

Bonhams | Cars

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



Scottsdale, AZ | January 25, 2025





BONHAMS

7601 W. Sunset Boulevard
Los Angeles, California 90046

580 Madison Avenue
New York, New York 10022

601 California Street, Suite 150
San Francisco, California 94108

bonhamscars.com/scottsdale

AUCTION LOCATION

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

PREVIEW

Thursday, January 23, 9am to 6pm
Friday, January 24, 9am to 6pm
Saturday, January 25, 9am to 11:30am

AUCTION NUMBER: 30558

Automobilia Lots: 1 - 55
Motorcycle Lots: 101-105
Motor Car Lots: 106-181

ADMISSION

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

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..... THE
SCOTTSDALE
★ AZ ★
..... *Auction*

The Westin Kierland Resort & Spa
Scottsdale, Arizona
Saturday, January 25, 2025
Automobilia at 10am MST
Motor Vehicles at 11:30am MST

BIDS

Bid online/app

Register to bid online by visiting
bonhams cars.com/scottsdale



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

For bidding methods, post auction
collection, and transport information see
pages 4 through 6.

Contact: +1 (323) 850 7500 or
uscars@bonhams cars.com

Please see pages 3 to 6 and 190 to 194
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
uscars@bonhams cars.com for either a
written condition report or to schedule a
video review of a car on offer. Additional
photographs of all lots can be viewed online
at bonhams cars.com/scottsdale.

NOTICE TO BIDDERS

P (Purple Paddle) - Restricted Bidding:

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

Ω Import Duty:

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

▲ Ownership:

Bonhams ownership interest

Bidder Information



THE WESTIN KIERLAND RESORT & SPA PHOENIX-SCOTTSDALE

DIRECTIONS AND PARKING

Bonhams|Cars is located on the Pittman Lawn in the west parking lot of the Westin Kierland Resort & Spa, 6902 E Greenway Parkway, Scottsdale, AZ 85254. When entering the Westin's main drive from E Greenway Parkway, guests will see a parking attendant to guide vehicles. Valet parking will be available for guests on auction day, Saturday, January 25.

ADMISSION TO PREVIEW

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

- \$100: Scottsdale Auction catalogue, provides two people entry to all preview days
- \$30: Scottsdale Gallery Guide, provides one person entry to all preview days
- \$20: Bonhams wristband, provides one person entry to all preview days

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

Bonhams|Cars strongly encourages interested bidders to attend the preview or to schedule a virtual preview appointment with a specialist. For more information, please contact uscars@bonhamscars.com.

AUCTION

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

VIDEO RECORDING

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

BIDDER REGISTRATION

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


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

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

BIDDING METHODS

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

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

App Bidding: Download now for Android and iOS 

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

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

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

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 uscars@bonhamscars.com for inquiries and scheduling.

TITLE DOCUMENTS

Some of the motor vehicles in this auction are offered with a Bill of Sale only. Please refer to the Conditions of Sale for further information and limitations regarding certificates of title. Bonhams is an Arizona motor vehicle dealer, dealer number L00012102. For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams manages the title transfer process on behalf of the buyer to ensure the car is free of liens and encumbrances. Buyers can expect the vehicle's title to be couriered within 30 business days post-sale, at which time the buyer can register the car at its destination. Titles announced as "in transit" will take additional time to be processed. All titles and any registrable documents will be shipped via FedEx from Bonhams' offices. All historical documents and accompanying items will ship either with the vehicles or from Bonhams' offices. For inquiries and updates, please contact Bonhams' Dealership and Compliance Manager, Jessica Chavez: +1 (323) 436 5588, jessica.chavez@bonhamscars.com.

BUYER'S PREMIUM

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

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

For 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.

A 3rd-party bidding platform fee equal to 4% of the Hammer Price shall be payable by buyers whose successful bid is submitted via 3rd-party bidding platforms, including Invaluable; Live Auctioneers; The Saleroom; Lot-tissimo

TAXES AND LICENSE FEES

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

Purchased lots picked up by an ICC licensed carrier and shipped directly to any of the following states will be subject to applicable sales and/or use taxes of such jurisdiction, unless exempted by law: Alabama, Arizona, California, Colorado, Connecticut, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Utah, Virginia, Washington DC, Washington State, West Virginia, Wisconsin and Wyoming.

In order to be exempt from these states' sales tax (and license and documentation fees, as applicable), the buyer must hold both a valid resale certificate and be a licensed automobile dealer in the applicable state, and furnish documentation of the same to Bonhams Client Services prior to or at the time of purchase.

MOTOR VEHICLE CUSTOMS DUTY

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

BIDDER REGISTRATION

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

REFERENCES

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

ESTIMATES

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

RESERVES

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

BIDDING AT AUCTION

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

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

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

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

ABSENTEE BIDS

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

Bidder Information

TELEPHONE BIDS

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

ONLINE BIDS AND BIDDING

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

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

CURRENCY CONVERTER

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

DAMAGE

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

PAYMENT AND LOT COLLECTION DETAILS

Payment Deadline and Cashiering Hours:

Payment Deadline: 12pm MST on Monday, January 27, 2025.

Cashiering Hours:

Saturday, January 25 10am to 6pm
Sunday, January 26 8:30am to 5:30pm
Monday, January 27, 8:30am to 12pm

For buyers who plan to collect their purchases immediately, Bonhams strongly recommends paying by wire transfer, certified check (bank draft), or submitting a Bank Letter of Guarantee. The Bank Letter of Guarantee must be addressed to Bonhams and be in the name of the registered bidder. Credit cards are not accepted for Motorcar lots. Cash payments have a limit of \$5,000. We strongly encourage contactless payment of invoices prior to collection. Lots will not be released to buyers until full and final payment is received by Bonhams. Payment made by personal or business check may result in property not being released until purchase funds clear our bank. Bidders may also pre-arrange suitable check or credit approval with Client Services.

For payments made by bank transfer, Bonhams' bank details are below. Please include your client identification number on the wire transfer instructions.

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

LOT COLLECTION DEADLINE:

12pm MST on Monday, January 27, 2025.

Motor Vehicle: Uncollected Motor Vehicle

Lots following the Collection Deadline 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.

Automobilia: Oversized W Lots & Uncollected

Lots following the Collection Deadline will be uplifted and stored at Las Vegas Crating, contact@lasvegascrating.com, +1 (702) 748 4973. Oversized W Lots and Uncollected Lots will be available for shipping and collection starting January 31. Removal and storage charges will be charged according to the company's standard rates and ultimate destination of the lot(s). For applicable charges, please consult with Las Vegas Crating.

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

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

TRANSPORT ARRANGEMENTS

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

Domestic Motorcar Transport

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

International Motorcar and Motorcycle Transporters

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

CARS (Classic Automotive Relocation Services)

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

Automobilia Shipping

Las Vegas Crating
4610 Polaris Ave
Las Vegas, NV 89103
+1 (702) 748 4973
contact@lasvegascrating.com

Pak Mail

4747 E. Elliot Rd., Suite 29
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Robin Adams:

Lots: 115, 116, 117, 118, 119, 121, 124, 126, 128, 147, 159, 160, 178, 181

Nathan Van Egmond:

Lots: 110, 113, 114, 122, 163, 170, 173, 175, 176, 179

Karissa Hosek:

Lots: 130, 140, 166

Leonardo Perugini:

Lots: 112, 123, 152

Matthew Engdall:

Lots: 142, 161

Nick Zabrecky:

Lots: 158, 169

Pendry Photography:

Lots: 145, 168

Scott Nidermaier:

Lots: 131, 133

Alexandra Sczudlo:

Lot: 174

Andrew Holliday:

Lot: 134

Dan Wagner:

Lot: 111

Toan Trinh:

Lot: 154

Forest Casey:

Automobilia

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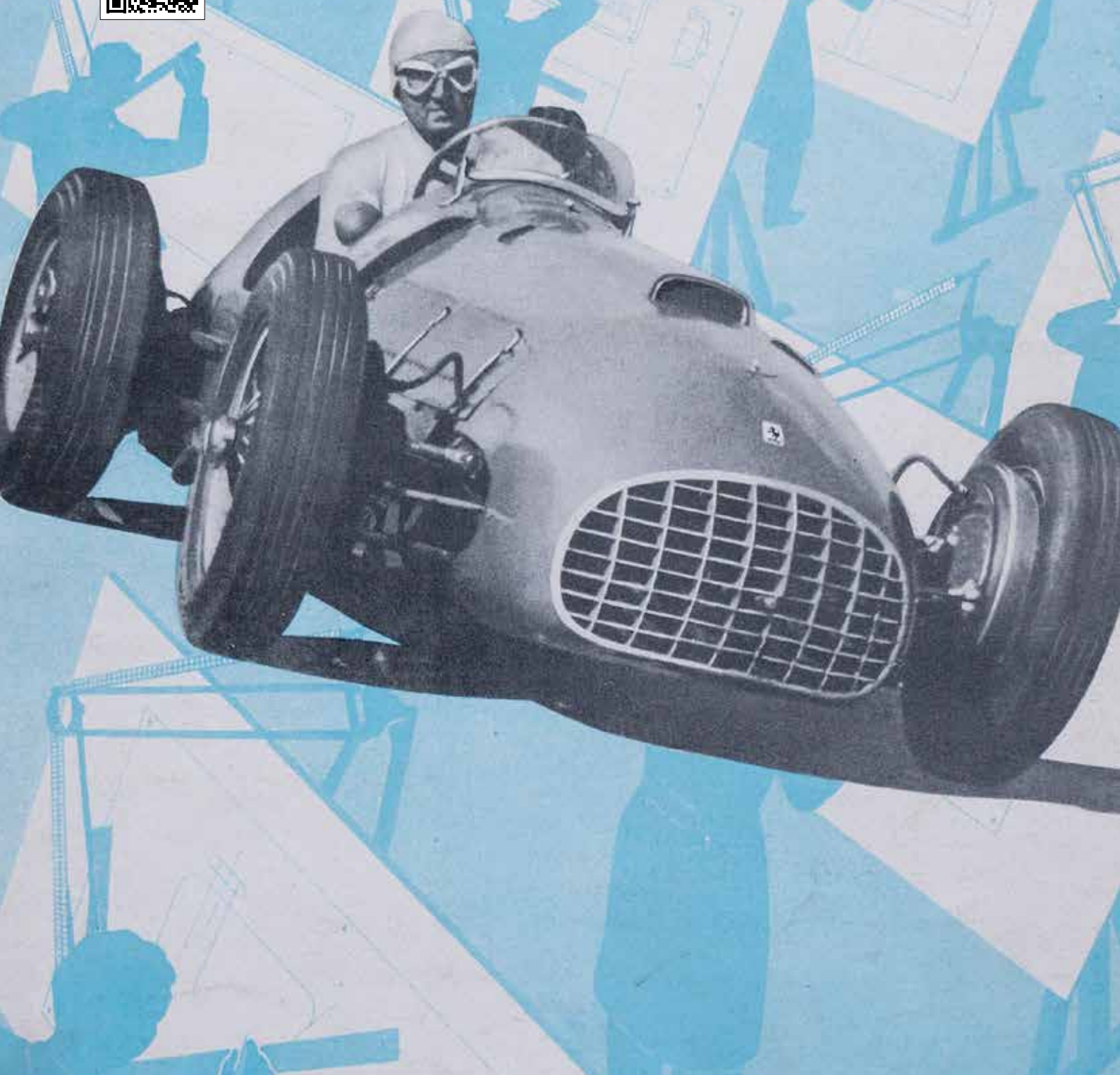
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AFFERMAZIONI

Automobilia

Lots 1 - 55, at 10am

Further images and information of each lot can be found at bonhams cars.com/scottsdale or scan the QR code below.



1

LAMBORGHINI MIURA SV REPRINTED OWNER'S MANUAL, SPARE PARTS GUIDE AND MAINTENANCE GUIDE, ring bound with card covers, comprised operating instructions, technical information and data for the Miura SV from 1971-1973. Each book has different degrees of wear. Some pages have been torn from the ring binders.

**\$100 - 200
WITHOUT RESERVE**



1

2

A COLLECTION OF PRE-WAR, BRITISH CAR MARQUE LITERATURE, comprised of brands such as, Lea-Francis Cars, Bristol, Fraiser-Nash, Rover, Sunbeam-Talbot, HRG, AC, Alvis, Morgan, Riley and Raiton. Most are in fine condition for their age with slight yellowing to the paper and would complement any collection well.

**\$1,000 - 2,000
WITHOUT RESERVE**



2

3

PRE-WAR BUGATTI, HOTCHKISS, DELAGE SALES LITERATURE, CIRCA 1930'S,

rare grouping of pre-war sales brochures and dealers' information for the promotion of the 1939 Bugatti type 57 models, Delage and Hotchkiss 10 H.P., 3.5 liter and the Harmonie brochure.

**\$700 - 900
WITHOUT RESERVE**



3

4

A 1987 FERRARI TESTAROSSA OWNER'S MANUAL, LEATHER WALLET SET, CIRCA 1987,

A factory original set for a U.S. Model. The grouping includes the leather Schedoni wallet, the Owner's Manual, the 1987 Dealer Directory or Sales and Service Organizations, California emissions page and the 12-cylinder Warranty and Service booklet. The Owner's Manual is catalog number: (451/86); the Dealer Directory (463/87); Warranty Card & Service Coupons (454/86). All in good order with minimal signs of use or wear.

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



4





5

5

A FACTORY ORIGINAL 1978 FERRARI 308 OWNER'S MANUAL, GUCCI WALLET AND SALES BROCHURES SET, CIRCA 1978,

A factory original pouch set for a 1978 Ferrari 308 GTBi/GTSi, sold in the USA. Comprised of Owner's Manual, Sales & Service Organizations/Dealer Directory, 1 original Wide World dealer brochure, 2 original sales brochure, Warranty Card & Service booklet and a Lubricant comparison Chart. The Gucci wallet is in fair condition with signs of use but the strap and buckle intact and working. Interior of the wallet is clean with minimal handling and wear issues after 46 years.

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



6

6

A 1974 FERRARI 246 GT DINO OWNER'S MANUAL AND LEATHER WALLET SET, CIRCA 1974,

the brown leather wallet with pop-stud fastening and with Dino logo to corner, some heavy wear, with watered-silk lined interior, worn and soiled with signs handling and wear. This grouping includes an Owner's manual, Owner's manual supplement for 1974 U.S. cars, supplement, spare parts catalog, 1974 Sales and Service dealer directory, chassis service manual, 3 original sales brochures and additional technical sheets.

