Tableaux de Pointage Officiel (timing cards) for the 9th and 10th (1931 and 1932) editions of the race, the 'Brisson' as Mr. Holman refers to her, has character and performance in spades!

\$100,000 - 150,000

62

1937 BUICK SERIES 66C CENTURY CONVERTIBLE

Body by Fisher

Engine no. 316910

320.2ci OHV Inline 8-Cylinder Engine
2-barrel Stromberg Carburetor
130bhp at 3,400rpm
3-Speed Manual Transmission
Independent Front, Live Axle Rear Suspension
4-Wheel Mechanical Drum Brakes

- A well-presented example of the brand
- Modest production model
- Diligently maintained
- Desirable Fisher-built convertible



THE 1937 BUICK

Among Buick aficionados '37 and '38 are magic years, there is even a club dedicated to just these years, much of that magic is their beautiful styling by Harley Earl and GM's Art and Colour Section. Earl's mammoth contributions to General Motors' looks began with the 1927 LaSalle then the glorious post-1928 Cadillacs. He was on a roll when he began work on the new Buick line up, under the command of one of its most dynamic leaders, Harlow "Red" Curtice. Curtice saw that Buick's slide was induced by complacency and their styling was looking old-fashioned, also he was keen to revamp the cars to purge unnecessary weight and to improve their performance.

The '37-'38 Buicks have pleasing unified design of something done from the ground up without compromise, and this styling was not limited to the exterior. The interior received a wonderfully stylish dashboard frequently equipped with a striking speaker grille in the center. The banjo steering wheel with horn ring is another small masterpiece.





THE CAR OFFERED

Production of the 2-door Convertible Coupe as presented here today was one of the more limited in the sequence, a mere 787 being delivered in this form against more than 30,000 Series 60s and a year that saw the brand supply more than 227,000 cars.

As a young man George Holman's fascination with cars was already well ingrained in his spirit and the first car that he ever bought was at the age of 15 was one of these 66C Buicks. In recent years George fondly recalled that nostalgically and decided to acquire a '37 66C to relive his early collecting days. After an exhaustive and typically careful search he sourced the car that we present today in Washington State in 2015.

In order to live up to Mr. Holman's high standards, the Buick has been carefully gone through on the mechanical side and made to run in a characteristically reliable form. Its cosmetics are extremely well presented with good quality paintwork, and only a modicum of age to the interior both of which are assumed to be older refurbishments.

Handsome in their lines and eminently usable for events, this well-prepared Buick Century is ready to be used, toured or shown by its next owner.

\$60,000 - 80,000



1910 ATLAS MODEL H 60 HP TOURER

Chassis no. 1084H

6,435cc (approximate) Four-Cylinder, Two-Cycle Engine
 Single side-draft carburetor
 60hp rating
 Three-speed Brown and Lipe Transmission
 Rigid axles, Elliptic Leaf Spring Suspension
 2-Wheel Mechanical Brakes

- *Sole survivor of a legendary and innovative company*
- *Meticulous Harrah's Auto Collection "Gold Star" restoration*
- *One of the largest two-cycle, gasoline motorcars in existence*
- *Tremendous performance potential*



THE ATLAS

Despite its Springfield, Massachusetts construction Atlas has its beginnings in San Francisco, California. The Sunset Automobile Company began producing an innovative twin-cylinder, two-cycle car which produced an impressive 22hp - comparable to most four-cylinders of the time. Because of the two-cycle design it had no poppet valves, cam shafts or timing gears, ensuring quiet and smooth operation. The real benefit of the two-cycle design was the fact that it has twice as many power strokes per revolution, and two-cycle engines typically produce about fifty percent more power for their size and weight compared to an equivalent four-cycle design.

The clever design concept of the Sunset engine was that it was essentially two single-cylinder engines on a shared crankshaft. By incorporating the valving into the crankshaft and crankcase the engine was simple and had

few moving parts. Unlike smaller two-cycle designs, Atlas engines had wet sumps and did not use a fuel-oil mixture, thus avoiding the smoke that went along with that fuel. The design was efficient to manufacture and simple to service, a real potential selling point to commercial entities operating fleets.

The Knox Company approached Sunset Automobile in 1905 for acquisition. Knox was intrigued by the technological potential of the Sunset design, recognizing the potential that the simplified engine design had in the commercial market for taxis and trucks. Initially rebuffed, the San Francisco earthquake of 1906 made Atlas managers change their minds. Knox acquired the assets and relocated the company to the other side of the country - Springfield, Massachusetts. Knox immediately rebranded Sunset Automobile with a bit more masculine title: Atlas, the mythic titan who

carries the heavens on his back. While initially producing the basic two-cylinder design aiming at the lucrative taxi and commercial markets, Knox engineers began developing the design in larger three- and four-cylinder configurations for the luxury, high-performance market. Because of the modular design, the larger engines were relatively simple to develop. The largest, rated at a thumping 60hp featured an inline-four design of a massive 5" stroke by 5" bore design - huge by two-cycle gasoline standards. Given the inherent performance benefits of the two-cycle designs - executing one on this scale was quite a statement.

The Atlas cars were always high-quality high-end products. They featured excellent engineering and used parts from some of the finest suppliers of the day including Atwater-Kent high-tension ignitions and Brown and Lipe transmissions.



THE CAR OFFERED

Harrah's Auto Collection scouts discovered this 60hp Atlas Tourer in Colorado in 1964 and was described as a totally original and complete car. Once in Harrah's possession it recognized for its importance and subject to one of their "Gold Star" restorations. The limited number of Harrah cars given these high-level restorations are praised for their quality, authenticity, and most notably for how well they age. Tastefully finished in deep brown and aubergine, the colors play beautifully against nickel plated bright work. The overall look reflects the quality and handsome styling of this rare marque.

Sold during the Harrah dispersal period in the 1980s, the Atlas would join William Lassiter's noted collection in 1987. Lassiter, an avid brass era touring enthusiast, would keep the car until the auction of his

collection in 1999. It last resided in the collection of Peter Ministrelli at the time of George Holman's acquisition in 2007.

For the last 15 years, Mr. Holman has generously lent the Atlas to the Springfield Museum, which is dedicated to the rich automotive and industrial history of Springfield, Massachusetts - the birthplace of the American gasoline automobile. The Atlas has been a prominent exhibit representing the Golden era of Springfield automotive production.

Since Harrah's ownership the Atlas has been set up for and used regularly in brass era car tours, with updates including a discreet electric self-starting system as well as some modern electrical lighting for safe road touring. The Atlas is offered

with an extensive file including numerous original pieces of Atlas literature.

The big and mightily impressive 60 hp Atlas presents beautifully today and would make an exciting and unusual entry in any brass car event. With its huge two-cycle engine, it has the potential to punch well above its weight.

\$175,000 - 250,000

64

2008 MERCEDES-BENZ SLR MCLAREN ROADSTER

VIN. WDDAK76F48M001813

5,439cc DOHC Supercharged V8 Engine
Multi-Point Fuel Injection
617bhp at 6,500rpm
5-Speed AMG Speedshift R Transmission
4-Wheel Independent Suspension
4-Wheel Carbon-Ceramic Disc Brakes

- *Desirable livery in Crystal Digenit Blue over Beige Leather*
- *Recently completed dealer servicing totaling over \$56,000*
- *One of a mere 106 examples produced in 2008*
- *Spectacular example with approximately 12,000 miles*



THE MERCEDES-BENZ SLR MCLAREN

Introduced in 2005, their new SLR Supercar (SLR for Sport Leicht Rennsport) allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300SLR predecessor of 1955, incorporated technological developments that were ahead of their time. The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, where each unit was the responsibility of one engineer who carried out the entire assembly process, it is a 5.5-liter, all-alloy, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines to be found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is

the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

A front-engined layout was chosen for the SLR in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system - more commonly found in competition cars - enabling it to be mounted lower in the chassis. The five-speed automatic transmission, already used in several high-performance Mercedes-Benz models, has been specially optimized for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.

Extending the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fiber composite monocoque body/chassis structure was produced in the latter's all-new facility in Woking, England. Carbon fiber has been used for decades in the aeronautical industry and in the construction of Formula 1 cars but is comparatively rare in series-produced road cars because of the expense involved in manufacturing composite structures by hand. Using several patented innovations, Mercedes-Benz and McLaren brought a measure of automation to the carbon fiber manufacturing process, enabling the material's benefits of low weight, exemplary rigidity and strength, corrosion resistance and significantly higher energy absorption in the event of an impact, to be offered in the SLR.





THE CAR OFFERED

The pioneering use of composite technology was also extended to the brake discs, which are manufactured from a fiber-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds.

This exceptional SLR Roadster was created largely by hand at the bespoke Mercedes-Benz SLR McLaren production facility in the United Kingdom during the Summer of 2008. The car was equipped and finished just as it appears today, in striking Crystal Digenit Blue Metallic over a Beige leather interior, and a neatly contrasting black soft top. This Roadster was special ordered with a XXL sized driver seat and an XL sized passenger seat, quite smart considering the standard sized seats are very small in standard form. The signature 19-inch turbine wheels house a set of red brake calipers clamping down on carbon ceramic brake rotors. This car was one of just 106 SLR Roadsters produced during the 2008 model year. After final tuning and testing, the new SLR was shipped off to the US, where a New Jersey based enthusiast took delivery to become its first owner. The striking SLR Roadster appears to have

remained in New Jersey until 2010, when it was sold with just over 4,000 miles. Subsequent owners are documented in the accompanying CARFAX report, and it was acquired by the consignor in 2022. The SLR Roadster has received regular service and maintenance by authorized Mercedes-Benz dealerships during its recent ownerships. The current owner has ensured that the maintenance was completely up to date, with a major service completed by a Mercedes-Benz dealer in August 2023 totaling over \$56,000. With just over 12,000 miles recorded on the odometer at the time of cataloging, this rare Mercedes-Benz SLR McLaren Roadster presents in excellent condition. The car will be accompanied by a clean CARFAX report, current and previous dealer service records and a battery maintainer. Retaining factory accessories, this powerful and luxurious Mercedes-Benz supercar is a collector-grade example in superlative colors, which will surely be admired by generations to come.

\$375,000 - 425,000



65

1985 LAMBORGHINI JALPA P350 GTS

VIN. ZA9J00000FLA12217

3,485cc DOHC V8 Engine
4 Two-barrel Weber 42 DCNF Carburetors
255bhp at 7,000rpm
5-Speed Manual Transaxle
4-Wheel Independent Wishbone Suspension
4-Wheel Disc Brakes

- A rare Lamborghini "junior" supercar
- 1 of 410 built
- Removable targa top
- Factory air conditioning
- 64,426 kilometers at the time of cataloguing (40,032 miles)



THE LAMBORGHINI JALPA

The aim of a smaller less-expensive model to complement its V12-powered cars was realized by Lamborghini in 1970 with the announcement of the Urraco P250. Intended to compete with rivals such as Ferrari's Dino and Porsche's 911, the four-seater Urraco retained the Miura's basic mid-engine layout, but in place of the former's transverse 4.0-liter V12, it used a compact 2.5-liter V8. A two-seater development, the wild Bertone-styled Silhouette, appeared in 1976 powered by the Urraco P300's four-cam, 3.0-liter V8. Intended as a 308GTB competitor, the Silhouette possessed excellent handling balance and was every bit as quick as the Ferrari in a straight line, but never achieved anything like the same volume of sales, due likely to Lamborghini's

famous financial struggles of the era. The Silhouette lasted little more than a year with a mere 52 built and was gone by 1978. The Urraco followed suit a year later, and the concept of a smaller V8-engined Lamborghini lapsed until the arrival of the Jalpa in 1982.