**\$3,500 - 5,000
WITHOUT RESERVE**



7

7

A 1970'S FERRARI 365 GTB4 (LATER MODEL) PARTIAL OWNER'S MANUAL SET AND NEW LEATHER WALLET,

grouping includes the owner's manual, additional owner's manual, original sales brochures, assembly data and inspection instructions handbook, operating maintenance and service handbook, sales and service guide. Leather wallet is a fine reproduction.

**\$3,000 - 5,000
WITHOUT RESERVE**



8

8

A RARE AND ORIGINAL FACTORY 1950 FERRARI YEARBOOK,

approximately 74 years old and produced just three years into the company's existence. With pictures of the employees in the new building, the racing activities and the drivers that began it all. This piece is fragile, the paper stock was thin due to cost of production and intended use. The pages are individualized and not connected. There're a few small tears around the edges and the paper is yellowing. Limited examples are known to exist today.

**\$3,000 - 5,000
WITHOUT RESERVE**



9

9

OFFICIAL FACTORY AC 427 COBRA MANUAL, CIRCA 1960'S,

bolt bound with card covers, rare, original operator's manual. This guide explains in detail and with technical drawings on fold-out pages the operations of the AC 427 Cobra. Includes Ford engine details and information. This is very well worn. Some corners of pages are missing, and the pages are smudged with dirt and grease from use in a garage.

**\$3,000 - 5,000
WITHOUT RESERVE**





10



11

10

THE OFFICIAL "FERRARI OPUS," BY TASCHEN,

Book from Taschen editions, publisher's leather cover contained in a box covered with red fabric. Limited edition of 4,100 copies. The content chronicling Ferrari history from 1947 to 2011, spans 852 pages and includes a welcome message from former Ferrari Chairman, Luca Cordero di Montezemolo, as well as autograph signatures from Fernando Alonso and Felipe Massa. Released in 2011, complete with its "Ferrari License Product N° 085834957". Spine of book cracked and worn from use and some spots on cover. Fabric box in disrepair and in need of restoration. Measures approximately 20" wide and 20" tall. Original cardboard shipping box is also included.

\$2,500 - 5,500

WITHOUT RESERVE

11

VINTAGE FERRARI KEY RINGS, FOBS AND USED KEYS,

TRW 430, 355 keys, enameled Ferrari Omea Milano key ring, enameled Ferrari A.E. Lorigli Milano key ring.

\$800 - 1,400

WITHOUT RESERVE

12

A NOS 1970S ERA FERRARI UMBRELLA,

appears unused and in new condition. Fine wooden handle. 36" in. long.

\$1,000 - 2,000

WITHOUT RESERVE



12



13

13

A FERRARI 250/330 1962-63 VALVE COVER,

original aluminum valve cover freshly restored in crinkle black paint. 24" in. long.

\$1,500 - 3,000

WITHOUT RESERVE



14

14

A OEM 1992-94 FERRARI 512 TR STEERING WHEEL,

stamped Made in Italy 11 - 91 on reverse, in like new condition with original 6 mounting screws.

\$1,000 - 2,000

WITHOUT RESERVE

15

A 1951-52 FERRARI 212 RACE CAR "DISPLAY" CRANK SHAFT,

original cam shaft, freshly powder coated and ready for display. 26.5" in long.

\$1,000 - 2,000

WITHOUT RESERVE



15





17



16



18



19



20

16

A DUESENBERG STAINED GLASS WINDOW,

creatively unique in its approach this stained-glass panel has the eagle in multi-toned, marble beige colored glass giving it a feathered appearance whilst the rest of the Deussenberg Straight 8 script in its classic royal blue. 26"x54" in.

**\$4,000 - 5,000
WITHOUT RESERVE**

17

A BUGATTI STAINED GLASS WINDOW,

expertly cut glass executes this timeless branding with red, white and black stained-glass. 24"x48" in.

**\$4,000 - 6,000
WITHOUT RESERVE**

18

FERRARI/MASERATI SILK SCREENED ART PRINTS,

silk-screened, multi-colored images double matted, framed and glazed. Inspired by Bobby Catalano—a top Ferrari & Maserati mechanic and successful, long-term vintage racer—has worked on these legendary Italian marques since the late 1960's...first as a key employee for Bob Grossman who was the American Maserati importer/distributor and then for Luigi Chinetti in Greenwich Ct. Mr. Catalano commissioned this logo artwork circa-1980 and kept it in his possession until approximately 2020. 43"x33" in.

**\$1,500 - 3,000
WITHOUT RESERVE**

19

"DON'T GAMBLE WITH CARBON MONOXIDE," SINGLE-SIDED, TIN PAINTED SIGN,

tin-painted, single-sided sign advertising the dangers of gambling with carbon monoxide poisoning showing a doomful hand of skull and crossed bones cards. Some weathered wear to sign. Rust and loss of paint to lower right-hand corner. 20"x22" in.

**\$700 - 900
WITHOUT RESERVE**

20

A 1956 FORD DEALERSHIP BANNER,

depicting two styles on the front and reverse, designed to hang from the ceiling to expose both sides, artfully mounted in plexiglass for optimal display. Some yellowing and spots from age to the poster. 50"x72" in.

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





21

**21
PACKARD CORMORANT ACRYLIC WATERCOLOR PAINTING
BY TOM HALE,**

acrylic watercolor on heavyweight watercolor paper. Bold colors express the reflective chrome qualities of this iconic mascot. Together with original artist invoice letter from 1991. 22"x30."

**\$800 - 1,200
Refer to department**

**22
GRAND PRIX DE AUTOMOBILE CLUB DE FRANCE JUNE 28,
1936, PAINTING BY CARLO DEMAND,**

Signed: Carlo Demand to Lower right, Gouache and charcoal on artist board Image size: 27 in. x 18 in. Renowned motoring artist, Carlo Demand, captures the Bugatti 57G of the winners, Wimille and Sommer, leading the Delahaye of Perrot and Dehombres, who finished fifth, in the 1936 race at Montlhery.

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

**23
D-TYPE JAGUAR 24 HOURS LEMANS OIL PAINTING BY
ROBERT CARTER,**

oil on canvas, commemorating the 1957 Le Mans victory for Jaguars D type finishing in the 1st, four places. The winning car was entered by Duncan Hamilton's team Ecurie Ecosse, 48" x 72" in.

**\$5,000 - 7,000
WITHOUT RESERVE**

**24
BARNEY OLDFIELD 1915 VENICE, OIL PAINTING BY ROBERT
CARTER,**

oil on canvas, signed lower left corner, celebrating Barney Oldfield's victory in the Maxwell at the 1915 300-mile Road Race in Venice CA, 48" x 60" in.

**\$5,000 - 7,000
WITHOUT RESERVE**

**25
FERRARI 512S TARGA FLORIA, OIL PAINTING BY ROBERT
CARTER**

oil on canvas, signed lower right corner, depicting Nino Vaccarelli racing through Campofelice in the Ferrari 512S during the 1970 Targa Florio, 48" x 66" in.

**\$5,000 - 7,000
WITHOUT RESERVE**



22



23



24



25





26

26

A 300 SL OIL PAINTING BY JOE CHANCHI,

depicting a 3/4 view of the iconic 300SL "Gullwing" in a hyper-realism execution. Incredible detail shows a life-like image resembling a photograph yet painted in oil on canvas. Artfully framed and mounted. 32"x54" in.

\$5,000 - 7,000

WITHOUT RESERVE



27

27

AN ABERCROMBIE & FITCH AUTAVIA LAP TIMER BY HEUER, C. 1950S,

this timer records hours on the bottom register at the 6:00 o'clock position; minutes on the top register in the 12:00 o'clock position; seconds by the center hand with a screw-on bezel, with flat, plexiglass crystal and incorporated the Valjoux 340 movement. The radium lume on the dial has developed patina and aged to a pleasing dark yellow color. Movement No: 311758, Material: Stainless steel, Dimensions: 54mm diameter; 18mm thickness; Baseplate 57.5mm height x 57.5mm width x 3.5mm thickness, Caliber: Heuer, manually-wound, caliber 340 (Valjoux 320). No Box/Papers. 2 1/4 x 2 1/4 in.

\$1,000 - 2,000

WITHOUT RESERVE



28

28

A MASERATI TIPO 151 "BORANI" WHEEL #3479, CIRCA 1960'S,

stamped C. Borani 16X Record RW3749 to edge of rim. Created for the famed "Birdcage" race car. Freshly powder coated and great for display. The Maserati Tipo 151 was created for the 1962 24 hours of Le Mans and part of the GT class. 3 cars were produced with 1 going to Maserati France and the other two built for "Briggs Cunningham's" team. This wheel is from one of those original three.

\$1,500 - 2,000

WITHOUT RESERVE



29

29

A JAGUAR E-TYPE ROADSTER SERIES 1 1:12 SCALE MODEL,

Highly detailed curbside model makes for a great display piece. From a serial numbered run of 900 pieces. This piece is number 535 and supplied with its original packaging.

\$300 - 500

WITHOUT RESERVE

30

A FERRARI 250 LM 1:14 SCALE MODEL,

This hand-built model was made Italy in the early 1990s by HE 14, also known as Enrica, and B.N.T. These 250 LM models are extremely scarce, less than 100 were ever produced. This piece is serial number 19. This model is beautifully finished with high gloss red lacquer paint and stunning hand laced chrome plated wire wheels. The doors and front compartment panel open. Please note that though the rear body panel should open to expose the engine, it does not. It is fitted so tightly that it is doubtful it can be opened without causing some damage, so it has been left as is - more as a beautiful display piece. The model comes mounted in its original display case.

\$1,000 - 2,000

WITHOUT RESERVE





30



31

31

A FERRARI 512 BB 1:14 SCALE MODEL,

Hand built in Italy by A.B.C. Brianza. One of Carlo Brianza's finest models, from a very limited edition produced in the early 1990s. This piece is serial number 12. The model is beautifully finished and highly detailed, comprised of numerous parts. This model features opening doors, engine lid exposing a well detailed engine, and front trunk compartment. It is in as new condition and comes mounted in its original wood and acrylic display case, and with its original box. Dimensions of the display case are 15"x7"x6" in.

\$1,500 - 2,500

WITHOUT RESERVE

32

A SUPERMARINE S-5 1:24 SCALE MODEL BY LUIGI LUPINI, scratch-built and one-of-a-kind. Signed and catalogued for originality. Using only brass, copper, aluminum, stainless steel and carbon fiber. Each piece is carefully hand-crafted to scale and with as much detail to keep the attractional features of the real object being recreated. Model is 14" in. long with a 15" in. wingspan and comes with acrylic display case.



32

The Supermarine S-5 Floatplane is the predecessor of the iconic RAF WWII Spitfire and Hurricane. In 1927, three of these were built specifically for the Schneider Cup Trophy Race and 2 of those were the 1st and 2nd place.

\$2,000 - 3,000

WITHOUT RESERVE

33

A BUGATTI TYPE 35 1:12 SCALE MODEL BY LUIGI LUPINI, this model is showing what lies beneath. It is scratch-built and one-of-a-kind. Signed and catalogued for originality. Each piece is carefully hand-crafted to scale and with as much detail to keep the attractional features of the real object being recreated. Using only brass, copper, aluminum, stainless steel. Car is 13" in. long and comes with acrylic display case.



33

\$2,000 - 3,000

WITHOUT RESERVE

34

A WOOD SCULPTED DUESENBERG J DERHAM TOURSTER LARGER THAN 1:8 SCALE MODEL,

This very large wood sculpted model is a one-of-a-kind piece. It is completely made of wood - different types. The craftsmanship is superb and beautifully captures the J Derham Tourster. Detail abounds, including comprehensive undercarriage. Even each spoke for each wheel has been individually cut and fitted. The trunk/boot features a hinged lid, and this sculpture comes with a full convertible top in upright position as well as a convertible boot cover giving the option of display with top up or tope down. Suffice it to say, this is a stunning and beautifully finished one-of-a-kind display piece. Dimensions are 29"x13"x13" in.



34

\$2,000 - 4,000

WITHOUT RESERVE





36



35



37



38



39

35

A WOOD SCULPTED DUESENBERG FRENCH SPEEDSTER LARGER THAN 1:8 SCALE MODEL,

This very large wood sculpted model is a one-of-a-kind piece. It is completely made of wood - different types. The craftsmanship is superb and beautifully captures the unique one-off French Speedster. Detail abounds, including comprehensive undercarriage. Even each spoke for each wheel has been individually cut and fitted. Suffice it to say, this is a stunning and beautifully finished one-of-a-kind display piece. Dimensions are 30"x13"x13" in.

**\$2,000 - 4,000
WITHOUT RESERVE**

36

A RARE, GENERAL DYNAMICS U.S. AIR FORCE MISSILE BY COPP INDUSTRIAL MODELS,

constructed of mainly plastic and aluminum, depicting a missile for construction proposal. See through cone and fuselage give way to the missile's internals. Mounted on a heavy wooden base and held up by polished aluminum bracket. General Dynamics plaque on base and manufacturers sticker underneath. Crack to the nose cone together with tape repair. 38" in. tall.

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

37

SCUDERIA FERRARI LIMITED EDITION SURFBOARD,

Limited edition 6-foot, 4-inch shortboard in tri-tone color scheme inspired by Ferrari Challenge Stradale livery, Ferrari shield, red and white striped boarder, and "Scuderia Ferrari" graphics. Fitted with a quad-fin setup by FCS. Accompanied by FCS soft carrying case emblazoned with the Ferrari shield.

**\$3,000 - 5,000
WITHOUT RESERVE**

38

ORIGINAL DUNLOP TIN NEON SIGN, 18"x54" in., new neon glass, transformers, GTO wire, and on a die cut metal can, crated and ready for transport.

**\$5,000 - 7,000
WITHOUT RESERVE**





40

39
A CUSTOM JAGUAR TIN NEON SIGN,
48in, 3 colors of neon, new neon glass,
transformers, on a die-cut can, and crated for
transportation.

\$5,000 - 7,000
WITHOUT RESERVE

40
A CUSTOM MERCEDES TIN NEON SIGN,
48in, 3 colors of neon, new neon glass,
transformers, on a die-cut can, and crated for
transportation.

\$5,000 - 7,000
WITHOUT RESERVE

41
ORIGINAL COCA-COLA SLED
PORCELAIN NEON SIGN,
16"x44" in., new neon glass, transformers,
GTO wire, and on a die cut metal can, crated
and ready for transport.

\$5,000 - 7,000
WITHOUT RESERVE

42
ORIGINAL COCA-COLA TIN NEON SIGN,
24"x60" in., new neon glass, transformers,
GTO wire, and on a die cut metal can, crated
and ready for transport.

\$5,000 - 7,000
WITHOUT RESERVE

43
A CUSTOM ROAD RUNNER TIN NEON
SIGN,
36"x60in, 5 colors of neon, new neon glass,
transformers, on a die-cut can, and crated for
transportation.