Based on the defunct Silhouette, the Jalpa was reworked by the great engineer Giulio Alfieri, late of Maserati, who lengthened the engine's stroke for a capacity of 3,485cc. Maximum power increased to 255bhp, good enough to give the aerodynamic Jalpa a top speed of around 155mph. There were a few styling changes - neater chin spoiler, subtly altered rear quarters, different wheels - while inside the interior's ergonomics were significantly

improved. Otherwise, the Jalpa remained much as its predecessor but would enjoy considerably greater success, remaining in production into the 1990s by which time 410 cars had been built.





THE CAR OFFERED

Finished in the quintessential Rosso Corsa over Tan leather hides, this Lamborghini Jalpa makes anything but a modest statement. With its dramatic rear wing, upgraded suspension and sport exhaust, not only does it look the part, but it makes for a fantastic driving experience. According to the consignor, this car had an in-depth restoration in 2007 to include a full repaint and interior attention. A recent major service was performed by Evan's Automotive with attention paid to the suspension, tuning, and correcting of various minor issues. Recent upgrades include Lamborghini Countach-style wheels – 16" x 8" in the front and a whopping 16" x 10" in the rear, further enhancing its properly bold and very Lambo-like aesthetic. This Jalpa

also boasts a new sound system built to mimic the classic looks of the classic 1980s-vintage Alpine AM/FM cassette stereo but updated with Bluetooth™ connectivity. All that is needed is to find that old Huey Lewis and the News cassette and press play! Remove the roof, don your aviators, crank up "The Power of Love" and live out your 80's fantasy in this rare and exciting V8 Lamborghini.

\$120,000 - 150,000



1968 JAGUAR E-TYPE SERIES 1½ 4.2 ROADSTER

Chassis no. 1E16606
Engine no. 7E15433-9

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

- *Recipient of a rotisserie restoration, still presents nicely*
- *Late, open headlight Series 1 1/2 Open Two-Seater*
- *Equipped with its original numbers matching engine*
- *Beautiful combination of Opalescent Maroon over Black*
- *Accompanied with Jaguar Heritage Trust Certificate*



THE JAGUAR E-TYPE 4.2

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.

Detail changes to the cooling and electrical systems improved reliability, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seats. The top speed of around 240km/h remained unchanged, the main performance gain resulting from the larger

engine being improved acceleration. Like its 3.8-liter forbear, the 4.2-liter E-Type was built in roadster and coupe forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase.

In 1968, all three versions of the E-Type underwent major revision to comply with 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 open headlights so the car could be seen from the side at night and to eliminate condensation that caused limited visibility and rust.

THE CAR OFFERED

This car is among the very last Series 1 E-types (1 of only 2,328 issued around the world in 1968); before the Series 2 the following year. This numbers-matching open headlight, late Series 1—colloquially known as a Series 1.5—Jaguar E-Type Roadster was built on December 21, 1967, and left the Browns Lane factory in Coventry just about a month later on the 19th of January in 1968, which effectively made it a 1968 model year, and was imported through Jaguar Cars of New York. This Open Two Seater has been restored to its original colors of Opalescent Maroon exterior with Black leather interior and a black convertible top. While the early history of this Jaguar is not known, it is believed that the car eventually made its way to California where it received a complete rotisserie restoration.





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 the good looks and style only found in the Series 1, with only minor detail differences. The restoration was performed to a high standard and still presents well today. According to the consignor, the car received some additional refurbishment between 2013 and 2015 ensuring it was sorted, and the seller reports it runs and drives well. Notable features include a wood rimmed steering wheel, Blaupunkt radio, stainless steel exhaust, triple SU carburetors, chrome wire wheels wrapped in Vredstein tires and more. The car is well detailed and the interior quite tidy.

Accompanied by its jack, some tools, service handbook, tonneau cover and its Jaguar Daimler Heritage Trust Certificate, an ear-to-ear grin is virtually guaranteed once out on the open road with the top down in this sleek Jag. A wonderful example in an appealing color combination, this E-Type presents an excellent opportunity to acquire a classic Jaguar roadster to savor on the open road.

\$125,000 - 160,000



67

1960 CHEVROLET CORVETTE CONVERTIBLE

Chassis no. 00867S107477
Engine no. 107477 F0426CT

283ci V8 Engine
Dual 4-barrel Carter Carburetor
245hp at 4,800rpm
4-Speed Manual Transmission
Independent Front Suspension with Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- *Attractive Roman Red over Black color scheme*
- *Restored example performed in high standard*
- *Powerful 245 horsepower V8 Engine*
- *Large history file with receipts and restoration photos*
- *Eligible for AACA, and NCRS Events*



THE 1960 CORVETTE

In 1953, Chevrolet's launch of a two-seater sports car marked a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette used existing GM running gear on a shortened chassis, around which was wrapped striking Harley Earl-styled fiberglass bodywork. Undoubtedly drawing inspiration from the Europeans, Chevrolet chose the 235.5 cubic inch (3.8-liter) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted some criticism at the time. Sluggish sales saw the Corvette come close to being axed, surviving in large part to Chevrolet's need to compete with Ford's new Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the

'Vette's position in the market, the model going on to become the world's best-selling and longest-lived sports car.

From 1956-onward, the Corvette evolved gradually, and while major chassis engineering changes were few, the body gained a four-headlight front end for '58 and a re-styled 'duck tail' rear, featuring a quartet of taillights and enlarged trunk for '61. As the 'Vette was face-lifted and improved annually, more and more options became available, and in 1962 a stock Corvette came with electric clock, rev counter, seat belts and outside rear-view mirror.





THE CAR OFFERED

This C1 Corvette left the General Motors St. Louis assembly plant in 1960, optioned with the 245hp dual four-barrel carbureted V8 with a 4-speed manual transmission, as well as a heater, AM Radio, windshield washers, sunshades, whitewall tires, two-tone paint combination, a 3.70:1 Positraction rear axle and metallic brakes. With all options, the sticker price on this Chevrolet came out to approximately \$4,360.

The substantial history file traces the car's ownership with receipts and records beginning around 1983 when it was owned by Mr. Jim Conway of Maryland. During Mr. Conway's ownership, the car was in excellent original condition according to the NCRS judging score forms included in the history file. The car then changed hands to Mr. Terry Lukow of Connecticut who continued

the high level of care to this C1. During Mr. Lukow's ownership, he proceeded to give the car a detailed restoration from around 2012 to 2014. Photos of the restoration are shown in the vast history file along with receipts totaling approximately \$50,000. The restoration work was very well performed and presents very well.

Since being acquired by the consignor several years ago, it has sparingly driven and well maintained. It has recently been through extensive detailing and shows quite well. The engine appears to be original, and is the correct specification as designated by the "CT" suffix denoting the 245hp option. Finished in Roman Red with white coves and a black interior, it is the quintessential color scheme for these classic Corvettes.

The 1960 Corvette is indeed a true American Classic. They are also extremely useable cars for a variety of motoring events. Their size and stability on the road make them ideal for weekend cruising or more spirited driving events. Their powerful V8 engines are easy to maintain, and spares are readily available. This example has been lovingly cared for and is a fine choice for the new collector, or as a worthy addition to an established collection.

\$110,000 - 140,000



68

1966 JAGUAR E-TYPE SERIES 1 4.2 FIXED HEAD COUPE

Chassis no. 1E32352
 Engine no. 7E32352

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

- Always maintained, but never restored condition
- Previously in long-term ownership
- Numbers matching example
- Opalescent Gold Sand over Cinnamon



THE JAGUAR E-TYPE

Introduced in 3.8-liter form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was a lot more to the E-Type beneath the skin.

The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-liter, triple-carburetor, 'S' unit first offered as an option on the preceding

XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint: firstly, because it weighed around 500lb 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. Aerodynamically, the Coupé was superior to the Roadster and a more accomplished Grande Routière, enjoying a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

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 that supported the engine. 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.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, as the durable four-speed Moss gearbox was retained. The latter was replaced when the 4.2-liter engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the





THE CAR OFFERED

improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and also to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-Type was 'the most beautiful car ever made'.

This Series 1 4.2 E-Type is seen today in always maintained, but never restored condition, painted in Opalescent Gold Sand over cinnamon interior color. This matching numbers example was recently in long-term ownership, having traveled 87,000 miles from new. The interior of this car wears beautifully, being mostly original, while the paint has received work throughout its life.

Overall, the car shows a tasteful amount of patina in and out, while maintaining functionality and operating order, described as driving quite nicely. Powered by the torquey 4.2-liter inline six that the car was delivered with new, this E-Type is equipped with the 4-speed manual fully synchronized transmission. Handling is provided by 4-wheel independent suspension that

was so successful for Jaguar that they continued to use the same geometry for years of production with continual successful motorsports pedigree.

Included with the sale of this E-Type is the Jaguar Heritage Certificate showing that the car is indeed a numbers-matching example, as well as its spare tire and jack. The example being sold here is prepared for Sunday cruising and eligible to enter any number of vintage rallies.

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

**69
NO LOT**



70

1962 MERCEDES-BENZ 190SL

Chassis no. 121040-10-025619

Engine no. 121928-10-003501

1,897cc SOHC Inline 4-Cylinder Engine

2 Solex PHH44 Carburetors

105bhp at 5,700rpm

4-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Drum Brakes

- Amazingly well-preserved, one-owner car wearing original paint
- Stunning numbers-matching 'barn find' with only 37,690 original miles
- California car since new, complete with original black license plate
- Beautiful Graphite Grey color, complete with matching hardtop
- Comes with original, unused soft top in 1962 Mercedes factory crate



THE MERCEDES-BENZ 190SL

In the 1950s, the spartan little roadsters from Britain swelled in popularity among the burgeoning sporty-car set, but the New York-based European car importer Max Hoffman saw room in the middle for a stylish, more refined drop-top cruiser. He persuaded Mercedes-Benz management to create a simpler, less costly convertible to sell alongside the exotic 300SL, and, considering Hoffman's past record, Mercedes-Benz brass were all ears, responding with a stylish four-cylinder runabout bearing a family resemblance to the iconic 300SL. By using a shortened platform and components from the Ponton saloon, costs were kept in check without sacrificing the quality that Mercedes-Benz buyers expected. On debut, *Road & Track* declared 'on the highway an 80mph

cruising speed is extremely comfortable and well within the car's capabilities, both as to engine durability and roadability.' Just as Hoffman predicted, Americans fell head-over-heels for the stylish German roadster, and were the biggest consumers of the new 'baby' SL, scooping up many of the 26,000 produced between 1955 and 1963.

THE CAR OFFERED

This impressive 190SL is a one-owner example that has spent its entire life in California. Showing 37,690 original miles at the time of cataloguing, this collector's dream still wears its original California black license plate and its original factory Graphite Grey paint. The impressive litany gets even better as we delve into the details, as this car also retains its original tan leather interior, presented in lovely order with a pleasing patina. The remaining soft trim, carpeting and headliner are finely preserved, even after 61 years of cherished care. Behind the front seats is the optional side-facing 'kinder' seat. It also wears its color-matched and numbered factory hardtop with a similarly consistent patina. Intriguingly, this 190SL has only ever worn its hard top, and the factory soft





top, matched to this specific car, is still sitting brand new and unused in the original Mercedes-Benz wooden crate from 1962. The construction of the crate is a marvel in itself and is a wonderful piece of automobilia to display alongside this 190SL.

Accompaniments include the original books, manuals and pouch, original date-coded spare wheel and tire, jack, and above-mentioned soft top. Details like the correct factory spot weld marks in the engine bay, labels and tags point to this W121 leading a cherished existence. The original matching-numbers engine has been recently serviced and is reported to be ready for enjoyment by its next caretaker. This remarkable 'garage find' example is remarkably well-preserved, and judging

from the black California license plate, the last time it was road registered was in 2001. This is a wonderful opportunity to acquire an exceptionally well-preserved 190SL Roadsters complete with many unique details and complements.

\$180,000 - 210,000



71

1917 PACKARD 2-25 TWIN SIX RUNABOUT

Chassis no. 32168
 Engine no. 127642
 Gearbox no. 127833

424.1ci L-head V-12 Engine
 88bhp at 2,600rpm
 Single Packard Carburetor
 3-Speed Sliding Gear Transmission
 Solid Front Axle, Semi-Floating Rear Axle
 4-Wheel Mechanical Drum Brakes (See Text)

- *Intriguing Argentinian history*
- *Modified chassis with 4-wheel brakes and Houk wire wheels*
- *2005 Pebble Beach Motoring Classic participant*
- *An evocatively styled pre-1920 racing machine*



THE CAR OFFERED

Throughout its illustrious history, the Packard Motor Car Company generally shied away from motorsports, but many privateers saw ample potential for performance beneath their luxurious trimmings. In the mid-1910s Packard's chief engineer, Jesse Vincent, revealed the all-new flagship "Twin-Six" engine. Displacing just over 424 cubic inches, the L-head V-12 was a luxury motoring masterpiece, delivering unparalleled refinement and near silent operation. This 1917 Series 2-25 Twin Six "Runabout" began life as a standard car and is one of a handful of Twin Sixes shipped new to Argentina, where it evolved from luxurious tourer into this minimalistic racer.

Common with racers of the era, this Packard likely evolved to remain competitive, taking on a low-slung stance that is consistent with mid-late 1920s era racing cars. The sparse, cut-down body, set low on the widened and modified chassis, is devoid of any unnecessary addenda. It gained 4-wheel brakes via a Hispano-Suiza style front axle and brake assemblies. Other elements include a reworked radiator, side-exit exhaust, custom inlet manifold, and relocated gear lever. Finally, twenty-inch Houk wire wheels with twin side-mounted spares round out the purposeful package.

In the late 1950s a Shell Oil executive based in Argentina, C. William Humphreys,

discovered the Packard. He sold it in 1962 to Mr. Frederick D. Douglass, who tried bringing it home to Texas, but Argentinian customs, viewing the car as a valuable historical artifact, refused to release it. Douglass got creative, partially disassembling it and temporarily fitting junk parts to conceal its identity! The ruse worked, and in 1964, the Packard arrived in the Port of Houston aboard the SS Nopal Star. After Mr. Douglass passed in 1969, it was sold to Elwood Hardman of Evergreen, Colorado, and remained in his care until June of 2001 at which point it was purchased by restorer Dave Rosenwinge and William Eyler, and a complete restoration commenced. During the project, ownership transferred to Rick Eagen and Tony Reed, and it was





eventually completed at the skilled hand of Mr. Rosenwinge.

Fresh from restoration, the Twin Six proved its mettle as a proper driver's car on the 2005 Pebble Beach Motoring Classic, a 1,500-mile tour of the West Coast. Following that successful adventure, it was driven on the pre-show Tour d'Elegance and displayed on the famous lawn of the Pebble Beach Concours d'Elegance. Today, this wholly unique and fascinating Packard is well-maintained, displaying a light patina from touring. Recently, the body was removed and refinished in an appealing Raven black as a nice contrast to its red chassis, with this work being carried out by the concours winning RM

Restorations shop. It remains an intriguing prospect for shows, and with its lightweight body and mighty V-12, it will surely be a thrilling mount for competitive events like the Ragtime Racers group or any number of prestigious tours.

**\$130,000 - 180,000
WITHOUT RESERVE**



1970 MERCEDES-BENZ 300 SEL 6.3 SEDAN

Chassis no. 109018.12.005239

6,332cc SOHC V-8 Engine
Mechanical Fuel Injection
300bhp at 4,100rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *Powerful Mercedes-Benz luxury Sedan designed by Paul Bracq*
- *Exquisitely presented example of the model*
- *Timeless combination of looks and performance*
- *6 Piece luggage set and tool roll included*



THE MERCEDES-BENZ 300 SEL 6.3

'The greatest sedan in the world,' according to *Road & Track*, and few would disagree with the authoritative American motoring magazine's assessment of what in its day was the last word in high-speed opulence: the Mercedes-Benz 300 SEL 6.3.

First shown at Frankfurt in 1965, the 'S' Class Mercedes range, designed by Paul Bracq, was outwardly distinguished from preceding models by a new sleeker bodysell with lower roof and waistline as well as increased glass area. Joining the range for 1968 was the 300 SEL 6.3, created by installing the powerful 6,332cc overhead-camshaft V8 of the leviathan 600 limousine in the long-wheelbase 300 saloon, while other refinements included the 600's air suspension and power-operated brakes.

Automatic transmission was standard equipment. According to *The Motor*: 'The rich smell of expensive cow hide and firm, but shapely seats welcome you aboard. The door shuts with a muffled donk, like that of a railway carriage in an acoustic chamber, and suddenly the outer world is remote and strangely silent.' A superbly appointed luxury conveyance endowed with sports car performance, the 300 SEL 6.3 could attain 60mph in around seven seconds and had a top speed approaching 140mph. It is not at all surprising that the 300 SEL 6.3 was such a favorite with racing drivers of its era. They would have been among the relatively few individuals wealthy enough to afford it as it cost more than Ferrari's fabulous 365 GTB/4 'Daytona' GT car.

THE CAR OFFERED

The quality of a Mercedes-Benz has always stood head and shoulders above most of its peers, particularly in this era, and it is plainly evident when one views a car such as this 300 SEL 6.3 Liter V8. Reaching for the stars in their wish to please the buyer of such a car, it is also unencumbered by a need to save weight and so is beautifully equipped from stem to stern.

Decoding its chassis and data plates confirms the car to have been built in October 1970 and destined for the USA market when new. It was originally finished in the color that it has been refurbished to, that of an understated Anthracite Grey, while its leather is noted originally to have been Bamboo (code 249). Close inspection of the seats suggests that





these are likely those originals, which have been Connollised in an off white. Other as-built options include its Becker Europa stereo and electric antenna and Behr Air-Conditioning. These are joined by a rare period Becker Cassette also which may have been dealer supplied in its early days.

Arriving in the present collection approximately 5 years ago, the Mercedes has clearly been the subject of a high quality repaint and other restorative work, and is reported to have undergone a thorough restoration. In its door jamb an original oil change sticker notes that by December 1973, its mileage was 18,268 and today the odometer notes just over 23,000, to judge from its seemingly original interior it seems plausible that this could be

an actual reading, albeit unsubstantiated.

To add to the car's overall exceptional presentation is the presence of a 6-piece factory type luggage set, as well as a tool roll. When reviewing a car like this, it is so easy to see why their 2020s tagline of 'The Best or Nothing' is not a new gimmick but a mantra of generations of the Daimler-Benz product.

\$100,000 - 120,000



73

1997 PORSCHE 911 TYPE 993
CARRERA CABRIOLET

VIN. WP0CA2994VS341209

3,600cc Air-Cooled SOHC Flat 6-Cylinder Engine
Computer Control Port Injection
222bhp at 6,300rpm
6-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- The desirable last-of-the-line air-cooled 993
- Lovely Arctic Silver Metallic over Midnight Blue leather
- Just over 53,100 original reported miles
- Excellent 911 for fast paced, open-top touring



THE PORSCHE 911 (993) CABRIOLET

In 1993 Porsche introduced what is regarded by many as the most beautiful 911 of them all: the Type 993. Over the years the 911's purity had been diluted by various safety add-ons. The Type 993 marked a return to basics, being recognizably a 911 but freed of extraneous bits to spoil its lines. Beneath the beautiful body, engineers devised a new light-alloy sub frame with an all-new multi-link suspension, putting behind the previous generations' lift-off oversteer and making significant progress with handling and refinement. The 993 was also the first 911 to receive a six-speed transmission, and engines gained variable intake and sophisticated modern electronic management. The range comprised of two- and four-wheel drive models, the legendary Turbo, and the Cabriolet convertible, all powered by the latest, 3.6-liter version of Porsche's perennial air-cooled flat-six engine.

THE CAR OFFERED

Crisply presented in Arctic Silver Metallic, this 1997 Type-993 Carrera Cabriolet is a lovely six-speed manual-equipped example that is recently out of long-term single ownership. It is a very well-appointed car, with a host of optional extras including the 'Motor Sound Package,' 18-inch 'Technology' wheels, limited slip differential, Technic Package, heated supple leather front seats, power seat package, Hi Fi sound, and more. Showing 53,100 miles at the time of cataloguing, this car is accompanied by a clean Carfax Report showing continuous East Coast ownership and servicing from 1997 through 2022, when it was acquired by the consignor. The seller reports recent service to include an oil change, replacement alternator, and a new battery.

A dark blue canvas soft top and blue leather upholstery contrast beautifully against the

silver paintwork. The original upholstery is excellent overall, with only moderate wear noted on the driver's seat bolster that is consistent with the car's mileage and history of care. The optional aluminum shift knob guides the six-speed manual gearbox, and the 3.6-liter flat-six is reported to run strong.

For many enthusiasts, the 993 represents the zenith of the original 911 concept, blending modern technology with the old-world character that makes the 911 such a pure joy to drive. With the added benefit of a roof that folds away, this wonderful Cabriolet is the ideal way to enjoy all the sounds and sensations the Porsche 993 has to offer.

\$70,000 - 90,000
WITHOUT RESERVE



2007 PORSCHE 911 '997.1' TURBO COUPE

VIN. WP0AD29917S786184

3,600cc Twin-Turbocharged DOHC Flat Six Engine
Electronic Engine Management

480bhp at 6,000rpm

5-Speed Tiptronic S Automatic Transmission, All-Wheel Drive

4-Wheel Independent Multilink Suspension

4-Wheel Ventilated Cross-Drilled Disc Brakes

- An impressive high-specification 997.1 Turbo
- Black over black full leather interior
- Optional Sports Chrono Pack, Adaptive Sport Seats, and more
- Approximately 43,000 miles shown
- Clean Carfax report



THE 997 TURBO

The 997-generation of the evergreen Porsche 911 arrived in 2004 much to the delight of devoted Porscheophiles who found much to dislike about the 996 it succeeded. The 996 was always bound to challenge Porsche's staunchly traditionalist fanbase with its water-cooled engine and controversial "fried egg" headlamp design. The new 997 brought fresh yet classically familiar styling and a new interior, while evolutionary tweaks to the engine and chassis retained the excellent fundamentals of its predecessor. The legendary Turbo returned as the flagship luxury/grand tourer of the range. With torque-vectoring all-wheel-drive and a 3.6-liter flat six featuring variable turbine turbochargers, two-stage intake, and a thumping 480 horsepower output, it was the grown-up, surefooted alternative to the knife-edge GT3 – equally as happy doddling to the shops as it was approaching 200mph on the Autobahn.

THE CAR OFFERED

The 997-generation 911 has become increasingly collectible in recent years, thanks to its timeless looks and ideal blend of modern performance with just the right touch of classic feel. This 2007 Turbo Coupe is a fine example of the breed, finished in an appealing all-black livery and well-optioned for mile-crushing performance. Reported to show just over 43,000 miles at the time of cataloguing, this car is equipped with the desirable Sports Chrono Package, Tiptronic S transmission, heated front seats, park assist system, adaptive sport seats, leather covered rear console, and thick-rimmed sport steering wheel. The accompanying clean Carfax Report shows ownership history in Beverly Hills, California, Texas, and Illinois. It is presented in fine condition inside and out, supporting the claim of steady maintenance history.

Subtly intimidating in its all-black paintwork and sitting low and wide on machine-finish split-spoke alloy wheels, this 997 Turbo is a thrilling, and collectible supercar with astonishing performance and surprising versatility that can be appreciated every day.