\$5,000 - 7,000
WITHOUT RESERVE

44
A CUSTOM MOBILGAS NEON SIGN,
36in, new neon glass, transformers, on a die-
cut can, and crated for transportation.

\$2,500 - 4,500
WITHOUT RESERVE



41



42



43



44





46



45



47



48



49

45

A CUSTOM TEXACO NEON SIGN,
36in, new neon glass, transformers, on a die-cut can, and crated for transportation.

\$2,500 - 4,500
WITHOUT RESERVE

46

A CUSTOM HURST NEON SIGN,
36in, new neon glass, transformers, on a die-cut can, and crated for transportation.

\$2,500 - 4,500
WITHOUT RESERVE

47

A CUSTOM SINCLAIR NEON SIGN,
36in, new neon glass, transformers, on a die-cut can, and crated for transportation.

\$2,500 - 4,500
WITHOUT RESERVE

48

A CUSTOM PORSCHE NEON SIGN,
36x48 in, 5 colors of neon, new neon glass, transformers and GTO wiring, on a die cut metal can with hanging brackets. Crated and ready to ship.

\$5,000 - 7,000
WITHOUT RESERVE

49

A CUSTOM CHEVROLET TIN NEON SIGN,
30x60in, 4 colors of neon, new neon glass, transformers, on a die-cut can, and crated for transportation.

\$5,000 - 7,000
WITHOUT RESERVE





50

50
A CUSTOM CADILLAC TIN NEON SIGN,
48in, 4 colors of neon, new neon glass,
transformers, on a die-cut can, and crated for
transportation.

\$5,000 - 7,000
WITHOUT RESERVE



51

51
ORIGINAL KENDALL GT-1 TIN NEON SIGN,
36"x60" in., new neon glass, transformers,
GTO wire, and on a die cut metal can, crated
and ready for transport.

\$5,000 - 7,000
WITHOUT RESERVE



52

52
ORIGINAL U-HAUL TIN NEON SIGN,
24"x36" in., new neon glass, transformers,
GTO wire, and on a die cut metal can, crated
and ready for transport.

\$5,000 - 7,000
WITHOUT RESERVE

53
AN EXPERTLY RESTORED AND
REIMAGINED CADILLAC THEMED 1924-
26 AMERICAN VISIBLE GAS PUMP,

this original, 1924-26 American visible gas
pump, has been completely disassembled
and repainted in an automotive grade finish.
The brass has been highly polished, and
ceramic coated to keep it to a brilliant shine.
Decorated in 23 karat gold leaf and all the
pinstriping and logo art has been hand
painted. The globe, in its own glory, is fitted
with multi-colored glass jewels around the
globe body. The lenses are one-of-a-kind,
stained-glass featuring an early Cadillac script
in red glass over a hazy marbled white. The
gallon indicator numbers on the inside of the
glass are polished aluminum and like new.
This pump is wired and ready for illumination.
Over 10' feet tall.

\$25,000 - 35,000
WITHOUT RESERVE



53





54

54
300 SLR NO. 722 CHILD'S CAR

This 300 SLR Junior is a superb children's car, and a wonderful tribute to the sporting roadster driven to overall victory in the 1955 Mille Miglia road race by Stirling Moss. It is equipped with a 48cc engine, coupled to a centrifugal clutch driving the rear wheels, which can power the car up to a top speed of 15 mph. Braking is by a single disc with a mechanical piston caliper.

Based on an existing design by the builder, this 300 SLR is one of only a handful of 'half scale' creations that feature a plaque signed by Stirling Moss himself. The seller states that the mini 300 SLR should be suitable for most children aged between five and nine years old.

Its chassis is powder-coated steel to a bespoke design, while the bodywork is composite glass-reinforced plastic. The silver paintwork and red '722' livery is a faithful replica of Moss's Mille Miglia winner, co-driven by Denis Jenkinson. The bonnet and boot lid are both functional, and there are working headlights. It rides on steel wheels with pneumatic tires, finished with three-eared wheel nut detailing.

The cabin is a great tribute to the original car, with hand-stitched dark blue leather and tartan cloth panels on the seats. The floor is trimmed with grey carpet, and the edges and side panels are upholstered with diamond-quilted leather. Ahead of the driver is a four-spoke polished aluminum steering wheel, as well as a plastic aero screen.

This 300 SLR Junior is a wonderful hand-crafted children's car, which boasts superb attention to detail, not to mention the authenticated signature of the great Stirling Moss as a finishing touch. It is a fun, faithful tribute to one of the most recognizable and valuable historic sports cars ever built.

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

Please be advised that this lot was damaged in transit and sold as-is. Interested buyers are advised to preview the lot and/or request a condition report prior to bidding.



55

55
917K CHILD'S CAR

This 917K child's car is a tribute to the winner of the 1970 24 Hours of Le Mans.

Fully working car for children/adults to drive and enjoy, apparently new and unused condition, built to 70% scale, the 917 K offered here is powered by a key start, 9 bhp 270 cc engine. It is capable of speeds of up to 35 mph, although the speed can be restricted if desired. There is rack-and-pinion steering, front spring suspension and hydraulic disc brakes, 2-1 reduction gearbox with a wet clutch, features full-size car engineering, simply scaled down.

The chassis is a powder-coated lightweight tubular construction. The bodywork is molded fiberglass that is a faithful tribute to the iconic 917 K, winner of the 24 hour Le Mans in 1970, driven by Hans Hermann and Richard Attwood, with 10-inch wheels and pneumatic tires.

The interior is finished with bare aluminum panels, and there is a mini bucket seat for the driver. A quick-release steering wheel is fitted, as well as working headlights and rear cooling fan, just like its full scale compadre. The overall dimensions are 2.6 meters in length and 1.6 meters in width.

This 917K will suit drivers from as young as five years old up-to fully grown adults with the child's seat removed. It also has a removable roof section that allows taller drivers to get behind the wheel.

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

56 - 100
NO LOTS



Cars and Motorcycles

Lots 101 - 181, at 11:30am

Further images and information of each lot can be found at
bonhams.com/scottsdale or scan the QR code below.





\$15,000 - 20,000
Without Reserve

101

1951 Vespa Allstate Cruisaire

Engine no. 17299

125cc 2-Stroke Single Cylinder Engine
Dell'Orto Carburetor
3-Speed Manual Transmission

2-Wheel Drum Brakes

- An icon of post-war design
- "The Vespisti's dream machine"
- Rare American market model

- Voluminous teardrop side panels
- Appears faster standing still than its mechanics are capable of

THE SCOOTER OFFERED

Out of the ashes of war-torn Europe came a need for democratized, cheap and robust transport. There were many notable answers to the question, however, one that has permeated popular culture and has captivated and mobilized even today is the Vespa series of scooters by Piaggio. Starting in 1946 the Vespa came in a variety of engine sizes and trims. Sales steadily took off with the first million scooters being sold by 1956. One of the biggest booms in sales came in 1952 with the Hollywood blockbuster *Roman Holiday* starring Gregory Peck and Audrey Hepburn, with notable co-star the 1951 Vespa 125cc.

Sold under the Allstate sub-brand Sears sold a wide variety of scooters, from brands such as Cushman, Gilera and Puch as well as Vespa's. However, the 'Luxe' top-of-the-line offerings were always Vespas. These Vespas were virtually identical to their home market counterparts. Some minor differences mainly make the scooters a touch cheaper. Keeping costs down to keep them palatable to Americans who saw them more as toys than major transport. The major atheistic difference was the Allstate being the first Vespa to have the headlight in the upper handlebar nacelle as would become standard, as opposed to on the fender as per European models.

Vespas first appeared in the USA market in 1951. Catalog giant Sears imported a limited number of bikes, which were unique from their home-market counterparts. Most obvious among the differences was the Allstate badging in place of the Vespa name. This model 788-101 is the first year to use the Allstate continental US outline badge, and is one of the first Vespas to have a handlebar-mounted headlight. Sears sold these under the fabulous fifties model name Allstate Cruisaire, and this example is finished in the light green as all Cruisaires were painted. This example also includes the accessory spare tire mount. This lovely and stylish scooter would be at home either as the perfect 'pit bike' for vintage racing, or as the bookend to finish or start the story of Vespas here in America.





\$16,000 - 18,000
Without Reserve

102

1952 Lambretta LD 125

Frame no. 125LD12288

Engine no. 429850

123cc Two-Stroke Single-Cylinder Engine
Single Dell'Orto Carburetor

4.8bhp at 5,300rpm

4-Speed Constant Mesh Gearbox

Trailing Link Front and Swing Arm Rear Suspension

2-Wheel Internal Expanding Drum Brakes

- Fabulous Italian design
- Early model variant
- Accessories for extended use and touring
- Period paint customization
- Ready for tandem fun

THE SCOOTER OFFERED

In Post-War Europe, dependable, fuel efficient, and rugged forms of transport were in very high demand. Many manufacturers such as Innocenti, Moto Guzzi, and Piaggio were trying to put the whole of Italy on two wheels. The Lambretta, built by Innocenti, was one of the first step-through scooters, which allowed for graceful 'skirted' looks. The Lambretta differed from its Vespa counterpart in that the Lambretta, instead of unitized construction, used a tubular frame much like a larger motorcycle. This is surely a result of industrial giant Innocenti's roots making seamless tubing well before the war.

Launched in 1947, the Lambretta started as a 123cc, while from 1954, there was an enlarged 148cc version. After evolutionary steps, 1950 saw the first schism in models. Starting with the Model C, a 'Lusso' or LC version arrived with such niceties as leg shields, running boards and a shroud for the engine compartment. When the Model D arrived in 1951 it came with an enlarged fan on the flywheel to aid in cooling which made the scooter more reliable in heat, and a new Dell'Orto MA18 carburetor also was added. The Model D also got new exhaust silencer for quieter buzzing around piazzas. Power output was increased to a blistering 4.8hp. The LD was identical to the standard D save for also having the addition of 'Lusso' body work.

This 1952 Lambretta LD 125 is a lovely example of an early LD, distinguished by its side covers with chrome-ringed portholes, as well as the Lambretta script on the leg-shield and Innocenti badge just above the headlamp. Only the very earliest LD models features a second porthole on the engine covers near the torsion bar mount. This was intended to permit the fitting of a suspension damper that was never actually implemented. Finished in a striking Candy Apple paint color, with two passenger sprung seating and spare tire, this scooter is pure jewelry. Ideal for proper 'Dolce Vita' scootering with an attractive companion aboard, it would be a welcome addition for any enthusiast of scooters, collector cars, or appreciators of fine design.





\$50,000 - 60,000



103

1956 Piaggio 125cc Ape Ribaltabile

Frame no. AC1T33477

125cc 2-Stroke Single Cylinder Engine
Del'Orto Carburetor
4-Speed Manual Transmission

3-Wheel Drum Brakes

- First of its era utility vehicle
- Key to the rebuilding of postwar Italy
- Rare 'dump' bed

- Believed factory owned when new
- Believed to been used for prototyping
- Enclosed cabin for all-weather use and comfort

THE APE OFFERED

In Post-War Italy, Piaggio was pivotal in the rebuilding the nation, ushering in its golden era. Primarily we think of the Vespa scooters which mobilized Italy with cheap transport to help rebuild the economy. However, the Ape is an unsung hero from Piaggio, a "worker bee" in the truest sense of the phrase. Borrowing heavily from the Vespa, Piaggio produced a light duty, three wheeled, truck capable of virtually whatever was asked of it. Starting almost in tandem with the Vespa in 1948 the initial versions had an open cab and front bodywork very similar to the Vespa. In 1956 with the Ape Serie C, the front cab became

enclosed to protect the operator from the elements and would define the shape of the Ape for the next half century.

Offered in several delicious-sounding trims such as Pianale, Furgonchino and Ribaltabile. In this case the word 'Ribaltabile' does not refer to a pasta type, but rather comes from the Italian verb ribaltare, meaning to tip. This example's rare tipping dump bed considerably improves its versatility. Finished in a lovely shade of light green this Ape Serie C is said by the consignor to have been a very early prototype retained by the Piaggio factory. One of the first refined Apes, it offers a uniquely

Italianate experience to trundle along with joy. A wonderful collector's piece, this Ape would be a superb addition to any historic truck or scooter collection.





\$10,000 - 15,000
Without Reserve



104

1965 Aermacchi Harley-Davidson CRTT 350

Frame no. 65CR5023
Engine no. 65CR5023

- Timeless Italian Style
- Best of the marque example
- Highly competitive in period
- Ripe for recommissioning

THE MOTORCYCLE OFFERED

Italian aircraft manufacturer Aermacchi was founded in 1912 gaining notoriety for winning the prestigious Schnieder cup in the 1920's. After the second world war, Aermacchi branched out into motorcycle production in the rush to get Italians back on wheels. In 1960, Harley-Davidson Motor Company took notice and purchased a 50-percent share in the firm, hoping to combat the influx of small English and Japanese motorbikes flooding the American market. Subsequently, during the AMF years of Harley Davidson, the balance of stock was acquired, before being sold in 1979 to the Italian motorcycle company Cagiva.

Aermacchi bikes featured a horizontal single in either 175cc, 250cc, and 350cc. The Ala D'Oro 350 Aermacchis were a tour de force in their day, capable of squaring up against Ducati Desmos, BSA Goldstar 350s, and Norton Manx 350s. Even today, they are formidable machines in vintage racing circles.

This Aermacchi CRT350 is wonderfully striking in its very Italian red livery, showing its roots despite the Harley-Davidson decals on the tank. Details like the front brake drum drilled for cooling and lightness, black face Smiths Tachometer, and color-matched full fairing complete the bike's racy appearance.

Previous owners believe this CRTT350 was entered in the 1966 Daytona 200 in the novice class, run under number 128 by Howard Lindsay of Miami, Florida, however, this has yet to be independently confirmed. Whether to be put back into service vintage racing in AHRMA or perhaps to be a bridge between one's Ferrari 250 GTO and Pontiac GTO, it would be a welcome addition to any collection.



\$12,500 - 17,000
Without Reserve



105

2007 Knievel Customs Dropseat Softail

Frame no. 1P93081PSL3933081
Engine no. CE06H2855

- A distinctly American Freedom Machine
- Custom work of art by motorcycling legend Robbie Knievel
- Recently recommissioned
- Includes autographs and leather jacket

THE CHOPPER OFFERED

The early 2000s witnessed a renaissance of custom motorcycle building originally started by veterans and counter-culturalists in the late 1960's. Ironically, the reality television boom had much to do with the chopper/custom bike resurgence programs like Motorcycle Mania, Biker Build-Off and American Chopper brought characters like Roger Bourget, Jessie James, Indian Larry, and Robbie Knievel into our living rooms. A cottage industry emerged, where builders created "one-off" motorcycles in a formulated way, with pattern frames, crate engines, and a dizzying array of custom parts.