\$75,000 - 95,000



75 P

Ex-Chamberlain Brothers and from the collection of the late Peter Briggs

THE RECONSTRUCTED 1904 GORDON BENNETT NAPIER L48 "SAMSON" RACING CAR

Engine no. 1320A

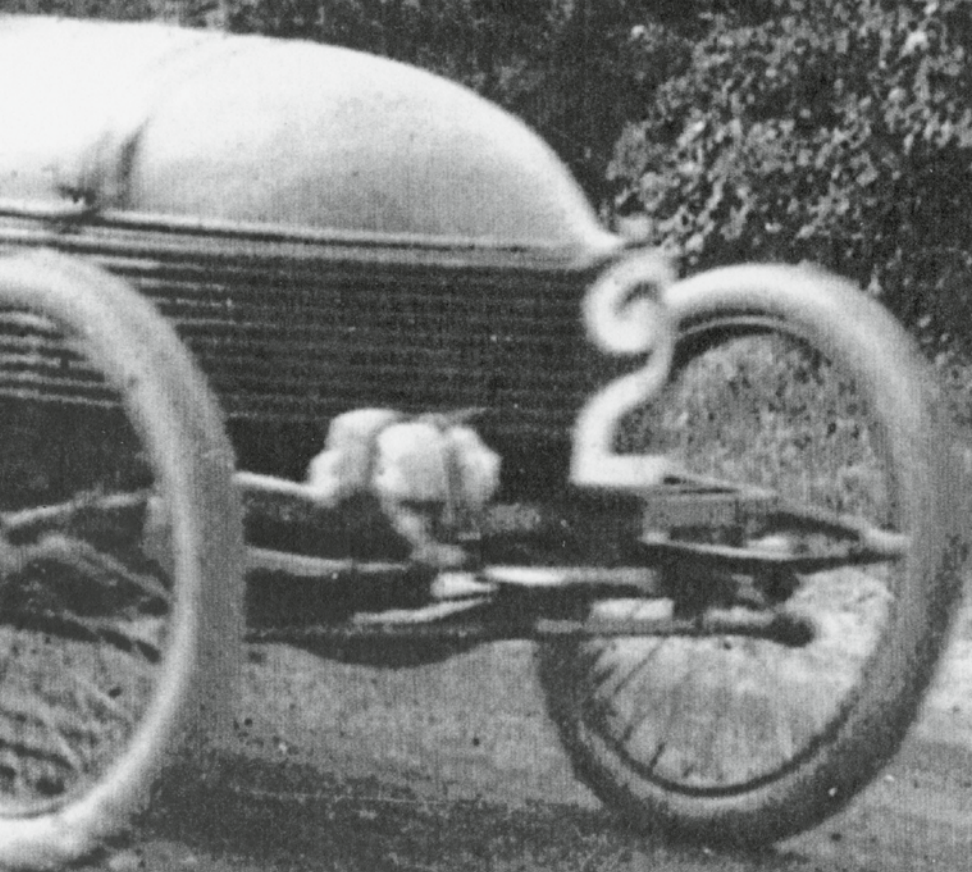
15-Liter Inline 6-Cylinder F-Head Engine
Single 2 7/16" Carburetor
240bhp at 2,300rpm
2-Speed Manual Transmission
Beam Front Axle, Live Rear Axle
Rear-Wheel Mechanical Brakes



Scan for a video of
the Napier in action



- Historic "tool room" recreation utilizing the original L48 engine
- The world's first successful six-cylinder racing car
- Flying One Mile Record of 104.65 mph, Ormond-Dayton Beach Meeting, Florida, 1905
- Automobile Quarterly's 'Most Historically Significant Car' Pebble Beach Concours d'Elegance, 1999
- Driven by Dorothy Levitt to the Women's World Speed Record, October 1906
- Goodwood Festival of Speed invitation, 1994 and 2000





THE NAPIER L48 “SAMSON” 15-LITER

“There is nothing in all of motoring quite like the massive displacement of early racing cars. Driving this Napier, you experience everything that made this era so exciting. Setting off, you are struck by just how tall the gearing is—first gear here is like high gear in anything else. When you get the machine rolling and apply any throttle, it hurtles forward, snapping you back in your seat. You are launched to over 50 mph before you can grasp what has happened—and you are still in first gear! You need a bit more speed still to get it into the only other gear, and then it starts all over, the engine dropping to just a few hundred revs. When you open the throttle, it feels like it could go on forever, well past 100 mph. Thundering around in this beast, you cannot help but be captivated by that fact that you

are controlling the engine that set such a milestone world record.” - Evan Ide, for BonhamsCars

An ‘Edwardian Giant,’ offered from the collection of its fifth owner in one hundred and twenty years, Australian businessman Peter Briggs. This “adventure capitalist” would surely have recognized himself in a car that shattered records and assumptions, and whose ownership and racing pedigree bring together for a most impressive roll call several of the most pioneering figures in the history of the automobile. The discovery of this engine in the 1950s to a complete body in the 1980s heralded the definitive rebirth into the motoring world of the L48 and its singular legacy. Any new owner must keep bright and burning the flame of

transformation and perseverance this motor has ignited in all its custodians.

The Napier marque was begun by Montague Napier’s father more than a hundred years before the birth of the L48. Some years after Montague took over the large business it suffered a decline, and by 1900 was quite a small engineering shop producing products of a nonetheless superior precision, such as coin-weighing machines for the Royal Mint. Montague and his Australian-born collaborator Selwyn Francis Edge, a marketing wizard who cut his teeth in the hyper-competitive bicycle business, were eager to reposition Napier as an innovator in both strategy and engineering. It was through endurance speed-cycling that the pair met the



Macdonald Praises and Blames

ARTHUR MACDONALD, the British driver of the record-breaking Napier car, has returned to England after his triumphs on the Florida beach. He is bubbling over with praise of American sportsmen, who, he says, are princes of good fellows, and of the arrangements for timing the races. But of the Ormond-Daytona beach, and the management of the races, he has a very poor opinion. "The track was very 'bumpy,' the wrong week being selected," he said. "It



ARTHUR MACDONALD AT BALDWIN'S COTTAGE, ORMOND

was high tide in the middle of the day, and it was the season for gales and blizzards, and the result was that the sea kept well up, and when it did recede the track got frozen, and ripples were formed in it, which made driving exceedingly difficult.

"The timing was very good. The referee was extremely nice, there was no favor, and everybody was impartial. As regards sport, I have never met such a fine set of sportsmen as I did in Florida. Everybody was ready to take their beatings very well, and would come up and give me their congratulations."

To celebrate the successes of the Napier driver, a dinner was tendered Macdonald at the Florence restaurant by the heads of department of S. F. Edge, Ltd. It was presided over by S. F. Edge, who bore testimony to Macdonald's abilities as a driver and the manner in which he had worked his way to the front without influence and by merit alone. Mr. Edge also made the interesting announcement that a much larger car was being built for next year's Florida meeting, and that it would again be driven by Macdonald.

1912



young engineer Arthur J Rowledge, a future assistant to Henry Royce. Amongst the Bath Road Cycling Club members was S.F. Edge's wife, Eleanor Edge, who was also a pioneer motorist in her own right and a founding member of the world's first motoring club for lady drivers or "chauffeuses."

Around this time, the British motor industry was struggling for recognition amongst the elite nations of motor manufacturing, namely France and Germany. Racing competitions were introducing weight limits so that extra weight could not be added to give greater grip to the very thin tires of racing cars of the time, which would slip against the road and wear out each time a cylinder fired. Every tire change cost time, and in one city-to-city race, Edge had to change 30

times. Charles Faroux, the French engineer and journalist who later founded the Le Mans 24 Hour Race, suggested to Edge that building a six-cylinder engine would address the problem, providing a smoother power delivery to the rear wheels and improving tire life. As part of his ambitious strategy of building powerful engines for the fastest cars and sending them to win high-profile international races, a kind of 'publicity stunt' that would become a favourite ploy of manufacturers, Edge announced in October 1903 that Napier would compete in the 1904 racing season, becoming the world's first successful six-cylinder car.

The purpose of the 'L48', the works racing car, conceived as an improvement of the market-leading Panhard Levassor and of

Napier's own K5, was to break the Land Speed Record. The victory of the K5 at the 1902 Gordon Bennett Cup and its failure to secure the title the following year, had both proven instructive. For 1902, Edge had persuaded Napier to build a car weighing significantly below the 1000 kg limit even if this meant a lower powered car; although the K5 with its pressed-steel chassis could not approach the speeds attained by its competitors, these faster cars broke down and did not finish. Napier's loss the following year was in part an effect of rushed production, but the engine was still somewhat outdated. Napier retained from the K5 the chassis, suspension, steering, clutch, and rear axle. On the other hand, the automatic intake valves were connected to mechanical operation, bringing the maximum





power from 80bhp to 100bhp at 1524rpm. The three-speed gearbox could not be retained, as space and weight problems with the longer six-cylinder engine necessitated the use of a short two-speed and reverse gear. Galvanized by the publicity of the 1902 Gordon Bennett win in France, which had translated directly into a surge in orders and massive growth in the business, the new goal for the Napier team was not simply to return to old glories but to exceed itself as well as the competition.

It is unlikely that Rowledge alone was responsible for the design. The basic concept of the six-cylinder engine was brilliant, with its overlapping firing periods providing a smoother power deliver, but it is unthinkable that a designer of his

caliber could have been responsible for such defective details as the cylinders with screwed-on cast iron valve chests or the multi-seated faced intake valves with minimal lift. History does not record the other hands that were part of this leap in mechanical engineering. Napier did not build the first six-cylinder car – Spyker built one in 1902 but it was not a success and is today in the collection of the Louwman Museum in The Netherlands. When the Napier was finalized on 10th April 1903, no six-cylinder car of any make had been sold anywhere in the world, so Napier and Edge had shown amazing confidence in building such a racing engine. Later, the first recorded sale of a six-cylinder car was a Napier touring model, first demonstrated in June that same year.

With the works car ready to be deployed onto the battlefield of industrial rivalries, S.F. Edge set himself to assembling a team for the Gordon Bennett Cup in Germany; he could not cross the Atlantic, so turned to the team of amateur and professional drivers at his disposal. He applied his experience as the manager of the Dunlop Cycle Racing team to create what was the first great British motor racing team. Following the 1904 failure, the front of the new race car was extensively revised to include a streamlined nose and an exterior radiator. Its 80-tube, 20-gallon radiator fashioned from 242ft of quarter-inch copper pipe, and operating at atmospheric pressure, was as much about cutting a spectacular figure as it was about cooling. The





combination of good looks and ambitious engineering was not sufficient to guarantee success: talented pilots with a grip to match the shoulder-width steering wheel, and with the feet of a dancer for peddling the throttle and brake of this 151-inch machine – the ultimate mount for the elite drivers.

Napier would compete in the September 1904 racing season at Portmarnock Sands Speed Trials in Ireland with the fastest time. That same month saw the Napier return to the Continent at the Gaillon Hill Climb in France, where the twenty-two-year-old British driver, Arthur MacDonald, completed the Flying Kilometer in 29.4 seconds, setting a record that would be beaten in a subsequent run by the Gobron-Brillié and then later by Darracq. The L48 finished third.

The car's greatest victory was won on the 25th January 1905 on a stretch of sand between Florida's Ormond and Daytona Beaches, where cars could realize their full potential on flat land unencumbered by speed limits. With Englishman Arthur MacDonald at the wheel, the Napier broke the Flying One Mile World Record of 104.65mph (168 kph). It was the first car to record 100 mph on American Soil and the first British car to crack the 100 mph barrier. Other achievements at the Velocity Weekend included the Flying Kilometer (American Record) 97.26 mph; the World's Competitive Kilometer Record (Standing Start) 81.6 mph; the World's Competitive Mile 96.25 mph; the World's Five Mile Record 91.37 mph; the World's Ten Miles Record of 96.00 mph (winning the Miller Trophy); and the World's

Twenty Miles Record 89.21 mph (winning the Thomas Trophy).

Six months later, on a gloriously sunny day near Auvergne, France, at the Gordon Bennett Cup, British entrant Napier was the fastest over the kilometer with the L48 but finished the race in ninth place due to poor preparation. The car returned to the Daytona Beach Speed Trials in 1906, piloted by Walter Thomas Clifford Earp, dubbed 'England's Leading Gentleman Driver' by the Washington Post. *The Los Angeles Times* concurred that 'England has certainly sent her best, both in a man and machine, to battle for the world's supremacy in automobile speed.' The other five racers were: Vincenzo Lancia driving





a Fiat (he would later manufacture Lancia cars in Italy), Louis Chevrolet, U.S.A., driving a Christie, Emanuel Cedrino from Italy in a Fiat, William H. Hilliard from Boston in an ex-Gordon Bennett racing car Napier, and J.R. Harding of Boston in a Daimler. At the 32-mile mark, disaster struck. The Napier's right rear tyre exploded, throwing fragments of rubber all over the beach to the horror of spectators. In the previous year, the car had wooden spoked wheels, but this time it had the first Rudge Whitworth wire wheels, which he was confident could withstand the side strain on cornering. At fifty-eight miles, Cedrino was a handy seven minutes ahead of Clifford-Earp, but he too encountered trouble with his tires and began to slow down. In a moment of sheer brilliance, he stopped his car [remove] next to Vincenzo

Lancia's car and proceeded to remove two tubes from the stranded car to put on his own wheels. He would not be denied. It was now a race of two, with Clifford-Earp on three wheels about three minutes ahead, with Cedrino chasing behind with fresh tires and tubes. Clifford-Earp's winning margin was only 50 seconds after 100 miles. Despite racing 63 miles on only three tires, he had set a world record time of 1:15:40-2/5sec or 79.288 mph, beating the previous time by three minutes. It was reported that 'pandemonium broke loose' amongst the spectators. The win was instantly legendary, later inspiring racing historian Dick Punnett to title his book on the Ormond and Daytona Beach tournaments "Racing on the Rim" in tribute to this remarkable feat.

Clifford-Earp and Arthur MacDonald were not the only drivers to find success behind the wheel of the L48 in this period of 'Edwardian Giants'. October 1906 saw Dorothy Levitt establish the Women's World Speed Record over the Flying Kilometer with a speed of 90.88 mph at the Blackpool Motor Race Meeting. Between 1906 and 1908, the Napier continued to be raced, gaining an even larger 20-litre engine along the way. The car was nicknamed 'Samson', a nod to the resemblance of the engine's copper cooling tubes to the flowing locks of the biblical strongman.

Fifteen miles away from their new factory in Acton, the world's first purpose built 'banked' motor racing circuit at Brooklands





Samson returns to Daytona Beach earlier this month

was the place for high-speed testing. At a time where blanket speed limits were 20 mph. In November 1908, on the "Byfleet" banking, 'Samson' achieved a top speed of 130 mph, a record lap which stood for six years. In the months leading up to this achievement, L48 had set many more records including: first in the Thirty Mile Race (Montague Cup); 90 hp Ten Lap record raised to 102.21 mph and Half-Mile record raised to 114.98 mph; 90 hp Class short record pushed up to 119.34 mph.

The car was eventually sold for scrap by Napier. Exhausted by such an eventful career, it had become too dangerous for fast driving. In 1909 the second engine was taken out of the chassis and installed in a speedboat. This had been the fate of the first engine with the larger bore of 6¼", which was purchased from

S.F. Edge by speedboat racers Percy and Fred Cornwell of Cornwell Pottery, Melbourne, for the speedboat 'Nautilus II'. Napier had become the only manufacturer in the world to hold both the world land and the world water speed records. In 1905, Mr. Tucker and his Jarrow-Napier motorboat had achieved 30 knots; Albert I, Prince of Monaco, bestowed upon S.F. Edge the Order of St Charles in recognition of this achievement.

The story of the engine's survival after its racing career begins with Alan 'Bob' Hawker Chamberlain, manufacturer of the celebrated Australian-made Chamberlain Tractors. The Hawker name resonates: Bob's uncle was Harry Hawker, best known as the aviator and engineer associated with the Sopwith Camel and the Hawker aviation

firm. Faced with the choice either to polish this relic of the racing's golden age and put it on a stand in a museum, or to recreate the original car around the engine, the engineer's decision was of course in favor of the more ambitious line of action. Had the car been of a more conventional design and a less illustrious history, Chamberlain may not have bothered to re-construct the car.

At the Cornwell Pottery factory where the engine was rediscovered, only the intake valve rocker arms and domes were visible, poking through the dust. England's *Motor Sport* magazine printed a photograph of Chamberlain's engine block with a notice asking for information, to which Anthony Heal responded by sharing the research he had conducted into Napier over several years.





Fortunately, unlike other manufacturers, Napier did not destroy their records. The archiving efforts of enthusiasts such as Heal and Derek Grosmark enabled Bob Chamberlain to rebuild the Napier with characteristic thoroughness. When enlarged, excellent photographs of the engine taken in June 1904 even showed details of the casting imperfections. During the original construction of the car in the early 20th century, hundreds of wooden casting patterns had to be made as every component of the engine was a new design, so much was the engine at the cutting edge of engineering. Chamberlain did the same, reproducing from photographs and plans hundreds of wooden casting patterns to form the car presently offered at this sale. Chamberlain's friend found an article in an English motor journal which included original assembly

drawings of the L48 engine, and it was discovered that these were printed from the original and well-preserved ink on linen drawings held at a London Museum. These left no doubt that the engine found in Australia was the first and original one used in the Napier racing car L48.

The rebuilt engine was fired up for the first time in sixty-seven years on the 8th of July 1982, and it is said to have started on its first turn. Testing on a dynamometer showed almost 180 bhp at 161km/h. Bill Body, stalwart editor of the famed *Motor Sport* magazine and longtime critic of poorly executed replicas, wrote in his magazine in 1988: 'Whether or not you approve of the modern reconstruction of old cars, you must concede that this is the recreation of the decade'.

In May 1982 the car was shipped to the United Kingdom and campaigned twice, appearing in the June 1983 Brooklands Reunion and the July 1983 Shelsley Walsh Hill Climb. Australian F1 driver Tony Gaze drove it at the Colerne Sprints in 1983 and recorded a standing start kilometer in 30.67 seconds with a terminal speed of 111.73 mph. This remains a record, despite the best efforts of many potent Edwardian racing cars whilst this course was in use. In May 1983 the L48 was again shipped to the United Kingdom, getting its first high speed run at Donnington. Circuit owner Tom Wheatcroft had visited Australia to see the reconstruction underway.

To an independent Melbourne evening auction on the 23rd April 1993, the Chamberlain family consigned the Napier and two other important cars: 1910 Craig "Prince Henry" Benz works racing car, and the Erle/Syme "Prince Henry"





Benz works racing car. That night saw ownership transfer to Peter Briggs and his wife Robin. Mr. Briggs housed the car in his York Motor Museum, Western Australia, but the couple took it out on many an excursion.

John Keenan undertook primary research on the car when it entered the York Motor Museum, building on that already collated by Chamberlain. This attention to detail and careful mining of archival material enhanced the eligibility of L48, earning Briggs invitations to show and compete the car at the world's foremost events, including the annual Pebble Beach Concours d'Elegance in 1999. Previously, at the 49th edition of this prestigious event, Automobile Quarterly awarded the car the most historically significant car. In 2000, the Napier was once again invited by the then Lord March to the

Goodwood Festival of Speed hill climb where Peter Briggs took it to a class win. Graeme Cocks had the opportunity to exploit the power with a 160km/h run at the historic claypan of Lake Perkollili in the Goldfields of Western Australia in 2007.

Something of the same spirit behind the engineering and commercial excellence of Napier, Edge and Rowledge, fired Bob Chamberlain's desire to feel what it was like to drive and race one of Britain's and the world's greatest race cars. Peter Briggs as a custodian enjoyed showing and rallying the car with his beloved Robin, recognizing in it the same perseverance and capacity for transformation that earned him pre-eminence in Australian business. To be the next custodian of the greatest British car from the "heroic age" of motor sport is to provide

yourself with a passport to the world's best competitive events on the lawn and tarmac, including the S.F. Edge Trophy at the Goodwood Member's Meeting. Be part of the story of two cars separated by three-quarters of a century, but which share the one heart and soul: its extraordinary engine.

\$900,000 - 1,100,000

Please note that online bidding will not be available for Premium Lots, indicated with a "P" next to the lot number. If you wish to bid on a Premium Lot, Bonhams will require that you obtain a bank letter of reference confirming your ability to remit payment for any and all purchases. Please contact the specialist department at least one business day in advance of the auction date to arrange a telephone bid or an absentee bid by contacting motors.us@bonhams.com, or our Client Service Office by emailing bids.us@bonhams.com or calling +1 (212) 644 9001.



76

1968 CHEVROLET CAMARO SS SPORT COUPE RESTOMOD

Design by Fisher

Chassis no. 124378N316499

327ci Turbo-Fire V8 Engine, Moroso Aluminum Heads
4-Barrel Carburetor
Turbo 400 Automatic Transmission
2,700 RPM Stall Speed Torque Converter
Independent Front Suspension – Live Rear Axle
Front Disc, Rear Drum Brakes

- A well-documented, no-expense-spared example
- Fresh out of 25-year ownership
- Numerous tasteful performance improvements
- New A/C for comfortable cruising
- Period-correct Cragar S/S chrome 5-spoke sport wheels
- Aftermarket gauges for peace of mind



THE FIRST-GENERATION CAMARO

The 1967 Chevrolet Camaro marked the debut of an American automotive legend. Introduced in response to the Ford Mustang, the Camaro embodied the spirit of the muscle car era. Designed to appeal to a wide audience, it offered a range of engines and options to suit various tastes and budgets. The first-generation Camaro shared its platform with the Pontiac Firebird and was available in coupe or convertible body styles.

performance package. With its blend of performance, style, and customization options, the 1968 Camaro set the stage for generations of enthusiasts and cemented its status as a classic American muscle car.

The 1968 model year brought significant updates, including refined styling with a longer hood and shorter rear deck, giving it a more aggressive stance. It featured iconic design elements like the SS (Super Sport) package, RS (Rally Sport) appearance package, and the Z/28





THE CAR OFFERED

This gorgeous 1968 Camaro Sport Coupe is a well-documented, restored and upgraded example that boasts many tasteful performance improvements and now comes to market out of a 25-year enthusiast ownership. The car was built in late September of 1968 at GM's Norwood plant in Cincinnati, OH. Originally finished in Butternut Yellow paint with black standard bucket seats, it now looks sleek and aggressive finished in black paint with SS trim. It appears to sport a high-quality older cosmetic restoration with only minor wear to the interior, the worst of which is a slight separation along the seam at the top of the passenger seat.

Performance upgrades are plenty, including Moroso aluminum heads,

hydraulic roller cams, a turbo 400 automatic shift kit that replaces the original 4-speed manual transmission (better for drag racing!), a 2,700 RPM stall torque speed converter, a Northern aluminum radiator, MSD ignition, a new power brake booster with front disc brakes, new air-conditioning, as well as aftermarket tachometer, water temperature, oil pressure, and vacuum pressure gauges. A 3-spoke padded sport steering wheel and period-correct Cragar S/S chrome 5-spoke sport wheels complete the look of this awesome machine, and with a recent service reported by the consignor, it now needs nothing but a new owner to keep it exercised.

\$55,000 - 65,000



77

1967 ASTON MARTIN DB6 SPORT SALOON

Chassis no. DB6/2834/L/N
Engine no. 400/2814

3,995 DOHC Inline Six-Cylinder Engine
3 S.U. HD8 Carburetors
282bhp at 5,500rpm
5-Speed Manual ZF Gearbox
Independent Front Suspension, Rear Live Axle with Trailing Arms
4-Wheel Disc Brakes

- The final iterations of the legendary "DB" series
- Iconic livery of Silver Birch over black leather
- Delivered new to Wayne, Pennsylvania
- Retains original engine
- Requires recommissioning





THE ASTON MARTIN DB6

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, represents the culmination of this thoroughbred series. While the bloodline to the Touring-styled DB4 of 1958 is clear, the DB6 abandoned Carrozzeria Touring's Superleggera tubular body structure in favor of a fabricated sheet steel platform, while retaining aluminum outer panels.