Robbie Knievel was the second child of world-famous stuntman Evel Knievel. A stuntman in his own right, Robbie toured with his father from age 12. With an incredible 340 jumps and 20 world records, Robbie had quite an illustrious career. In 2006, Robbie Knievel started Knievel Custom Cycles. Building around 280 bikes in total, they produced custom bikes using only state of the art and high-end parts.

This chopper is a true work of art. Sporting the classic Knievel family livery of red, white and blue with stars, it wears its heritage on its sleeve. Using a fully custom engine based on the Harley Evolution and with a 4-inch

bore, Baker Drivelines 6 speed transmission, and open primary belt, this chopper goes as hard as it looks. The extended front end and increased rake and trail in a custom frame give this bike a killer stance without compromising comfort thanks to the 'Softail' frame. To further top it all off, the custom gas tank has been signed by Richard Petty, Evel Knievel and Ryan Newman as well as two others. It also includes a custom matching leather jacket to complete the look – but you must provide your own mustache. Having been recently awoken and spitting fire, this bike is at once an art piece, an action sports collectible, and a key to the vast expanses of the American landscape.





\$15,000 - 20,000
Without Reserve



106

1967 Volkswagen Beetle Cabriolet Coachwork by Karmann

Chassis no. 157657748
Engine no. 113 129701

1,200cc OHV Air-cooled Opposed
4-Cylinder Engine

Single Solex carburetor
53bhp at 4,200rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
Front Disc, Rear Drum Brakes

- An honest and well-preserved Beetle
- Swingin' '60s droptop motoring fun
- Classic Poppy Red with black interior
- Chrome wheels, spare wheel tool holder, period pushbutton radio

THE CAR OFFERED

One of the most popular automobiles ever produced, Volkswagen's iconic Type 1 Beetle sold in the millions, and one of the best-loved variants was the Cabriolet, built by Karmann of Osnabruck. The Karmann cabriolet first appeared in 1949, and this popular model remained in production until 1980, with almost 332,000 units manufactured. With its fully padded "baby-buggy" folding fabric top, Karmann Cabriolets allowed four occupants reasonably comfortable seating while soaking up the sun's rays. Karmann heavily reinforced and strengthened the sills and lower cowlings and fitted a transverse brace to the floor pan.

Cabriolets were generally better-finished than their coupe brethren, including such niceties as twin back-seat ashtrays, a vanity mirror on the passenger-side sun visor, alloy stone guards on the rear fenders, and wheel trim rings.

This Poppy Red over black vinyl Karmann Cabriolet is a wonderfully preserved example presented in highly original condition. Honest and charming, it is very nicely presented with authentic fittings including bumper overrider bars, chrome wheel trim rings, polished fender stone guards, dual swan-neck outside mirrors, and textured vinyl upholstery. Under the front trunk lid, the spare wheel features a vinyl cover

with built-in tool holder, a great example of the countless clever accessories that could be fitted to your Beetle. Additionally, a newer high quality canvas top replaces the original vinyl material. Previously out of Kentucky, and now offered from the care of a California owner, this Beetle is reported to have run well on its last outing, and will no doubt provide loads of smiles to the next lucky owner.





\$50,000 - 60,000



107

1965 Fiat-Abarth 1000TC Berlina Corsa

Chassis no. 1000 2067875
982cc OHV Abarth-tuned Inline
4-Cylinder Engine
Single Twin-choke Weber Carburetor

Approximately 110bhp at 7,500rpm
5-Speed Manual Abarth Close-ratio Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- A small-but-mighty saloon racer
- Reported to have extensive period race history
- A true crowd pleaser on any track or hillclimb
- Thrilling little pocket-rocket celebrating Carlo Abarth's extraordinary genius

THE CAR OFFERED

Abarth's reputation as a "giant killer" was cemented on the racetracks, rally stages, and hill climbs of Europe and America, where these sometimes funny-looking, but inarguably potent little FIAT-based sedans stormed to class wins and group championships in event after event. The 850TC, for Turismo Competizione, boasted an 847cc Abarth tuned engine. Then came the 850TC Nürburgring Corsa with additional power and large front-mounted radiator. This, combined with the propped-open rear engine lid, gave this series of cars their very distinctive look – providing additional engine cooling and a bit of additional downforce over the rear wheels. Next up was a further development of the block to 982cc, which gave birth to the

1000TC. Running against the Mini Coopers in the D Sedan class, they proved a formidable adversary. In fact, they ended up being banned from SCCA competition, by virtue of being nearly unbeatable on track!

The 1000TC 'Nürburgring' Berlina Corsa presented here is a prime example of the type of Abarths that dominated smallbore racing classes throughout Europe. It is reputed by the consignor that this car, chassis number 2067875, competed at the highest levels in period, and that a credible competition history is connected to this chassis. It is said to have been retained as a works car 1965 saloon racing season for Arturo 'Art' Merzario, finding success at legendary tracks around Europe

and the UK. However, such are the vagaries of 'Abarth Lore' that it is difficult to claim this with absolute certainty. The consignor also reports that prior to his acquisition, it was part of a private Swiss-based collection and that is previously restored by an Abarth specialist in the UK. Presented in the classic off-white livery and adorned with plenty of period Abarth high-performance components, it undoubtedly looks the part of the giant-slayer, with its flared arches and massive front bumper housing the all-important oil cooler. As with nearly any classic Abarth racer, this example will, with preparation, undoubtedly be a welcome competitor in historic racing events and rallies, where you can experience the thrill of taking on the big guns in a tiny, yet potent Abarth 1000.





\$50,000 - 60,000
Without Reserve



108

1965 Fiat 850 'Abarth 1000 OT' Spider

Coachwork by Bertone

Chassis no. 100GS 007300

843cc OHV Inline 4-Cylinder Engine (See Text)
Single Carburetor
52bhp at 6,150rpm
4-Speed Manual Transaxle

4-Wheel Independent Suspension
Front Disc, Rear Drum Brakes

- A beautifully example of Fiat's sporty runabout roadster

- Period Abarth badging and performance enhancements
- Magnesium Campagnolo alloy wheels
- A rare and eminently delightful slice of La Dolce Vita

THE CAR OFFERED

The 850 coupe and spider were introduced to the U.S. market for 1967. The American version was rated at 52 bhp, and had a 100-mph speedometer, tachometer, front disc brakes and vinyl leatherette upholstery. At \$1,795 for the coupe and \$1,998 for the gorgeous little Bertone-penned spider, the 850 was comparable to the Austin Mini and Austin-Healey Sprite, and less expensive than the Mini Cooper. "Driving the 850 coupe around town is sheer pleasure," proclaimed Sports Car Graphic, while the late British motoring historian Michael Sedgwick called the 850 "almost the perfect 'personal car' for the congested roads of the 1960s." In 1968, the engine was enlarged to 903cc, which made 90 mph possible, putting it

on par with the tuned high-performance Abarth versions.

The Fiat 850 Bertone Spider offered here is an attractive example of the rear-engine Italian runabout. According to the consignor, this car has been updated to Abarth 1000 OT Spider specifications, and reportedly as the larger 982cc engine, which has not been confirmed as of cataloguing. It was acquired by the vendor, a passionate Fiat and Abarth enthusiast, in 2020 to replace a similar car he had regrettably sold.

The subject of an older restoration, it is crisp and attractive in its classic red paint with authentic black upholstery and a black top. Despite its tiny outward dimensions, the 850's cockpit is

remarkably comfortable even for taller drivers, thanks in large part to the rear-mounted engine. The cockpit is tidy, and an array of Veglia Borletti dials faces the driver ahead of a period Ferrero sports steering wheel. Additionally, this car features Abarth cosmetic and performance enhancements, including 1000 OT badging, lightweight Campagnolo magnesium wheels, tubular exhaust header, and a free-flowing Abarth muffler. An honest and well-tended car, it was reportedly a delight to drive on its last outing, with ample grunt from the rear-mounted Fiat engine and a wonderfully gutsy soundtrack that simply begs for you to point and shoot this handsome little barchetta down your favorite twisting back road.





\$35,000 - 55,000
Without Reserve



109

1968 Abarth Scorpione 1300S

Coachwork by Francis Lombardi

Chassis no. 1236614103
Engine no. 0659475

1,280cc OHV Inline 4-Cylinder Engine
Single Weber Carburetor
75bhp at 6,000rpm

4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- A svelte and stylish late-60s 'Etceterini'
- The last independently-developed Abarth model

- Desirable 'S' model with improved suspension
- Fiat 850/124 underpinnings with svelte Lombardi coachwork
- Exceedingly rare, believed to be one of 30 build and 4 known in the USA

THE CAR OFFERED

From 1968 to 1972, the Carrozzeria Francis Lombardi Company of Vercelli, Italy produced a small, rear-engine sports car based upon the Fiat 850. It featured attractive, streamlined coachwork in the wedge-style that was very much in vogue at the time. Tiny in dimension but very well proportioned, the Giuseppe Rinaldi-penned design had exotic looks that belied its humble Fiat underpinnings. Curiously, the car was marketed variously as the OTAS 820 Grand Prix, Lombardi Grand Prix, the Giannini, and as the Abarth Scorpione during its production life.

The Scorpione made its public debut was made at the Geneva Auto Salon in March

of 1968. Its shapely good looks – with its electrically raised and lowered headlights – attracted much favor. Despite its promise, the Abarth 1300 Scorpione sold in small numbers, and would soon prove to be Abarth's last independently developed car as Fiat took over Abarth in 1971 and canceled the project.

When Abarth put their name on the Lombardi-built Scorpione, chief engineer Colucci fitted a beefed-up 124-based engine with twin carbs, and heavily reworked the suspension and brakes to handle the 100 horsepower output (more than enough in a 1,500lb car!) and improve overall quality. Just six of these so-called 'SS' models were built, giving way the similarly equipped Scorpione S as offered here.

The S utilized the suspension improvements, and four-wheel Girling disc brakes pioneered on the SS, but with a more flexible and road-friendly single-carb 124-based engine, rated at 75 horsepower – still not an insignificant number, considering the car's featherweight stature.

This Scorpione S is believed to be one of just 4 examples in the USA of the approximately 30 produced. Finished as most were in red over black upholstery, it presents in fine order throughout and is being offered from the collection of a devoted Abarth enthusiast. This rare bit of Abarth history punches well above its weight, especially when the tarmac gets twisty, and would be an exciting entry into a host of high-speed rallies such as the Copperstate 1000.





\$20,000 - 30,000
Without Reserve



110^Ω

1960 Triumph TR3A Convertible

Chassis no. TS/57011L

2 SU Carburetors
100bhp at 5,000rpm
4-Speed Manual Transmission

Front Independent Suspension -
Live Rear Axle
Front Disc - Rear Drum Brakes

- Nicely restored for drivability
- Desirable late-production TR3A
- Attractive and sporty black over red livery
- The classic Triumph sports car

THE CAR OFFERED

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. The TR3A was introduced during 1957, with cosmetic changes including new front-end styling featuring a full-width grille incorporating sidelights/indicators, and locking door and trunk handles plus an improved interior. Today these charismatic Triumph sports cars remain popular for their usability, ease of maintenance, good looks and the fact that they are immense fun to drive.

This sharp little TR3A was completed at Triumph's famed Canley Road factory on August 14, 1959, rolling out of the works in left-hand drive, finished in Signal Red over black

upholstery, equipped with an optional occasional rear seat and destined for the Canadian market. It has been a Canadian car its entire life, most recently in the care of a Quebec-based collector and enthusiast. Along the way it was restored, and the original livery flip-flopped to the current black paint with red upholstery piped in white.

As offered here, this TR3A remains a crisp and attractive car, with glossy paintwork and authentic detailing like chrome wire wheels, a chrome luggage rack, and Lucas fog lamps. The interior is particularly appealing, looking remarkably fresh since its restoration with little signs of use visible on the red vinyl seats and matching carpets. Instruments and switchgear are period correct, and the factory wheel has

gained a leather cover, along with a walnut AMCO gear knob.

Triumph's plucky 1,991cc pushrod inline-four wears twin S.U. carburetors, and a chrome valve cover, as it would have left the factory. The engine bay is tidy, with period-correct fittings and hardware used. Following a period of extended storage, some recommissioning work was done prior to the sale, though additional sorting may be necessary before heading out on the road.

In the classic British sports car formula, the Triumph TR3A is rugged, charmingly simple, stylish, and above all, enormous fun to drive. This fine example is certain to fit the mold.



111

1967 Jaguar E-Type 'Series 1.5' 4.2-Liter Roadster

Chassis no. 1E14967
Engine no. 7E12623-9

4,235cc DOHC Inline 6-Cylinder Engine
3 SU Carburetors
265bhp at 5,400rpm
4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- A rare early 'Series 1.5' 4.2-Liter Roadster
- Original livery of Opalescent Silver Grey over Red
- Extensive servicing and mechanical sorting in 2023

- Includes JDHT Heritage Certificate
- A lovely example for rallies, tours, and driving events

\$80,000 - 100,000
Without Reserve





THE JAGUAR E-TYPE

Jaguar's legendary 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.

Benefitting from numerous improvements over the 3.8-Liter, the Series 1 4.2 introduced a larger torque-rich engine, improved servo-assisted brakes, a fully synchronized gearbox, and a more comfortable, user-friendly cockpit. Evolving US safety and emissions regulations ushered in changes such as open headlamps, rocker switches in the dash, and dual Stromberg carburetors. These changes were made gradually, resulting in the so-called Series 1.5 cars of 1967-68.

THE CAR OFFERED

Jaguar enthusiasts coined the 'Series 1.5' moniker to differentiate these unique cars from their earlier brethren – while Jaguar officially

recognizes all cars built through 1967 as Series 1. Due to the gradual nature of the changes, the earliest of these cars, such as the one offered here, are colloquially called 'Series 1.25', roughly referring to those built with US-compliant open headlamps, but retaining the more desirable triple SU carbs, higher state of engine tuning, and other earlier details. According to the Jaguar Daimler Heritage Trust, this 4.2-liter Open Two-Seater roadster was completed in March of 1967, and left the factory finished in the desirable color scheme of Opalescent Silver Grey over a Red interior, which is how it is presented today. In addition to its lovely colors, the early production date means this car retains the most desirable of the Series 1 features.

Documentation shows that in September 2023, it was treated to more than \$13,500 in mechanical servicing, including carburetor rebuilding and tuning, ignition system work, and more; the seller reporting the work returned the Jaguar to fighting-fit condition. With sharp looks and abundant power on tap, this is an eminently usable Jaguar E-Type Roadster ideal for high-speed touring events and rallies.