Increased rear-seat space was the prime DB6 objective, necessitating a $3\frac{3}{4}$ " longer wheelbase along with a revised roofline and doors. The changes were so well integrated that, were it not for the distinctive Kamm tail and integrated spoiler, one might easily mistake it for a DB5.

THE CAR OFFERED

Production records on file show that DB6 chassis 2834/L/N was completed at Aston Martin's Newport Pagnell works on June 16, 1966. It was originally finished in the rare and striking shade of Roman Purple over Natural leather trim and came loaded with tasty options including chrome wire wheels, Normalair air conditioning, 5-speed manual gearbox, Blaupunkt Koln radio, Marchal lamps, and limited-slip differential. After delivery to Mr. E.P. Osborn of Wayne, Pennsylvania, it is believed to have spent much of its life in California, most notably in the collection of the respected Los Angeles plastic surgeon, Dr. Gregory Kirianoff.

After 15 years in current ownership, it wears a very well-preserved older restoration, refinished in the definitive combination of

Silver Birch over black Connolly hides. The Heritage Certificate confirms it retains its numbers-matching block, and the car displays a pleasing light patina overall. It is being offered from an extensive overseas private collection and has been on static display since it was acquired. Please note this car has not been started while in the care of Bonhams and will require recommissioning. The DB6 is highly regarded as one of the most capable and stylish British GT cars, renowned for exceptional performance, comfort, and collectability.

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



78

1909 CADILLAC MODEL 30 DEMI-TONNEAU

Chassis no. 17016

Engine no. 37621

226ci Inline 4-Cylinder Engine

Single Updraft Carburetor

30bhp

3-Speed Sliding Gear Transmission

Front and Rear Semi-Elliptical Leaf Springs

2-Wheel Mechanical Brakes

- *The quintessential brass automobile*
- *Delightful and sporty demi tonneau coachwork*
- *Highly original example*
- *Great running car that is ready to tour*



THE CAR OFFERED

This charming "30" is finished in the standard Cadillac color of the period, Royal Blue with black fenders, and is right hand drive, as all Cadillacs were until the advent of the V-8. The interior retains much of its beautiful original black leather, there is a full-length black cloth top and a brass framed two-piece windshield. Its Demi-Tonneau coachwork (called a Toy Tonneau by other marques) seats four in contrast with the 5-seat accommodations of full-size coachwork.

Equipment includes Gray & Davis acetylene headlamps with matching Gray & Davis acetylene generator, Gray and Davis kerosene sidelights and tail lamp. The frame and undercarriage are painted Royal Blue with white coach lining. Suspension is by semi-elliptical leaf springs at the front

and platform rear suspension. The rear longitudinal semi-elliptical leaf springs have been rebuilt, matched and painted, new shackle pins and bushes are fitted, and the rear axle and torque tube have been rebuilt with new bearings, seals and bushes. The rear wheels have both contracting band and expanding shoe drum braking. Drive is taken through a cone clutch, 3-speed transmission and shaft drive to the rear wheels.

Close inspection shows the Cadillac is highly original. The diamond tufted upholstery is beautifully preserved and has had only a few areas renewed. The body was refinished in 1966 but has mellowed and harmonizes nicely with the car's original features.

Mechanically the Cadillac is reported to

run strongly and was fitted with an electric starter in 2019. Four years ago, the car was extensively serviced with the magneto and spark boxes rebuilt, all new ignition wiring and water hoses, it ticks over like a Swiss watch. The car benefits from one minor change – a new higher ratio gear set has made the car an even more pleasant touring machine that can comfortably move along with modern traffic.

The quality of this 1910 Cadillac Model 30 Demi-Tonneau is apparent and is a credit to the leadership and standards set by Henry Leland and Cadillac during the formative years of the automobile era. A lovely very original example of a most charming automobile.

\$50,000 - 60,000
WITHOUT RESERVE



79

1999 PORSCHE 911 '996' CARRERA COUPE

VIN. WP0AA2993XS626493

3,387cc DOHC Flat-Six Engine

Bosch Electronic Fuel Injection

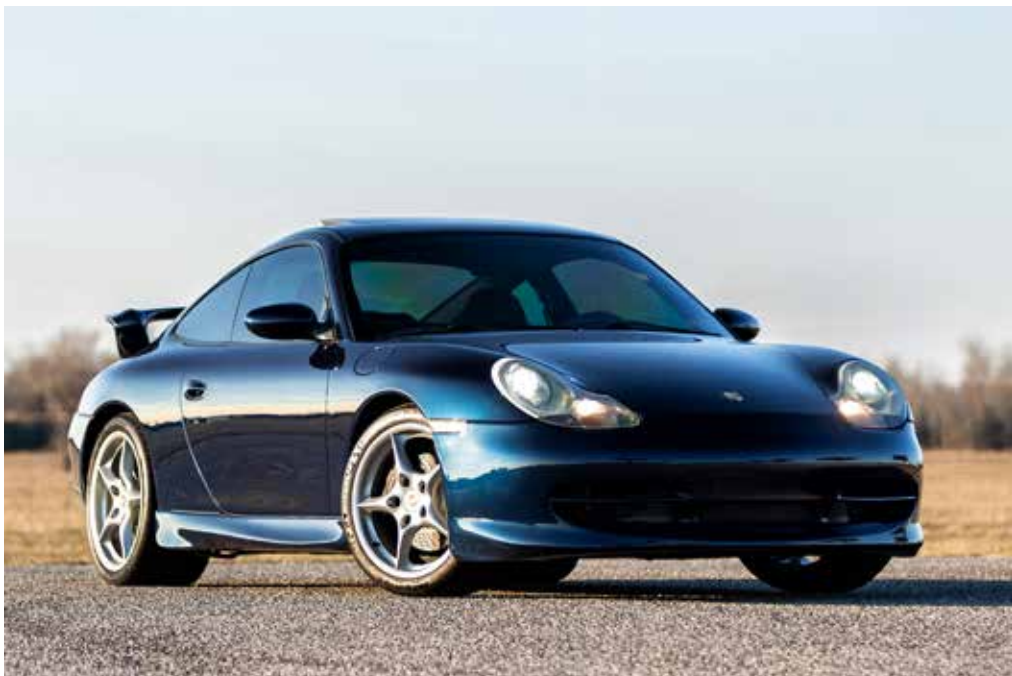
296bhp at 6,800rpm

6-Speed Manual Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- A remarkable 996 with over 30 bespoke options
- Stunning Ocean Blue over Graphite Grey leather trim
- Just 64,383 miles shown
- Features factory Aero Kit, 18" Sport Classic Wheels, and Carbon Décor
- A stellar example of the increasingly collectible 996



THE PORSCHE TYPE 996 911 CARRERA

Produced between 1996 and 2004, the Porsche 996 debuted the first all-new platform for a 911 in 34 years – and much to the cries of Porscheophiles – it was the first water-cooled 911 ever. At the time of its development, Porsche was facing financial difficulty and significant pressure for the 996 to be a success, and the myriad mechanical changes were necessary for the car to meet safety and emissions standards into the future. Thanks in large part to a 45% stiffer chassis and a 50kg weight saving over the 993, the 996 was indeed a success, and has become known for being one of the best balanced 911s of the modern era.

THE CAR OFFERED

Collectors have begun to take note of the 996's abilities, and prime examples are increasingly in demand. Few come more impressive than the car offered, a 1999 Carrera Coupe that features no fewer than thirty individual options. Finished beautifully in Ocean Blue Metallic, this gorgeous 996 has clearly been cherished since day-one, while also being driven, enjoyed, and serviced accordingly. Highlights of the lengthy spec sheet (a full list is available) include the factory aero kit, 18" Sport Classic wheels, Soft-Look leather seats, embossed headrests, Carbon Décor Package, Aluminum/Chrome Package, leather dash, power front seats, and much more.

The accompanying clean Carfax documents the mileage (64,383mi at the time of cataloging) and ownership history, and additional items include original books, VIN-matched code cards, period dealer brochures, window-sticker copy, and recent service records. Also included are the factory space-saver spare and tool pouch. Beautifully presented and in fabulous, unique specification, this is a collector-grade example of the versatile and capable 996.

\$55,000 - 65,000
WITHOUT RESERVE



80

2007 HONDA NSX-R GT BY 'SPOON'

Chassis no. NA2-8000095

2,977cc DOHC VTEC Turbocharged V-6 Engine (See Text)

Electronic Fuel Injection

est. 440bhp

6-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Ventilated Disc Brakes

- Revered racecar by one of Japan's leading tuners
- Purpose built by Spoon Japan for its owner, Tatsuru Ichishima
- Finished 3rd in class at the Macau Grand Prix Road Sport Challenge
- Built to commemorate Spoon's 20 years of racing history
- Iconic Spoon/Type One livery



THE HONDA NSX

Honda's first supercar, the NSX, set new standards for the class on its arrival in 1989, possessing the expected stupendous performance while remaining as civilized and easy to drive as the average family hatchback. Honda was already committed to Formula 1, supplying engines for the all-conquering McLarens of Alain Prost and Ayrton Senna, and was able to call on the latter to assist in developing the NSX, which is the only road car ever to benefit from the great Brazilian driver's expertise. The result was a car that wowed the motoring press when the scribes first got their hands on a pre-production prototype in the summer of 1989.

Despite being developed during F1's turbo era, the NSX's 24-valve 3.0-litre V6 engine was normally aspirated. Equipped with the

new VTEC variable valve timing system, the all-alloy unit produced 270bhp initially, which was good enough for a top speed of 168mph and a 0-60mph time of less than six seconds. Those performance figures put the NSX on a par with Ferrari's 348 GTB, but in terms of comfort, ergonomics, driving dynamics and build quality, the NSX was in a different league entirely.

In 1997 the NSX underwent a performance upgrade that saw the arrival of a larger (3.2-litre) engine with increased power and torque, which cut the 0-60mph time to 4.7 seconds. This revised model, being the type offered here, also featured a six-speed manual gearbox, variable power-assisted steering, and a drive-by-wire throttle.

THE CAR OFFERED

The NSX Type R on offer here started life as a 'body in white' race chassis purchased directly from Honda Racing in 2007. This NA2 model NSX-R was specifically built for circuit racing to commemorate the 20-year anniversary of Spoon Sports racing in Japan. To celebrate this feat, the CEO of Spoon Sports, Mr. Tatsuru Ichishima, decided to build a racecar based on one of Honda's most notable platforms, the NSX-R. An icon of the tuner world, Spoon Sports/Type One, based out of Tokyo, has been one of the top motorsport contenders specializing in the Honda brand. This NSX was one of their pinnacle builds, purpose built to participate in circuit racing with their founder at the controls.

This Honda underwent a complete build in preparation for the 2008 Macau Grand





Prix, where it would be driven by Ichishima himself. The car was equipped with a plethora of Spoon components from their parts catalog. For the race in Macau, the car was equipped with a naturally aspirated engine setup; at some point after it completed its races, the car was updated with a prepped C30 engine block (3.0 liter) which was then mated to a single turbocharger for a conservatively estimated 440 horsepower, and with considerably higher torque figures than its previous naturally aspirated powerplant.