\$90,000 - 110,000
Without Reserve

112

1958 Cadillac Eldorado Brougham Coachwork by Fleetwood

Engine no. 58P054802

365ci OHV V-8 Engine
Three 2-bbl Carburetors
335 bhp at 4,800 rpm
4-Speed Hydra-Matic Automatic Transmission
Independent Front, Live Axle, Leaf Spring
Rear Suspension
4-Wheel Power Drum Brakes

- One of just 304 built for the 1958 model year
- Sophisticated Fairfax Blue and stainless steel roof
- The most expensive and luxurious American car of its time
- Highly desirable 1958 model with "Tri-Power" V8

- An exceptionally well-preserved car recognized by the AACA
- Fully loaded with power windows, power seats, radio, air conditioning, and more
- Powerful, luxurious, and the epitome of 50s glam



THE CADILLAC ELDORADO BROUGHAM

In December of 1956, Cadillac announced an exciting new flagship sedan for the 1957 model year. Designed by Ed Glowacke, the new, limited-edition Series 70 Eldorado Brougham was a four-door “hardtop” sedan inspired by Cadillac’s Motorama cars – the 1953 Orleans, and the 1954 Park Avenue. As GM’s response to Ford’s ambitious Continental Mark II, the new Eldorado needed to make a bold statement, achieved through a four-door body with ‘suicide’ rear doors – said to be America’s first true pillarless four-door sedan. The low and sleek profile was enhanced by a novel stainless steel roof panel, lower profile tires, and elegant rear fins. It was also the first appearance of the quad-headlamp arrangement, distinct bullnose bumpers, and beautifully intricate forged aluminum wheels.

Befitting a top-of-the-line Cadillac, the Eldorado Brougham came loaded to the gills with virtually every conceivable power option for the time. Power steering and brakes were requisite fittings, along with electric windows, signal seeking radio, auto-opening trunk, electric door locks, and power operated seats complete with a revolutionary memory function. Passengers were pampered in the cabin with lady’s and gentlemen’s grooming kits, a perfume atomizer, magnetized glovebox drink tumblers (as to not spill your whisky whilst being chauffeured), polarized sun visors, dual heating system, air conditioning, and a range of optional upholstery choices including Mouton or Karakul wool floor mats.

Cadillac’s standard-setting 365ci OHV V8 was topped with twin 4-barrel carburetors – or three 2-barrels for 1958 – rated at 325 bhp, and 335 bhp respectively, and paired with the proven 4-speed Hydra-Matic transmission. Auto start, Autronic Eye, and other niceties ensured an effortless experience whether behind the wheel or riding in the expansive back seat.

Such opulence came at a heady price of \$13,074 – one of the most expensive production cars in the world at the time. Yet, like Ford’s experiment with the Continental Mark II, Cadillac lost money on each Brougham built. Some say as much as \$10,000 per car! Not surprisingly, production was quite limited – just 400 cars built in 1957, and a further 304 following in 1958.

THE CAR OFFERED

Exuding mid-century elegance, this 1958 Eldorado Brougham, body number 625, is finished as-new in Fairfax Blue with rarely seen Blue Parisienne Cloth and White leather upholstery, and blue Mouton carpets. This is one of just 304 built for 1958 with the tri-power 365ci V-8 engine.

It is believed that this car was first sold to Mr. Thomas R. Mullen, a steel magnate from the Lehigh Valley in Pennsylvania, who kept the car for just over two years. In 1963, it was acquired by another Allentown, Pennsylvania businessman, Mr. Milton Wood. During Mr. Wood’s tenure, it was clearly cherished, as Wood was an early member of the Brougham Owner’s Association and took great pride in keeping his elegant Cadillac in top form. He so loved this car that it remained in his care from 1963 to the time of his passing in 2003. The previous owner acquired the car from the Wood family in 2005, carrying on the legacy of careful preservation.

Remaining in its factory-correct shade of Fairfax Blue, there is some evidence of select paintwork, however, the car remains exceptionally well-preserved with beautiful brightwork all around. Likewise, the interior displays some wear, particularly with the blue fabric, though it is also refreshingly honest with an inviting, broken-in character. Details like the underhood suspension air compressor remain, however the car was converted to conventional springs early in its life, a welcome and widely accepted update. Additionally, this car rides on Sabre wheels, which are different from the Eldorado-specific design, and it is thought that these were also installed very early in the car’s life.

The 42,900 miles recorded at the time of cataloguing are consistent with this car’s exceptional originality. In 2016, it earned one of the AACA’s most coveted honors, recognition as an original car in the Historic Preservation of Original Features (HPOF) category. Eminently desirable and clearly cherished for its entire life, this Cadillac Eldorado Brougham is the 4-wheeled incarnation of the glamour, sophistication, and optimism that defined America in the mid-twentieth century.





\$30,000 - 40,000
Without Reserve



113^Ω

1963 Austin-Healey 3000 MK II BJ7

Chassis no. H-BJ7L/21205

2,912cc OHV Inline 6-Cylinder Engine

2 SU Carburetors

132bhp at 4,750rpm

4-Speed Manual Transmission with Overdrive

Front Independent Suspension – Live Rear Axle
Front Disc – Rear Drum Brakes

- A sharp and attractive example of the classic “Big Healey”

- Shuttled Michael Schumacher in the 2004 Canadian GP driver's parade
- A great tour car or Sunday driver – with room for four!
- Offered from long-term ownership

THE CAR OFFERED

Looking rather splendid in its ideal sporty-car livery of bright red with black upholstery and a smattering of chrome, this 1963 3000 MkII BJ7 ticks the boxes for fans of the ‘Big Healey.’ This nicely restored example is offered from the long-term care of a private collector, having proudly sharing garage space with numerous other British classics. It looks particularly inviting, riding on chrome wire wheels shod with Vredestein Sprint Classic radials that fill the arches, lending a purposeful stance. This car's red livery and period Lucas driving lamps evoke the Big Healey's rally heritage. The authentically restored cockpit features black upholstery and carpets, all presented in fine fettle. A Moto-

Lita three-spoke steering wheel adds a period sporty touch, while the rest of the cabin stays true to its original design. Under the bonnet, the gutsy 3-liter inline-six is equipped with twin S.U. carburetors and topped with a polished cam cover for a touch of additional bling. The engine bay is tidy and well detailed with period-correct fittings and fixtures. Following a period of storage, some recommissioning has been done, though additional work may be required before hitting the road in earnest.

In the consignor's care, this Healey was enjoyed with aplomb, participating in club events on the regular. At the Canadian Grand Prix on Circuit Gilles Villeneuve in Montreal,

the local Austin Healey Owner's club has traditionally hosted the driver's parade, where Formula 1 drivers getting a lap of the circuit, riding in (and on!) the Healeys. At the 2004 running of the event, photos on file show this car carried none other than 7-time World Champion Michael Schumacher for his parade lap! Accompanying items include an owner's handbook, black top boot, and assorted receipts and records.

Ideal for club events and weekend tours, this desirable and versatile ‘BJ7’ 3000 is sure to provide many more years of British motoring joy to its next custodian.





\$65,000 - 75,000
Without Reserve



114^Ω

1974 Jaguar E-Type Series III V12 Roadster

Chassis no. UE 1S 24659
Engine no. 7S 16213 LA
5,343cc SOHC 12-Cylinder Engine
4 Stromberg Carburetors
275bhp at 5,850rpm

4-Speed Manual Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Attractive Regency Red over Biscuit Hides
- Accompanied by a factory removable hard top

- Desirable manual gearbox, wire wheels, and air conditioning
- In current stewardship since 1993
- Matching numbers example per the Jaguar Heritage Trust Certificate
- The final evolution of the legendary E-Type

THE CAR OFFERED

According to the accompanying JDHT Certificate, this manual-equipped E-Type Series III V12 roadster was completed in January 1974 and dispatched to British Leyland, Canada the following March. While the early history is not recorded, documents on file show it has been in the care of the consignor since approximately 1993, where it was subsequently treated to a repaint from its original dark blue to its current, factory-offered shade of Regency Red.

Correspondence and records show the interior was also restored in its original Biscuit color, with new body weatherstripping and gaskets

fitted. Additionally, the car got new hubs and chrome knock-off wheels in 2005.

Production records verify this car retains its original, numbers-matching engine, which is authentically detailed and backed by a 4-speed manual gearbox, as it left the Browns Lane factory.

With its torque-laden V12 and more spacious accommodations, the Series III is a favorite among drivers. This car's factory air conditioning and restored removable hardtop make it an excellent choice for touring events in all manner of conditions. Following a period of storage, light recommissioning has been

undertaken to awaken it, and additional attention may be required prior to longer drives.

Looking splendid in its period-correct Regency Red over Biscuit color-combination, this end-of-the-run E-Type is delightfully 1970s, and offers silky-smooth V12 open-top cruising in style.



115

1953 Jaguar XK120 SE Roadster

Chassis no. S 673517

Engine no. W-7346-8S (See Text)

3,442cc DOHC Inline 6-Cylinder Engine

2 SU Carburetors

180bhp at 5,200rpm

4-Speed Manual Transmission

Independent Front Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- Rare and desirable factory 'Special Equipment' XK120 Roadster
- Stylish and factory-correct British Racing Green over Biscuit livery
- Equipped with its numbers matching engine block
- Beautifully restored example documented by Heritage Trust Certificate
- Eligible for a host of international tours and driving events



\$90,000 - 120,000
Without Reserve





THE JAGUAR XK120

Conceived and constructed in just a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking Roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The body had been conceived as a coachbuilt, aluminum paneled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel paneled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car considerably different, and it would take some 20 months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, developed during the war and intended for Jaguar's forthcoming Mark VII saloon. A 3.4-liter 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminum cylinder head, seven main bearings and a 160bhp rating. The chassis was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes's torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded speeds of 126mph, and then 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. For customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which 2,194 were left-hand drive SE Roadsters like that offered here.

THE CAR OFFERED

Splendid in its factory-correct British Racing Green over Tan livery and tan convertible top, this XK120 is a desirable, fully restored roadster in high-performance SE trim. According to the Jaguar Daimler Heritage Trust Certificate accompanying this XK, this car was dispatched in February 1953, destined for Jaguar's West Coast distributor, Charles Hornberg of Los Angeles, California. Photos on file show that, prior to its restoration, it looked remarkably solid and complete. It has subsequently been completely restored by some of the best marque experts, and is presented today as it left the works, in the classic combination of 'BRG' with tan upholstery. It rolls on chrome wire wheels shod with period-style black-wall tires to complete the fantastic aesthetic. Much of the restoration work was performed by carefully selected specialists, including XK's Unlimited, who completed the engine and transmission. Paint and bodywork were handled by Saccio Enterprises of San Diego, with the interior being completed by Westminster Auto Upholstery in Anaheim, CA and finally the convertible top was expertly crafted by K&H Auto Upholstery from Garden Grove, CA.

Per the accompanying Heritage Certificate, this it does retain its numbers-matching engine block; however, the cylinder head is a period replacement. The original cylinder head will accompany the vehicle as will the tool kit, jack and fresh side curtains. The engine compartment is detailed to a similarly high standard, with signature details like polished alloy cam covers and intake. Eligible for a host of international driving events, this lovely example of Jaguar's iconic XK Roadster model, finished in one of the most ideal liveries, deserves serious consideration and would be a fitting addition to many collectors' garages.





\$25,000 - 35,000
Without Reserve



116

1957 Rolls-Royce Silver Wraith LWB Touring Limousine

Coachwork by James Young, Ltd.

Chassis no. LELW76

4,887cc F-Head Inline 6-Cylinder Engine
Single Downdraft Carburetor
Approximately 125bhp
4-Speed Automatic Transmission

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

- Handsome one-off coachwork by James Young, Ltd
- Delivered new to the USA

- Displayed at the 1956 New York Auto Show
- Ordered for Mrs. William G. Mather of Cleveland, Ohio
- Requires recommissioning

THE CAR OFFERED

Chassis LELW76 is a long-wheelbase Silver Wraith, clothed in one-off coachwork by James Young, Ltd, noted as design number WRM54 on the accompanying build records. Coming Stateside via the US importer, J.S. Inskip, it was displayed at the 1956 New York Auto Show. It then continued to Indianapolis-based dealer, Schaler & Waters, for delivery to Mrs. Elizabeth Ring Mather of Cleveland, Ohio. Elizabeth Ring Mather was the wife of William G. Mather, a powerful industrialist with interests in iron ore, steel, and Great Lakes shipping who was instrumental in the industrial age growth of the Great Lakes region. His company's flagship, the 618-ft

Steamship William G. Mather, survives today as a floating museum for the Great Lakes Science Center. It is easy to see how a one-off, coachbuilt Rolls-Royce Silver Wraith limousine was befitting a woman of Mrs. Mather's social stature. Mrs. Mather passed away not long after taking delivery of her new Rolls-Royce, her husband having preceded her in death a few years earlier. Ownership records held by the Rolls-Royce Foundation show it transferred to Eleanor Livingston, wife of New York Stock Exchange Governor, Gerald M. Livingston, a family of similarly aristocratic stature to the Mathers. Official ownership records trail off after 1958, though more recently, the car has been in the long-

term care of an overseas collector. Equipped for touring comfort, the build sheet specifies power steering, rear-compartment decanters and tumblers, partition, swiveling reading lamps, and more. It has since been refinished from its original black to ivory, and updated with air conditioning, a custom front console with HVAC outlets, and a modern audio system. In current ownership, it has been on long-term static display in a dry environment and will require recommissioning. This unique Silver Wraith represents an excellent opportunity to acquire a one-off, coachbuilt Rolls-Royce boasting fascinating provenance.





\$8,000 - 12,000
Without Reserve



117

1950 Bentley Mk VI Standard Steel Saloon

Chassis no. B159JN

5,733cc OHV Chevrolet V8 Engine (See Text)
Single 4-Barrel Carburetor
180bhp (est.)

3-Speed Automatic Transmission
Independent Front and Live Rear Axle with
Leaf Spring Rear Suspension
4-Wheel Hydraulic Drum Brakes

- Mild 'hot rod' with Chevrolet small block V8 power
- Fitted with air conditioning and power brakes
- Documented by copies of its factory build records
- Requires recommissioning

THE CAR OFFERED

In the wake of World War II, Bentley production resumed at the new Rolls-Royce facility in Crewe, England, with the new Mk VI. The Mk VI marked a radical change for parent company Rolls-Royce, becoming the first car offered with factory designed coachwork. Very similar to the contemporary Rolls-Royce Silver Dawn, primary differences were to the grille, trim and badging. Close fraternal twins in appearance, mechanically the two were identical. Between 1946 and 1952, an impressive total of 4,946 Mk VI Bentleys left the works.

Chassis number B159JN is a Mk VI clothed in the factory's handsome Standard Steel Saloon coachwork, supplied by Pressed Steel Ltd.

Factory records show this car was delivered new to Capt. J.L. MacFayden of William Bunton & Co. Ltd. Build sheets note it was finished in Glasco Special Green, with tan hides, brown carpet, and a fawn headlining. By the late 1970s, the Rolls-Royce Owner's Club roster shows the car was in the USA, in the care of Marvin Smith of Hancock Park, California.

Prior to joining the consignor's collection, the original F-head inline-six was replaced with a Chevrolet 'smallblock' V8 and automatic transmission. Additional modifications include conversion to left-hand drive, power brake booster, air conditioning, alternator charging, and power bucket seats sourced from a late-model American car and upholstered in tan.

During its time with the consignor, this Mk VI has been on long-term static display and will require recommissioning and sorting prior to enjoyment. With its proven, bullet-proof, and easily serviceable drivetrain, it has potential to be a reliable touring car combining classic lines with modern performance.





\$10,000 - 20,000
Without Reserve



118

1963 Rolls-Royce Silver Cloud II Saloon

Chassis no. LSAE503

6,230cc OHV Alloy V8 Engine
Twin S.U. Carburetors
Approximately 185bhp

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

- An iconic mid-century luxury car
- Original left-drive, US market car
- The debut of the venerable 6.2-liter V8 engine
- Equipped with air conditioning
- Requires recommissioning

THE CAR OFFERED

As the 1960s approached, Rolls-Royce retired the venerable inline-six in favor of the long-awaited V8 – which engineers intended the Silver Cloud to have since its debut. The new engine found favor among those in Rolls-Royce's most important export market – the USA – so it was only natural that Crewe engineers looked to the best American designs, principally Chrysler and Cadillac, for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their respective predecessors, though performance was considerably enhanced by the new

6,230cc aluminum-alloy V8 engine. Immensely successful both at home and abroad, the Silver Cloud II and Bentley S2 remained in production until the autumn of 1962, when the Silver Cloud III replaced it.

According to production records provided by the Rolls-Royce Foundation Museum in Mechanicsburg, Pennsylvania, this Silver Cloud II, chassis LSAE 503, is a USA-market car, first delivered to Mr. Edward D. Stone in May of 1962. While the factory build records are of poor quality, it is known that the car left Crewe finished in Masons Black over Scarlet leather upholstery. Little else is known of the car's early

history, and at some point, it was refinished from its original black to its current white livery, though the scarlet leather trim may be original and is generally well-preserved. Fitments include electric windows, an electric aerial, a period 8-track player, and air conditioning. Since joining the current owner's extensive collection, this vehicle has been on long-term static display in a dry climate, and will require recommissioning. A moderate overall patina makes this Silver Cloud an excellent canvas for touring preparation or more extensive refurbishment.





\$25,000 - 35,000
Without Reserve



119

1953 Rolls-Royce Silver Dawn Sports Saloon

Chassis no. LSMF46

Engine no. S23F

4,566cc OHV Inline 6-Cylinder Engine
Single Zenith Carburetor

4-Speed Automatic Transmission

Independent Front Suspension – Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- Desirable specification of Rolls-Royce
- Handsome black and burgundy livery
- Original left-hand drive, USA delivery
- Updated with air conditioning
- Requires recommissioning

THE CAR OFFERED

Chassis number LSMF46 is a US-market Silver Dawn sold new via Auto Imports Ltd, to Marson Construction Corporation, both of Indianapolis, Indiana. Rolls-Royce Owner's club rosters trace the car's history with custodians in Indiana, Pennsylvania, Missouri, and New York. Along the way, the Silver Dawn was restored and refinished from its original Lugano Blue to this handsome duo-tone burgundy and black color scheme, and the tan leather cabin refurbished. It was also fitted with an aftermarket air conditioning system.

The older restoration displays a moderate patina, namely in some cracks in the steering wheel and a small tear in the driver's seat, yet the car retains a pleasing overall character. Since joining the consignor's collection, this Silver Dawn has been on long-term static display in a dry climate and therefore will require recommissioning prior to use. As the first Rolls-Royce to be offered with factory bodywork, the Silver Dawn is recognized as a landmark model in the marque's history and is fast becoming sought after as the enthusiasts' choice.





\$70,000 - 100,000
Without Reserve



120

1931 Rolls-Royce Phantom II Huntington Limousine

Coachwork by Brewster & Co.

Chassis no. 206AJS
Engine no. R65E

7,668cc OHV Inline 6-Cylinder Engine
Single Carburetor
120bhp, estimated

4-Speed Manual Transmission
Leaf Spring Suspension with Single-Shot
Chassis Lubrication
4-Wheel Servo-Assisted Drum Brakes
• A desirable USA-specification AJS-series

Phantom II

- Ordered new by Newport, Rhode Island socialite, Mrs. E. Eppley
- Handsome and superb quality Brewster coachwork
- Left-hand-drive, center-shift configuration

THE CAR OFFERED

Phantom II chassis no. 206AJS is a desirable USA-market car, bodied by Brewster in the handsome 7-passenger Huntington Limousine style. Characterized by its slightly raked windscreen, set-back body, and 'six-light' window configuration, this Huntington Limousine has a light and sophisticated look, with a dash of sporting elegance that more conservative limousine designs sometimes lack. A very handsome machine, indeed.

Records provided by the Rolls-Royce Foundation of Mechanicsburg, Pennsylvania show 206AJS was delivered new to Mrs. Ethelberta Pyne Russell Eppley, of Newport, Rhode Island, in November 1934. Mrs. Eppley was the wife of Capt. Marion Eppley,

a decorated Navy veteran and a renowned physical chemist who focused on cadmium battery storage. Mrs. Eppley was herself a member of Newport high society, and the Rolls-Royce was undoubtedly a fitting machine to whisk them to their Beacon Rock Estate.

Having remained with the Eppley family through approximately 1950, it is understood to have always been a Huntington, although 1950s RROC rosters mis-identify it as the less attractive Canturbury. It was later acquired by Robert L. Germane of Fall River, Massachusetts, and ownership is well-documented through RROC records, tracing its history into the 1980s. Most recent ownership shows that the car has lived with the same owner in Arizona for approximately 40 years.

As offered, 206AJS remains a lovely example wearing an older, yet well-maintained restoration. Finished in a multi-tone tan colors scheme with orange accents, it is well presented overall. The cabin features tan wool broadcloth upholstery with Wilton wool carpeting in the rear, with hard-wearing black leather in the driver's compartment. This vehicle also features an 8-day clock located in the division, as well as two disappearing jump seats and silk privacy shades. The car has received recent mechanical servicing to keep it up to date. It has a marvelous character, suitable for RROC tours, CCCA CARavans®, or for simply piling in the family and experiencing the unparalleled opulence of Newport's Gilded Age.





\$25,000 - 35,000
Without Reserve



121

1979 Rolls-Royce Camargue

Coachwork by Pininfarina

Chassis no. JRK32955

6,750cc OHV V8 Engine

220bhp at 4,000rpm

3-Speed GM400 Automatic Transmission

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Delivered new to California
- One of only 530 built

- Distinguished Pininfarina Coachwork
- Original MSRP of \$145,790 in 1979
- Offered with copies of factory records
- Requires recommissioning

THE CAR OFFERED

Finished in a splendid livery of Silver Chalice (code 9510037) over Scarlet Leather and black carpets, this Camargue was, according to factory records, delivered new via Roy Carver Rolls-Royce of Newport Beach, California. The first owner is listed on the invoice as Dr. Masami Ogata, M.D., and warranty documents show it soon changed hands to Mr. Gustavo Vildosola, a Mexican American businessman and prolific Baja desert racer – he must have welcomed the civilized Camargue after tearing it up in the desert. Factory service records show the car

was regularly maintained at a dealer in San Diego. In more recent years, it has been part of a devoted marque enthusiast's extensive private collection and is believed to be in largely original condition.

Befitting a flagship Rolls-Royce coupe, this Camargue is equipped with electric windows, alloy wheels, powered seats, air conditioning, and a pleated broadcloth headlining. Period early 80s touches include a classic 3-spoke wood-rimmed Nardi steering wheel and a high-end Nakamichi AM/FM stereo/cassette player.

While generally well-preserved and displaying excellent potential, this rare and stylish Camargue has been on long term static display and therefore will require recommissioning before use.



122^Ω

1957 Bentley S1 Sports Saloon

Coachwork by James Young Limited

Chassis no. B57BC

Engine no. BB153

4,887cc OHV inline 6-cylinder engine

Twin SU carburetors

175bhp, estimated

4-speed automatic transmission

Independent front suspension and live rear

axle with semi-elliptical leaf springs

4-wheel hydraulic drum brakes

- A rare example of James Young coachwork

- Shown on the James Young stand at the 1957 London Motor Show

- One of 26 built to Design no. B10

- In current ownership since 2007

- One of Bentley's most iconic models

\$125,000 - 175,000





THE CAR OFFERED

Bentley Motors Limited introduced the 'S-type' in 1955, alongside the Rolls-Royce Silver Cloud. The sleeker design of the factory-fitted Standard Steel Saloon replaced the more baroque R-Type and Mk VI the company had offered since 1946. Apart from being more generously sized, the new S1 had several marked improvements mechanically, cosmetically, and ergonomically over its predecessor. With its body on frame construction, the S1 was also a prime candidate for traditional coachbuilders to practice their craft, with some memorable creations from James Young, Park Ward, Hooper, and others. Only 3072 S1 short-wheelbase sedans were built (compared to more than 7,000 Silver Clouds), and the series remained in production with few modifications until late 1965 when it was replaced with the new monocoque T series.

Chassis number B57BC is a particularly special example of the S1 series, featuring coachwork by James Young Limited. It is one of only 26 cars built to James Young's design number B10, with its distinctive finned rear wings and subtle, yet effective reworking of the Standard Steel design. According to information compiled by author Davide Bassoli and provided by the Rolls-Royce Foundation in Mechanicsburg,

Pennsylvania, this home-market car was shown on the James Young stand at the 1957 London Motor Show at Earl's Court. Aside from its handsome lines, the bodies were constructed in aluminum, undoubtedly providing a weight-saving performance boost.

Factory records show it was subsequently delivered to T.W. Daglish after Earl's Court. By the mid-1980s, B57BC found its way to Canada, with documentation showing it was serviced by Rolls-Royce Motor Cars Ltd in St. Laurent, Quebec. Along the way, it had been refinished from its original Shell Grey/Black livery to its current and rather sporty blue over red leather upholstery.

This very special Bentley joined the consignor's collection in 2007, sharing a stable with other notable Bentley and Rolls-Royce models. Following extended storage, light recommissioning has been undertaken, and additional attention may be required prior to longer drives, yet this lovely S1 promises to be a welcome addition to virtually any collection, particularly those highlighting the works of the great British coachbuilders.

123

1959 Cadillac Eldorado Biarritz

Chassis no. 59E017880

390ci OHV V-8 Engine

Three 2-Barrel Carburetors

345bhp at 4,800rpm

4-Speed Hydra-Matic Automatic
Transmission

Independent Front Suspension, Live Rear Axle

4-Wheel Power Drum Brakes

- One of only 1,320 examples produced
- Handsomely presented in Argyle Blue over White leather
- One of the most prestigious American cars of all time
- Well maintained older restoration
- Highly sought-after model
- Powerful, fast, and a breathtaking display of 50s extravagance
- Well optioned with air conditioning, EZ Eye Glass, and Autronic Eye



\$140,000 - 180,000



THE 1959 ELDORADO BIARRITZ

Undeniable in its presence as two-and-a-half tons of American steel and chrome, the 1959 Cadillac Eldorado Biarritz Convertible was – and remains – a bold statement of success. Capable of speeds exceeding 120 mph and with fins four feet long it is difficult not to be noticed in the ‘Eldo, and that is exactly what Cadillac intended. The story of the revamped General Motors lineup is well known. A sneak peek at Chrysler’s radical 1957 lineup convinced GM bosses that their planned ‘59 cars would be left in the dust, so a crash program was instituted for a corporate-wide revamp. All five car lines got new bodies, Cadillac’s, with its long fins sprouting 15-inches from the fender line and quad rocket-booster taillights, being the most dramatic.

Under the skin, however, changes were much more modest. Cadillac’s superb overhead valve V8, very much the industry trendsetter at its 1949 introduction, had matured very well. Displacement increased to 390 cubic inches and 10.5 to 1 compression, resulting in a healthy 325 bhp output. With three carburetors, the Q-code Eldorado engine had a 20 bhp advantage. As befit a luxury car, Hydra-Matic transmission, power steering and power brakes were standard; for convertibles power windows and two-way power seat were included as well. Air suspension, the great hope of 1958, was on the wane and few cars were so equipped.

By the time 1959 was over, however, America’s unbridled optimism was waning, so for 1960 Cadillac’s tall tailfins were trimmed, becoming vestigial blades by 1961. Model year sales for 1959 and 1960 held steady around 142,000, a big increase from the recession year of 1958, but nothing like the levels that the late sixties would bring. But like the 1957 Chevy, whose greater fame came once it entered the collector realm, the 1959 Cadillac is today the much-preferred model. Among all 1959 Cadillacs, convertibles are naturally the most sought after, and of course the flagship Eldorado Biarritz sits proudly at the top of that tree.

THE CAR OFFERED

Looking splendid in its original shade of Argyle Blue over White leather upholstery, this 1959 Eldorado Biarritz ticks all the boxes for fans of Cadillac’s 50s icon. It is one of just 1,320 examples of the flamboyant Biarritz produced and this car came equipped from new with desirable options including factory air conditioning, Wonderbar radio, matching ‘parade boot,’ EZ-Eye tinted glass, and Autronic Eye auto-dimming lights. As with all Biarritz models, this car also came equipped with factory air suspension, but it has been subsequently converted to conventional springs – a widely accepted modification to improve reliability and usability.

The accompanying Cadillac production ledger confirms this car was delivered new to Chicago, finished in Argyle Blue over white leather upholstery with a white top – as it is presented here. The engine was reportedly rebuilt during the car’s 1980s restoration, though no documentation is available to detail the rebuild. The super OHV V8 engine retains its proper tri-carb setup and air conditioning and is backed by a proper Hydra-Matic transmission. It is reported that the previous owners kept this Caddy in their care for some 40 years, before it was acquired by the consignor in 2021. It has been well tended to during the current owner’s tenure. In addition to the build record, the car also includes an owner’s manual, service manual, and photo album.