To prep the car for wheel-to-wheel race duty, the chassis was lightened and stiffened, then fortified with a roll cage. The interior was painted in a special gray color which adorns most of Spoon Sports'

race cars. It is believed that the NSX was lightened to an impressive 980kg (approx. 2,160 lbs). Lightweight body panels were also utilized to aid weight loss. The doors and dashboard are all made of lightweight carbon fiber, while other panels including the front hood are also of lightweight composite construction. The suspension is by race-prepped adjustable coilovers, with other suspension components also receiving the Spoon treatment. The aerodynamics all came from Spoon to assist in downforce. This is just a small list of components utilized to make it competitive, which resulted in a 3rd in class and 6th place overall at the 2008 Macau GP Road Sport Challenge. The iconic blue and yellow livery – as iconic to Spoon fans as “Martini” or “Rothmans” colors – make

this already desirable vehicle an even more appealing prospect.

The availability of this NSX-R represents a truly unique opportunity to acquire a legendary vehicle from one of the best Honda tuners in the world.

\$240,000 - 280,000

Offered on a Bill of Sale



1980 PORSCHE 911SC 2.7 RS TRIBUTE

Chassis no. 91A0141358

3,200cc SOHC Air Cooled Flat Six Engine
Dual PMO 46mm Carburetors
5-Speed Manual Type 915 Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- *High-quality, professionally-built RS tribute*
- *Built by marque specialists, Powertech*
- *Rebuilt and upgraded 3.2-liter engine*
- *5-Speed Type 915 gearbox*
- *Stunning Viper Green livery*



THE CARRERA RS 2.7

By 1973, Porsche was firmly established as a dominant force in motorsports. From endurance racing to rallying, to club racing, if it had wheels and they kept score, chances were strong that a Porsche was up at the sharp end of the field. The 911 was, of course, the flagship road car and, as such, the preferred machine for production-based motorsport development. Porsche engineers and product managers always closely watched the racing rulebooks, looking for the best ways to exploit regulations to their advantage.

For 1973, Porsche resurrected the Carrera name for a new homologation special for international GT racing. The standard 2.4-liter engine from the 911 S was bored out to 2.7-liters (2,687cc), and the car

was put on a strict diet, dropping 100kg (220 pounds) from the overall weight. Porsche engineers stiffened the bodyshell, adding larger anti-roll bars, stiff Bilstein struts, reinforced trailing arms, and disc brakes nicked from the 917 parts bin. Power increased to 210 horsepower, with superior flexibility over the 2.4 S. The Carrera's weight loss program involved lightweight fiberglass body panels, deletion of sound deadening, fitting light alloy wheels, and fitting just enough equipment to make the car road legal and somewhat civil. A revised front apron directed air around the nose, while the now iconic "ducktail" rear spoiler kept the back end firmly planted at speed.

Porsche had no trouble shifting the

minimum 500 examples needed for homologation, ultimately producing a total of 1,508 Carrera RS 2.7s – 1,308 Touring, and 200 Lightweights, and they count among the most coveted and valuable classic Porsches, spurring on a subculture of replicas, recreations, and tributes.





THE CAR OFFERED

Based on a 1980 Porsche 911 SC, this 2.7 RS tribute has been built to highest standard by marque specialists, PowerTech of Rockaway, New Jersey. During the restoration and transformation from a standard 911 SC, this car gained a full complement of 2.7 RS-style body work the body shell refinished in the iconic Porsche color of Viper Green. Mechanically, the car was completely overhauled to align its performance with the outstanding RS-inspired looks. The engine was extensively rebuilt and bored out to 3.2-liters, fitted with new JE pistons, high performance cams, and PMO 46mm carburetors, which elicit an addictive, throaty intake soundtrack. The gearbox was also replaced with a type 915 5-speed manual transmission. The suspension was also thoroughly updated

with new Bilstein shocks all round and a strut tower brace. Final touches were to finish off the interior with tan leather and plaid seat inserts.

This fantastically prepared Porsche is an outstanding and worthy tribute to the iconic 2.7 RS, available at the fraction of the price of an original example.

\$90,000 - 120,000



82

1965 ALFA ROMEO GIULIA SPIDER VELOCE

Coachwork by Pininfarina

Chassis no. AR390195

Engine no. AR00121.01718

1,570cc DOHC Aluminum Inline 4-Cylinder Engine

2 Weber 40 DCOE Carburetors

129bhp at 6,500rpm

5-Speed Manual Transmission

Independent Front, Live Axle Rear Suspension

Front Disc, Rear Drum Hydraulic Brakes

- Offered from the care of its original owner
- Desirable high-performance Veloce specification
- Appealing original livery of Graphite Grey over Red interior
- Retains original engine and rare matching hardtop
- Includes original sales invoice and extensive history



THE ALFA ROMEO SPIDER VELOCE



Sporting elegant coachwork designed and built by Pininfarina, the 1.3-litre Giulietta Spider was a huge success and continued virtually unchanged when the 1.6-litre Giulia joined the Alfa line-up in 1962. A bonnet air scoop, necessary to clear the larger engine's taller block, readily identified the new model. The capacity increase boosted the maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced, and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia Spider, which remained in production until 1966. Towards the end of production, the up-rated Spider Veloce was introduced, which came with the Sprint Speciale's potent 129bhp engine installed, making it the fastest

of the mainstream production Giulias. The Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now, especially in its ultimate Veloce specification.





THE CAR OFFERED

This fantastic Alfa Romeo Giulia Spider Veloce is a wonderfully restored example with rich history, proudly offered here from the care of its first and only owner. In January of 1965 while stationed overseas for the US Army, Theodore "Ted" Stratton of Staten Island, New York, purchased a brand-new Giulia Spider in the ultimate 1600 Veloce specification. Setting him back \$2,745 USD from the Army base's car exchange, the attractive little Alfa was finished in graphite grey over a red interior. Once back on home soil, Ted Stratton drove and enjoyed his Alfa to the fullest, using it as his everyday car, and like any enthusiast with petrol in their veins, tweaking and tuning it over the years for more performance.

As the Spider Veloce entered classic status, Ted, by then living in Colorado, had evolved it into a racer, participating in numerous events around the country. Notably, it ran the vintage class of the 1987 Pikes Peak International Hill Climb, and while not the fastest car up the mountain, it nevertheless completed the grueling run to the clouds without fault. By the mid-1990s, Ted and the Alfa were ready to enjoy a more leisurely pace, and he commenced a full restoration back to road-going specifications.

Completed in 2002, the restoration was, and remains, very well detailed with a high-level of authenticity. After being stripped to bare metal, the body was refinished in its original Graphite Grey over red upholstery, and it is said to retain its original, numbers matching

engine per the dealer invoice and Alfa Romeo archival information. Details include rare Borrani bi-metal disc wheels, fluted and embossed rubber floor mats, and a restored factory hardtop. Since the restoration, Ted showed the car occasionally, taking an AACA National First Prize at the 2012 Melbourne, Florida meet, and a Best in Class at the Winter Park Concours d'Elegance, among other appearances and awards.

From its gorgeous original colors to its unparalleled single-owner history, this Giulia Spider Veloce is exemplary of the breed, and is now ready for only its second owner in six decades to carry on Mr. Stratton's tradition of cherishing and enjoying it with gusto.

\$90,000 - 120,000



83

1919 DODGE BROTHERS MODEL 30 TOURING

Engine no. 456616

212ci L-Head Inline 4-Cylinder Engine
 Single Detroit Lubricator Carburetor
 Approximately 30bhp at 2,200rpm
 3-Speed Manual Transmission
 Semi-Elliptic Front and $\frac{3}{4}$ Elliptic Rear Leaf Spring Suspension
 Rear-Wheel Mechanical Drum Brakes

- *Exquisite restoration performed to a very high standard*
- *Two family owners since new*
- *Ominous Black over Black color scheme*
- *Excellent example for show*
- *Enjoyable touring for the whole family*



Photo taken in 1919 after purchase.

THE CAR OFFERED

Although lesser known than the Model T, the Model 30 Touring, like the example offered here, was a fine alternative to the Ford and in ways, considerably more modern. A car of simple plain design and sturdy construction when compared to the Ford, it offered a more powerful engine, a longer wheelbase, a sliding gear transmission and a 12-volt electrical system instead of 6. Whether you are touring, showing or gathering groceries, this menacing black Dodge is certain to turn heads. Quite remarkably, this car has resided in the Dayton, Ohio area since new, and boasts an astounding two-family ownership history.

This appealing Dodge was the recipient of a comprehensive restoration, finished to a high standard, with impressive detailing like its beautifully applied black paintwork, black leather interior and subtly contrasting blue wheels. The car will come accompanied by some spare engine parts, original side curtains, some paperwork, books and owner's manuals. Seldom seen in such highly restored condition, this charming and much loved Model 30 Touring is bound to give its next custodian much enjoyment, indeed.

\$25,000 - 35,000
WITHOUT RESERVE



84

1915 SAXON MODEL A

Engine no. 7884

85.4ci L-Head Inline Four-Cylinder Engine
 Single Carburetor
 12bhp
 3-Speed Rear Axle Gearbox
 4-Wheel Quarter Leaf Spring Suspension
 2-Wheel Mechanical Drum Brakes

- *Exceptional and unique example from a rare marque*
- *High level nut and bolt restoration*
- *Delightfully fun to drive*
- *Eligible for Horseless Carriage Club events*



SAXON MOTORS

Hugh Chalmers, renowned for his namesake Chalmers Automobile, conceived the Detroit-based Saxon Motor Car Company with a lively and stylish small car at an appealing price point. Costing a mere \$395, the Saxon was remarkably well appointed, with a 4-cylinder water-cooled engine, shaft drive, and a selective 2-speed transmission (later a 3-speed) all at the cost of a cyclecar. Its blend of aesthetics, performance, and affordability catapulted the Saxon into immediate popularity. Launched in December of 1913, the company managed to sell and produce 3,000 cars within the ensuing three months, and to assert the product's credibility, a 1914 Roadster model embarked on a 135-mile journey spanning 30-days across the nation. By

1915, Saxon's annual production surged to an impressive 15,000 automobiles, with 25,000 cars rolling off the assembly line the following year. Unfortunately, Saxon's triumph was short-lived. Their ambitious endeavor to expand to a vast Detroit factory plunged the company into financial disarray, ultimately compelling them to offload the plant to General Motors. Regrettably, the brand dwindled into obscurity by 1922.

THE CAR OFFERED

This extraordinary and distinctive specimen reportedly underwent a meticulous nut and bolt restoration some time ago, reaching an exceptionally high standard, and it likely stands as one of the finest examples of a Saxon left in existence. The paint, interior, woodwork, and upholstery appear to have held up well, presenting well for an older restoration, and as a testament to the quality of the work. Although the car runs and drives, it has been on static display for the past few years, and to ensure roadworthiness, the fuel system is reported to require reconditioning. A petite vintage car like this promises delightful moments as it glides down the road, serving as a splendid addition to any collection. Surely a wonderful opportunity to acquire an excellent example of a quality piece of American automotive history.

\$15,000 - 25,000
WITHOUT RESERVE



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1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

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1.5 '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.

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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.

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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

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.

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)
Please circle your bidding method above.

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: For lots with a diamond symbol ⬠, special formalities are required to bid on this lot. 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 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
580 Madison Ave
New York, NY 10022
Tel +1 (212) 644 9001
bids.us@bonhams.com

Bonhams

Sale title: The Amelia Island Auction	Sale date: February 29, 2024
Sale no. 29261	Sale venue: Fernandina Beach, Florida
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 March 2 <input type="checkbox"/> I do not give permission for Bonhams preferred transporters to contact me on post sale shipping options <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature:	Date:

SAMPLE BANK LETTERS OF REFERENCE

BANK LETTERHEAD

Borhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001

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 Borhams & Butterfields Auctioneers Corp for purchases made at the Borhams Amella Island Auction on February 29, 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

Borhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001

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 Borhams at the Amella Island Auction on February 29, 2024.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Please note that we are only able to accept payment from a Bank Account in the same name as the registered bidder.
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GOODWOOD MEMBERS' MEETING SALE

Entries Invited

Goodwood, Chichester | 14 April 2024

ENQUIRIES

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ukcars@bonhamscars.com
bonhamscars.com/members

*One owner and
circa 1,600 Miles from new*
**2005 FERRARI 575
SUPERAMERICA**
£200,000 - 250,000 *



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Gilded Age

Consignments Invited

Middletown, RI | April 27, 2024



INQUIRIES

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+1 (415) 391 4000, West Coast
motors.us@bonhamscars.com
bonhamscars.com/gildedage

1912 ISOTTA-FRASCHINI TIPO PM ROADSTER

Coachwork by Carrozzeria Pavesi & Crespi
\$500,000 - 570,000 *



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THE MONACO SALE

Entries Invited

Collectors' Motor Cars

Monaco, Villa La Vigie | 10 May 2024

ENQUIRIES

+32 (0) 476 87 94 71

philip.kantor@bonhamscars.com

bonhamscars.com/monaco

2015 TOURING
SUPERLEGGERA AERO3
€600,000 - 900,000 *



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One owner and only 343 Heritage examples built for 2006

2006 FORD GT HERITAGE

Chassis no. 1FAFP90S06Y401723

CHF350,000 - 550,000



Only One owner from new, less than 350km

2021 MCLAREN ELVA

Chassis no. SBM26ACB0MW815108

CHF700,000 - 1,200,000



THE BONMONT SALE

Entries Invited

Collectors' Motor Cars

Bonmont Golf & Country Club, Switzerland | 29 June 2024

ENQUIRIES

Paul Gaucher
+41 22 596 75 72
paul.gaucher@bonhamscars.com
bonhamscars.com/bonmont

*Only one owner from new,
MSO Mauvine Metallic example*

2015 MCLAREN P1

Chassis no. SBM12ABBFW000099

CHF700,000 - 1,200,000 *



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THREE WHEELER REPLICA**

Ex-Rolf Meyer Collection

1924 MERCEDES 10/40/65 SPORT
Chassis no. 27241

Ex-Robert Arbuthnot, Edward Mayer, CWP Hampton

**1928 MERCEDES-BENZ 26/120/180 S-TYPE
SPORTS TOURER**
Chassis no. 35985
Engine no. 72191

Ex-Warner Brothers President John Calley

1955 MERCEDES-BENZ 300 SC CABRIOLET
Chassis no. 188.013-5500028

Original Rudge wheel example

1955 MERCEDES-BENZ 300 SL GULLWING
Chassis no. 198.040-5500152

Late series, disc brake example

1962 MERCEDES-BENZ 300 SL ROADSTER
Chassis no. 198.042-10-002997

Channel Islands since new and just 13,215 miles recorded

**1968 MERCEDES-BENZ 280 SL ROADSTER
WITH HARD TOP**
Chassis no. 113.044-22-000845

Rare right-hand drive example

1971 MERCEDES-BENZ 280 SE 3.5 CABRIOLET
Chassis no. 111.027-22-003944

1937 MORGAN 4/4 ROADSTER

Chassis no. 265



GOODWOOD FESTIVAL OF SPEED SALE

Entries Invited

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | 12 July 2024

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THE
Q U A I L
AUCTION

Consignments Invited

Carmel, California | August 16, 2024



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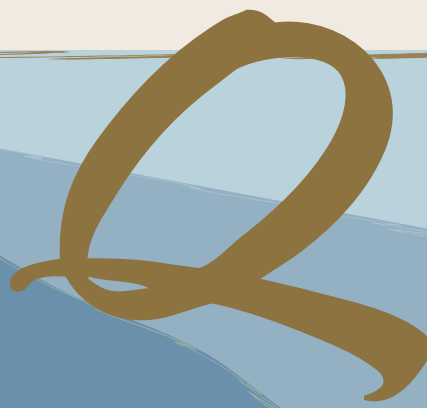
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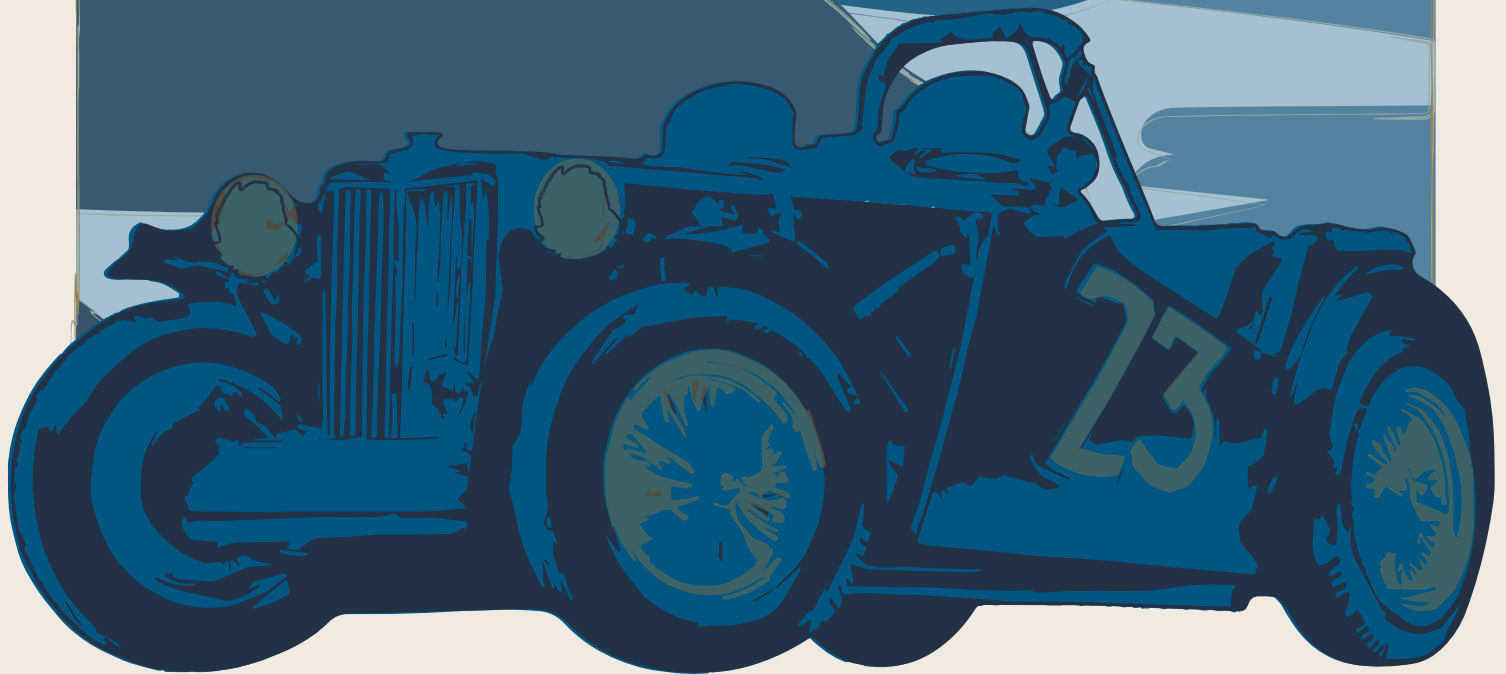
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Index

Lot no.	Year	Model			
38	1963	Alfa Romeo Giulia 1600 Spider	39	1993	GMC Typhoon
82	1965	Alfa Romeo Giulia Spider Veloce CV	80	2007	Honda NSX-R GT by 'Spoon'
12	1962	Alfa Romeo Giulietta Spider Veloce	66	1968	Jaguar E-Type Series 1 ½ 4.2 Roadster
27	1960	Alfa Romeo Giulietta SZ	40	1965	Jaguar E-Type Series 1 3.8-Liter Coupe
77	1967	Aston Martin DB6 Sport Saloon	68	1966	Jaguar E-Type Series 1 4.2 Fixed Head Coupe
36	1988	Aston Martin V8 Volante	8	1968	Jaguar E-Type Series 1.5 4.2 Fixed Head Coupe
63	1910	Atlas Model H 60 hp Tourer	29	1961	Jaguar XK150 Drophead Coupe
58P	1929	Bentley Speed Six Le Mans Replica Tourer	48	1968	Lamborghini 400 GT 2+2 Coupé
62	1937	Buick Series 66C Century Convertible	43	2011	Lamborghini Gallardo LP570-4 Spider
19	1953	Buick Skylark Convertible	65	1985	Lamborghini Jalpa P350 GTS
78	1909	Cadillac Model 30 Demi-Tonneau	49	1948	Lincoln Continental Convertible
59	1931	Cadillac V12 Series 370A Five Passenger Phaeton	52P	1959	Lister-Chevrolet 'Costin' Sports-Racing Two-Seater
76	1968	Chevrolet Camaro SS Sport Coupe Restomod	70	1962	Mercedes-Benz 190SL
54	1958	Chevrolet Corvette	72	1970	Mercedes-Benz 300 SEL 6.3 Sedan
37	1967	Chevrolet Corvette 427/435HP Convertible	11	1955	Mercedes-Benz 300S Cabriolet A
67	1960	Chevrolet Corvette Convertible	55	1953	Mercedes-Benz 300S Coupe
15	1963	Daimler SP250 Roadster	50	1992	Mercedes-Benz 500E
23	1991	De Tomaso Pantera 90 SI	17	1986	Mercedes-Benz 560SL
84	1919	Dodge Brothers Model 30 Touring	25	1993	Mercedes-Benz G250D "Wolf"
47	1976	Ferrari 308 GTB Vetroresina	64	2008	Mercedes-Benz SLR McLaren Roadster
21	1994	Ferrari 512 TR	14	1951	Mercedes-Benz Type 170Da Open Tourer
42	2002	Ferrari 575M Maranello	10	1959	MG A Roadster Electric Conversion
53	1971	Ferrari Dino 246 GT	45	1966	Morgan Plus 4 Plus
9	1995	Ferrari F355 Spider	26	1961	Morgan Plus 4 Super Sports
35	1986	Ferrari Testarossa 'Monospecchio Monodado'	71	1917	Packard 2-25 Twin Six Runabout
5	1965	Fiat 500F 'Jolly' Beach Car Conversion	34	1930	Packard 745 Deluxe Eight
32	2005	Ford GT	20	1937	Packard Twelve 1507 2/4 Passenger Coupe
16	1957	Ford Thunderbird 'E-Code'	13	1963	Porsche 356 T6 Super 90 Sunroof Coupe
30	1956	Ford Thunderbird P-Code	24	1957	Porsche 356A Speedster



LOT 52 P

1959 LISTER-CHEVROLET 'COSTIN' SPORTS-RACING TWO-SEATER

Design by Frank Costin

Lot no.	Year	Model
56	1965	Porsche 356C Cabriolet
31	1966	Porsche 911 2.0 Coupe
51	1965	Porsche 911 2.0 Coupe
41	1994	Porsche 911 3.6 Turbo
79	1999	Porsche 911 '996' Carrera Coupe
74	2007	Porsche 911 '997.1' Turbo Coupe
73	1997	Porsche 911 Type 993 Carrera Cabriolet
18	1996	Porsche 911 Type 993 Turbo GT2 Tribute
81	1980	Porsche 911SC 2.7 RS Tribute
44P	2015	Porsche 918 Spyder Weissach
6	1978	Porsche 928
33P	2004	Porsche Carrera GT
85	1915	Saxon Model A
22	1965	Shelby Cobra 427 CSX 4000 Series
46	1965	Shelby Cobra 427 S/C CSX4000-Series
57		Stutz DV 32 Engine
61	1929/33	Stutz DV-32 "Brisson"
60	1932	Stutz DV-32 Four Passenger Speedster
75P	1904	Gordon Bennett Napier L48 "Samson" Racing Car
7	1978	Toyota Land Cruiser FJ40
4	2024	Triumph T120 Bonneville Custom Elvis Presley Tribute
3	1966	Vespa 150 Super VBC with Sidecar





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