The Eldorado Biarritz is much sought after not only for its flamboyant design, but also for its renowned quality and performance – representing the high-water mark for Cadillac in the post-war era.





\$50,000 - 80,000
Without Reserve



124

2009 Maybach 57 Saloon

VIN. WDBVF78JX9A002550

5,513cc SOHC Twin Turbocharged V12 Engine
Electronic Fuel Injection
543 bhp at 5,250 rpm
5-Speed Automatic Transmission

4-Wheel Independent Airmatic® Suspension
4-Wheel Disc Brakes

- Desirable US-market example
- One of 1,104 Maybach 57 models produced

- Highly optioned with special paint and a host of luxury fittings
- Clean CARFAX® Report, 10,668 miles recorded at cataloguing
- Requires recommissioning

THE CAR OFFERED

In 2002, Mercedes-Benz revived the storied Maybach marque as a new flagship luxury brand, positioned above and beyond the S-Class and intended to take on the might of Rolls-Royce at the pinnacle of the prestige market. With the 57 and 62, Mercedes-Benz delivered a brace of high-performance luxury saloons incorporating a good deal of contemporary Mercedes-Benz technology. The model designations were derived from their approximate lengths: 5.7 meters in the former's case and 6.2 meters in the latter's.

As one might expect from a flagship luxury car of such a high caliber, no detail is overlooked.

Mercedes-Benz employed the finest materials and finishes, and the Maybach came loaded to the gills with all manner of technology, and luxury equipment. Just 1,104 Maybach 57s were built, ensuring its title as one of the most exclusive luxury cars of its time.

This 2009 Maybach 57 is a US-market example, delivered new via Mercedes-Benz's factory-owned flagship store in Manhattan. The accompanying specification sheet shows it came finished with "Special Paintwork," noted as 474 Peridot Braun Metallic, over a Beige exclusive leather cabin. Myriad standard features and optional equipment include front and rear dual-zone climate control, power rear

window curtain, rear door window curtains, folding tables, refrigerated rear console, radar cruise control, Airmatic suspension, Bi-Xenon active lighting, and much more. The CARFAX® report indicates that this car left the care of its first owner in 2012, and was acquired by the consignor in 2013, when it had approximately 10,600 miles (17,170km) on the odometer, a figure it still shows today.

Since its acquisition by the consignor, the grand Maybach has been on static display as part of an extensive overseas private collection in a dry climate, and as such, recommissioning will be required prior to use.





\$25,000 - 35,000
Without Reserve



125

1960 Austin-Healey 'Bugeye' Sprite MK I

Chassis no. AN5L/41960
Engine no. 9C-U-H/41676

948cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
43bhp at 5,200rpm

4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- A crisp and finely restored 'Bugeye' Sprite Mark I
- Presented as-delivered in Old English White

over black interior

- A left-hand-drive, North American delivery example.
- Matching numbers engine, Heritage Certificate, and tool kit

THE CAR OFFERED

Intended to make sports car motoring more affordable, the Donald Healey-designed Sprite entered production at MG's Abingdon factory in March 1958. The new car was officially introduced a few months later in Monte Carlo, just prior to the Monte Carlo Rally, underlining this brand-new car's sporting intentions.

Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Bugeye' sold well, which perhaps was unsurprising as there was nothing competing with it either on price, performance, or fun-per-pound.

Finished just as it left the Abingdon works in Old English White, this 1960 Austin-Healey 'Bugeye'

Sprite Mark I benefits from a beautiful restoration finished to 'concours quality' standards. Completed at the factory in July 1960, this little roadster was equipped in left-hand drive and shipped off to sunny Los Angeles, California - the ideal clime for a spartan little runabout.

This little 'Bugeye' (or 'Frogeye,' depending on from which side of the pond you hail) has been treated to a thorough restoration, returning it to very near its original specification, per the accompanying BMIHT Heritage Certificate. The Old English White paint is attractive all around and covers under-bonnet and under-body surfaces as well. Just as specified on the Heritage Certificate, it rides on silver painted steel disc wheels shod with whitewall tires.

Additional options include a heater, laminated windscreen, windscreen washers, and front bumper. The appeal of the Sprite comes from its bare-bones simplicity, with little to distract from the business of having fun! The cozy cockpit features bucket seats trimmed in black with white piping, and black rubber and vinyl floor linings as originally fitted, and little else. There's no need for such opulence as carpet! Lifting the clamshell bonnet reveals the matching-numbers engine finished in the proper shade of BMC green and detailed with authentic-style hardware and fittings.

This charming Austin-Healey Sprite Mark I is an impressively detailed and restored example of this iconic and lovable little British sports car.



126

1973 Porsche 911T Targa

Chassis no. 9113111736

Engine no. 6134775

Gearbox no. 7338719

2,341cc SOHC Flat 6-Cylinder Engine

Bosch K-Jetronic CIS Fuel Injection

140bhp at 6,800rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- A superb, California-delivered 911T Targa
- Desirable '1973.5' model with CIS Injection
- Restored to its original Gemini Blue with Black trim
- Porsche COA verified matching-numbers engine & gearbox
- Fresh specialist restoration, completed in June 2023
- Suitable for show or open-air touring enjoyment

\$180,000 - 200,000





THE PORSCHE 911

From mid-1968, Porsche set about addressing some of the 911's shortcomings for the model's first major update. The original car's tight packaging and 2,211mm wheelbase gave early 911s a propensity of swap ends like a carnival ride, particularly in the hands of inexperienced drivers. To address this, Porsche stretched the wheelbase by 57mm (2 ¼ inches), relocating the rear wheels rearward within the same body shell. The wheelbase changed, but overall length and the positioning of the engine didn't. Moving the rear wheels back and using a lighter magnesium crankcase helped to even out front-to-rear weight distribution, while wider wheels and slightly flared rear fenders improved stability. The improvements transformed the 911, and the car's seemingly unending evolution had begun.

With the handling sorted, Porsche was free to increase power across the range. By the early 1970s, continuous refinements resulted in some of the best 911s yet. Fuel injection debuted on the high-performance S and trickled down to the rest of the line. By the 1973 model year, even the 'entry level' 2.4-liter 911T had gained Bosch injection, ensuring smooth power delivery throughout the rev range. In January of '73, cars destined for the USA and select other markets were fitted with Bosch's new K-Jetronic CIS system. Still rated for 130bhp, the new system delivered superb road manners and performance.

THE CAR OFFERED

This beautiful, matching-numbers '1973.5' 911T Targa is a desirable US model produced in April of 1973 and equipped with the CIS-injected 2.4-liter, 140bhp engine. The accompanying Porsche Certificate of Authenticity shows it left the factory finished in this beautiful shade of Gemini Blue (code 86) with black leatherette upholstery, stabilizer bars, manual antenna, comfort equipment, tinted

glass, and ATS pressure cast wheels – aka "Cookie Cutters." The service booklet shows it was delivered new to Mr. David W. Fisher of Stockton, California – and a series of service stamps from Porsche/Audi of Stockton reveal meticulous maintenance history. In the early 2000s, it was earning accolades in PCA concours events.

Reportedly a 3-owner, 36,000 mile car at the time, this 911T received a high-quality, sympathetic restoration completed in mid-2023, by noted restorers Martin's Classic Cars in conjunction with Vintage Autocraft. Photos on file show the shell was stripped and refinished in its factory original Gemini Blue. Exterior trim and brightwork were likewise restored, with various components authentically detailed prior to reassembly. Classic Fuchs alloy wheels shod with grippy Pirelli CN36 radials are fitted, and for the purist, the seller reports the original ATS Cookie Cutters are included.

Chassis details include zinc plated hardware, while Koni red dampers and Sway Away torsion bars tighten the handling. Inside, black leatherette and 'pepita' houndstooth fabric seat inserts feature prominently. A period sport steering wheel is fitted, and the original is included. Photo documentation includes the engine and transaxle numbers, which match the accompanying COA. It also includes restoration records, a factory jack, and tool roll.

The '1973.5' 911 represents the last of the coveted 'long-hood' generation, and this cherished Targa benefits from the factory's myriad refinements, as well as select improvements made during the restoration. With its numbers-matching drivetrain, desirable color scheme, and superb detailing, it presents an excellent opportunity to obtain a highly collectible, driver-focused classic 911 for your weekend adventures.





\$240,000 - 280,000

127

1969 Porsche 911S 'Sunroof Coupe'

Chassis no. 119300978
Engine no. 6391369

1,991cc SOHC Flat 6-Cylinder Engine
Bosch Mechanical Fuel Injection
170bhp at 6,800rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- A desirable, superb, specialist-restored 911S Sunroof Coupe
- Factory-optioned with electric sunroof and air conditioning
- Finished as-delivered in special-order Silver Metallic paint
- Paint protection film added

- Retains its numbers-matching engine
- Includes Porsche Certificate of Authenticity, tool kit, jack, and restoration records





THE PORSCHE 911

In July 1968, Porsche addressed a perceived issue with their fledgling 911 via the model's first major update. Due to the tight packaging and 2,211mm wheelbase, the early 911 had a propensity of swap ends like a carnival ride, particularly in the hands of ham-fisted drivers. To address this, Porsche stretched the wheelbase by 57mm (2 ¼ inches), by relocating the rear wheels rearward within the same body shell. The wheelbase changed, but overall length and the positioning of the engine didn't. This, combined with a lighter magnesium crankcase helped improve front-to-rear weight distribution, while wider 6" rims and slightly flared rear fenders increased track and stability. The 911's evolution had begun.

With the handling sorted, Porsche revised the specification of the high-performance 911S. Wherever possible, cast aluminum components of the 901/2 engine, were replaced with magnesium. Titanium alloy – unprecedented in 1969 – was chosen for connecting rods. Dual ignition ensured both rapid ignition in the combustion chambers and reliability. The triple-throat Solex and Webers of yore were ditched in favor of a new Bosch mechanical fuel injection system, augmented by bigger valves and higher lift cams with more aggressive timing. Like its early S sibling, the injected 911S thrived on revs, and the howl of that flat six and 'on-cam' thrust is one of the more addictive experiences in classic motoring.

THE CAR OFFERED

The beautifully restored 1969 911S offered here was completed on April 11, 1969. According to the Certificate of Authenticity, it rolled out of Porsche's Zuffenhausen factory gates finished in the special-order color '6851' Metallic Silver over a Black interior. A highly optioned car, it came fitted with an

electric sunroof, Becker Europa radio, tinted glass, and rare factory air conditioning.

This stunning car was treated to an exhaustive, concours-quality nut & bolt rotisserie restoration by noted early 911 specialist Brad Baldwin, reportedly consuming 3,000 hours. Photos show it was brought down to a bare shell, treated with the correct textured undercoat and refinished to a high standard in its original shade of Metallic Silver. The interior was likewise restored in perforated black leather, signature 'pepita' fabric sport seat inserts, authentic velour carpets, and topped off with period-style Cocomat floor mats and a Becker Europa radio. Photos of the restoration also show the meticulous attention paid to the engine and chassis components, which have been fully detailed to concours-quality standards. Importantly, the original factory air conditioning system has been retained. To help keep it looking fresh, paint protection film was applied to vulnerable areas.

For those who have dreamed of owning one of the best production sports cars from the 1960s, look no further than this spectacular 911S Sunroof Coupe. From the punchy high-revving engine (accompanied by that glorious flat six howl), beautiful colorway, highly desirable options and superb restoration, it will undoubtedly satisfy the discerning enthusiast.

Offered with the Porsche-issued Certificate of Authenticity, tool kit, jack, and restoration records, this numbers-matching 911S sunroof Coupe is ready for active participation in exclusive concours or club events, finished off by a spirited drive along your favorite challenging roads.



128

2014 Ferrari F12 Berlinetta

VIN. ZFF74UFA1E0203093

6,262cc DOHC V12

Electronic Multipoint Fuel Injection

730bhp at 8,500rpm

7-Speed Dual Clutch Transmission

4-Wheel Independent Suspension

4-Wheel Carbon Ceramic Disc Brakes

- A true great in a long-line of V12 Ferrari GT cars
- Equipped with suspension lifter, Daytona seats, and numerous carbon options
- One owner, California car from new
- 18,032 miles recorded at the time of cataloguing
- Striking Argento Nürburgring and Nero leather trim

\$180,000 - 220,000
Without Reserve





THE FERRARI F12 BERLINETTA

Introduced to the motoring public at the 2012 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engine Gran Turismos. Evo magazine declared: "The company has thrown everything at it to ensure it is vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds. It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability." Ferrari's gorgeous new Berlinetta soon garnered critical accolades, being voted "Supercar of the Year 2012" by *Top Gear* magazine. Furthermore, in 2014 it received the coveted "Premio Compasso d'Oro ADI," one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that "the heart of every Ferrari is its engine" and the F12's 6.3-liter, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the "Best Performance" and "Best Engine above 4.0-liters" categories in the 2013 International Engine of the Year Awards. With 730bhp on tap, this incredible engine delivers stupendous performance, propelling the F12 to 100km/h (62mph) in 3.1 seconds on its way to a top speed of 211mph. Around Ferrari's Fiorano test track, the F12 was an astounding 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than even the mid-engine Enzo. Even the hardcore 599 GTO could not match the F12 on raw pace.

Paddle shifters mounted on the steering wheel – an innovation pioneered by Ferrari in Formula 1 – had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the now-familiar Manettino, while improved carbon-ceramic brakes keep the eye-watering performance in check.

An aluminum spaceframe chassis – developed by Ferrari's in-house coachbuilder, Carrozzeria Scaglietti – represented significant gains in rigidity and weight reduction when compared with the 599 GTB. As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.

Ferrari Styling Centre and Carrozzeria Pininfarina together penned the F12's voluptuous body, with its traditional "long bonnet, small cabin, short tail" proportions, suggesting muscularity while retaining the elegance associated with the Italian coachbuilder's work for Maranello.

A significant aerodynamic development was the "Aero Bridge," an under-body air channel running from front to rear that increased down force while exerting less drag than an external wing. Moreover, Active Brake Cooling ducts had been adopted for the same reason, opening only when the brakes required cooling while remaining closed at other times to reduce aerodynamic drag. The result was a remarkably low-drag coefficient of only 0.299. Based on that of the Ferrari FF, the "Frau leather" interior featured aluminum, Alutex, and carbon fiber trim, creating an appropriately luxurious environment in which to positively crush the miles, while ensuring you arrive at your destination thoroughly unmussed – and probably early!

THE CAR OFFERED

This 2014 F12 is an outstanding one-owner example showing 18,032 miles from new, noted at the time of cataloguing, which should read slightly higher at the time of auction due to its current light use. Sold new in California via Ferrari of Newport Beach, this F12 came equipped with more than \$65,000 in options, strikingly finished in Argento Nürburgring – a shade rarely seen on the big front engine GT – complemented by yellow calipers and a black leather interior. The window sticker and option sheet list myriad desirable fitments including the suspension lifter, fully electric Daytona-style seats, 20-inch forged painted wheels, high-power audio system with satellite radio, and carbon fiber Driver's Zone + Central bridge – among many others. Additionally, the accompanying CARFAX report documents its single-owner history, and regular service intervals performed by the selling dealer – the most recent of which was completed in September 2024, to include an oil service, brake fluid change, serpentine belt replacement, inspection, and California emissions test.

The gorgeous black leather cabin practically invites you to toss a couple bags in back and hit the road, with the supportive Daytona seats finished with light grey stitching for an understated highlight. Carbon fiber trim features throughout the interior, and the yellow instrument faces add a pop of color, tying in with the yellow brake calipers. This 730 horsepower, V12 powered Ferrari would be a wonderful complement to any garage.

Ferrari's F12 delivers the comfort and versatility of a traditional GT, yet with hypercar-like performance courtesy of one of the greatest V12 engines of all time. Being among the last of the naturally aspirated, non-hybrid Ferraris, this outstanding, well spec'd and cherished F12 presents an opportunity that should not be missed.

129

1993 Land Rover Defender 110 NAS

VIN. SALDH1285PA922022

6,162 cc OHV General Motors LS3 V8
Electronic Fuel Injection
430bhp at 5,900rpm
GM 6 Speed Automatic Transmission
Solid front and rear axles, Coil Springs
4-Wheel Wilwood Disc brakes

- A custom-built restomod by East Coast Defender
- Sporting LS3 Chevrolet V8 power and dependability

- Fantastic villainous colors & specification
- Capable and usable for virtually any situation

\$135,000 - 175,000
Without Reserve





THE LAND ROVER DEFENDER 110

Synonymous with rugged offroad capability, the extended 110-inch wheelbase Land Rover Defender is the champion of countless offroad competitions and adventures. Built from 1990-2016, these capable trucks can be found in service all over the world, and were standard issue for many of the world's armies and UN peace keeping services. Land Rover brought the Defender to the U.S. for the 1993 model-year, through their existing Range Rover dealerships. To draw attention to the brand they imported a limited run of 500 Defender 110s, called 'NAS' for North American Specification. They were big, had a massive roll cage, a 3.9-liter EFI V8 engine, a 5-speed gearbox, and came in any color you wanted, as long as it was White. Intended as an "image car," it helped launch the new Defender 90 and Discovery line in North America. the NAS Defender 110s are highly sought after variants of the ubiquitous Defender. .

THE CAR OFFERED

Starting out life as a true 1993 Land Rover 110 NAS, number 481/500, this rare and desirable truck covered about 60,000 miles in the first chapter of its life. In approximately 2015 the truck was taken to East Coast Defender of Kissimmee, Florida, for a complete rebuild and transformation. The owner specified black paint work, a grey interior, and most importantly Chevrolet's bulletproof workhorse 6.2 liter LS3, packing 430bhp and backed by a GM 6 speed automatic transmission. East Coast Defender completely rebuilds their trucks to the highest standards, refitting this example with Wilwood disc brakes, Borla exhaust, 18inch Boost wheels, LED lights, and other modern amenities and creature comforts. The custom gauge pack is now showing 1406 miles at the time of cataloging, which is believed to be the mileage accrued since its total transformation.

Having recently benefited from minor servicing this exceptional Land Rover would be equally at home hauling kids and groceries or trail breaking to your favorite remote campsite.



130

Originally owned by Arthur Miller and his wife, Marilyn Monroe

1961 Land Rover Series II 88-inch Hardtop

Chassis no. 144-103461

Engine no. 151119002

2,286cc Inline 4-Cylinder Petrol Engine

Single Downdraft Carburetor

77bhp

4-Speed, 3-4 Synchronized, Manual Transmission

2-Speed Transfer Case

Front and Rear Live Axle Suspension

4-Wheel Drum Brakes

- Purchased new by Pulitzer Prize-winning author Arthur Miller
- Owned by Miller and his wife Marilyn Monroe
- Delivered at the factory
- Accompanied by factory invoice and original title in Miller's name

- Offered directly from a Miller family member
- Original Sand color with factory hard top
- An extraordinary piece of American pop-culture history

\$60,000 - 80,000

Without Reserve





THE LAND ROVER SERIES II

Some ten years after the original Land Rover's introduction it was felt that the time had come to update the somewhat primitive slab-sided styling and give the plucky off-roader a (slight) dash of refinement. The result was the Series II, which introduced a handful of welcome mechanical refinements, improved quality, and ushered in the new rounded body sides that would characterize the Land Rover essentially to the end.

Introduced in 1958, the Series II was available with the 2,286cc petrol engine, which may not have been a mighty powerhouse, but it was a dependable tool that saw untold tests in the field. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement via a new transfer case, with a set of low ratios available if required with the latter option engaged to get one out of even the stickiest of situations.

From its debut to the end of production in 2016, the legendary Land Rover was universally loved in its homeland and beyond – a classless workhorse relied on equally by farmers, tradesmen, and even the Queen Herself to get the job done, regardless of terrain or conditions.

THE CAR OFFERED

Speaking to the Land Rover's universal appeal is this very special 1961 Series II 88-Inch model, purchased new by the acclaimed Pulitzer Prize-winning playwright and author, Arthur Miller during his famous marriage to (speaking of icons) Marilyn Monroe; one of the most recognizable cultural figures of the 20th century. It has been in care of the Miller family since new and was cherished by Arthur for more than 4 decades. A copy of the original invoice on file shows that Arthur Miller bought his Landie directly from the factory in Solihull, eventually titling it in Connecticut, a copy of which is on file. Miller specified his Series II as a left-drive 88-inch Basic model finished in Sand and equipped with private locks, rubber pedal pads, hard top with side windows, additional windscreen wiper, hand throttle, and auxiliary gauges. There's also a heater, four side-facing rear jump seats, and a rear PTO drive. He and Marilyn Monroe shared a sprawling country estate in Roxbury, Connecticut which served as a respite for them both from the energy of New York City – where Arthur spent hours writing in a small outbuilding, and where Marilyn escaped the prying eyes of the paparazzi.

The Land Rover Series II was kept at the Roxbury home, used for traversing the property, maintenance tasks, and for runs into town. It has been said that Arthur Miller loved creating and working with his hands – he famously built the 12-seat dining table and chairs in his home from scratch, and he also lovingly maintained and mended the Land Rover whenever necessary during the 44 years he owned it, leaving his indelible mark on the machine. Showing an honest, hard-

earned patina and bearing the marks of a much-loved tool, the Landie is highly original and unrestored, and, due to a period of disuse, will require some recommissioning before returning to the road.

Following Arthur Miller's passing in 2005, the Land Rover has remained in the care of his family, and it is being offered for sale for the first time since it left the Solihull works in 1961. Accompanying documentation includes the aforementioned title certificate and factory invoice, as well as a BMIHT Heritage Certificate. Rich with character and history, this very special Land Rover Series II indeed presents a once in a lifetime opportunity to acquire a fascinating slice of Americana, once owned by two cultural giants of the mid-20th Century.

State of Connecticut DEPARTMENT OF MOTOR VEHICLES Certificate of Title TO A MOTOR VEHICLE			
The Department of Motor Vehicles of the State of Connecticut hereby certifies that application for a Certificate of Title to a motor vehicle has been duly filed, pursuant to the General Statutes of Connecticut.			
1. IDENTIFICATION NO. 1W4103461	2. TITLE NUMBER 724521	3. MAKE OF VEHICLE LAND ROVER	4. MODEL STA WAGON
5. YEAR 1961	6. BODY 88 BASIC	7. COLOR SAND	8. FINISH BASIC
9. OWNER'S NAME (PRINT OR TYPE) ARTHUR MILLER		10. ADDRESS 107 HET RD ROXBURY, CONN.	
11. DATE OF PURCHASE May 8, 1961		12. DATE OF TITLE May 8, 1961	
13. PREVIOUS TITLE STATE CONNECTICUT		14. PREVIOUS TITLE NUMBER	
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131

1960 Porsche 356B Super 90 Roadster Coachwork by Drauz Karosserie

Chassis no. 88423

Engine no. 801241

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

- Rare Roadster body with the potent Super 90 engine
- Delivered via Hoffman Motors, New York
- One of just 1,529 produced

- Restored in the UK by a marque specialist
- Retains its numbers-matching engine per the Kardex



\$280,000 - 320,000



THE PORSCHE 356

America's influential Porsche importer Max Hoffman approached Porsche about building a spartan, lightweight 356 variant aimed specifically at US buyers. His vision for a lower cost, lighter Porsche to boost the marque's reputation in the burgeoning SCCA club racing scene was spot on. Porsche responded with the 1954 Speedster which more than met Hoffman's expectations. The Speedster put the 356 within reach of more American drivers so they could drive to the track, enjoy a day of competition, and drive home. A proven success both on the track and in leaving Porsche dealers' showrooms, the bare bones Speedster featured cut-down windscreen and side curtains, and very little in the way of comfort features.

As buyers' taste changed, the Speedster spawned the more comfortable 356A Convertible D. Introduction of the T-5 generation 356B in 1960 brought the final iteration of the Speedster form, now known as the Roadster. The Roadster offered greater comfort and, like the Convertible D, rollup windows and a more secure top. Still in keeping with the Speedster ethos, a separate windshield could be removed to reduce aero drag on track, while the more luxurious cabriolet had a fixed windshield frame, more equipment, and more weight. Most Roadsters featured bodies by Drauz, with a handful made by d'leteren Freres at the end of production.

The 356B Roadster is considered one of the most desirable early Porsches being better driving and more comfortable than earlier Speedsters, more attractive than a Cabriolet with punchy performance, especially in Super 90 specification.

THE CAR OFFERED

This Drauz-built 356B Roadster strikes the ideal balance of performance and comfort, featuring welcome refinements over the Speedster along with the potent Type 616/7 'Super 90' 1600 engine to take advantage of its light weight. According to the accompanying Kardex, this car was completed in September of 1960, leaving the works finished in Silver Metallic over a black interior. It arrived in the USA via Max Hoffman Motors in New York, though little of its early history is documented. A sale listing from 2020 notes the car had been recently restored by specialists in the UK, where its then-owner resided. The project reportedly consisted of a bare-metal body restoration retaining original panels wherever possible, respray in its current silver, the brightwork restored, and interior retrim using this particularly attractive shade of greyish-brown leather with Wilton wool carpeting and a mohair folding top.

The engine number, 801241, is the original unit per the Kardex, and is said to have been rebuilt as part of the restoration. According to records compiled by Dr. Brett Johnson, the serial number falls within the proper range for a 1600 Super 90. It is well detailed, befitting this car's usable, yet high-quality restoration.

Having been Stateside for the past few years, this charming 356B Super 90 Roadster still presents beautifully, and is reported to perform equally well. This is an excellent opportunity to acquire what many consider the 'Goldilocks' of 356 – just right, in all the right ways.





\$125,000 - 175,000
Without Reserve

132

1978 Porsche 930 3.3 Turbo Coupe

Chassis no. 308800407
Engine no. 6881169

3,299cc SOHC Turbocharged 6-Cylinder Engine
Bosch Fuel Injection
265bhp at 5,550rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Beautifully kept example of the legendary 930
- Delivered new through George Follmer's Porsche+Audi,
- Retained in California for decades
- Matching numbers example fitted with factory sunroof
- Offered with original owners manuals and tools



THE PORSCHE 930 TURBO

Much of the Porsche 911's development was a direct result of the factory's racing program. Group 4 homologation rules, which required 400 road cars, spurred development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the 930 married a KKK turbocharger to the 3.0-liter Carrera RSR engine, delivering 260bhp for 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. With only four speeds in the gearbox, was capable of sprinting from a standstill to 100mph in 14 seconds.

The Turbo's characteristic flared wheel-arches and 'tea tray' rear spoiler had already been seen on the Carrera, but the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. For 1978, the Turbo engine was enlarged to 3.3 liters, gaining an intercooler in the process. Power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. Sadly, US Porsche customers were only able to enjoy it for a couple of years before emissions legislation forced its withdrawal from the North American market. Balancing refinement with raw performance, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age.

THE CAR OFFERED

As one of the most raw and unbridled cars available on the market in its day, the 930 Turbo has rightfully earned its place as a legend. This fine 930 Turbo Coupe was completed at the Zuffenhausen based Porsche plant in May of 1978, the first production year

for the 3.3-Liter 930. It was one of just 461 examples made for the US market that year, and the 407th produced in the sequence.

According to the original owner's manual on file, this Porsche Turbo was finished much as it appears today, built to California state specifications, equipped with an electric sunroof and finished in Grand Prix White. It was delivered through the Porsche+Audi dealership owned by legendary racing driver George Follmer, located in Los Angeles, California. The first owner was S. Sigoloff of Los Angeles, and delivery of the potent new Porsche took place on October 1, 1978.

The second owner is recorded as Randy Michel, also of Los Angeles, who bought it in 1987, with just 3,500 miles noted at the time. By the 2000s the 930 was in Oak View, California, and it is believed that the car remained in the mild California climate until purchased by a Reno, Nevada-based collector. Today the 930 appears very well-kept inside and out. Grand Prix White paint (per the original door jamb sticker) still graces the exterior, which is possibly the factory original applied paint. Panel fit is very good, and compartments and factory decals and ID tags remain in original preserved condition. A chocolate brown interior with matching carpets graces the interior, and just over 100,000 miles are recorded on the odometer at time of cataloging.

The 930 is complete with the original owner's and maintenance manuals in the original pouch, space-saver spare tire with compressor and tool kit. Appealing and well-kept, it is a marvelous example of the potent and equally iconic original Porsche Turbo.



133

1957 BMW 503 Coupe Series 1

Chassis no. 69089
Engine no. 30094
Body no. 001089

3,168cc OHV Alloy Hemi-Head V-8 Engine
Twin Zenith Carburetors
140 BHP at 4,800 RPM
4-Speed ZF Manual Gearbox
Front Double A-Arms and Torsion Bars, Rear
Live-Axle with Torsion Bars
4-Wheel Vacuum-Assisted Hydraulic
Drum Brakes

- One of just 273 of BMW's elegant V8 coupe produced
- Among the most collectible BMWs of all time
- Finely restored in a handsome two-tone blue livery

- Equipped with hydraulic power windows and Becker Mexico
- Includes restoration & service history, jack, and tool kit



\$190,000 - 230,000





THE BMW 503

There's seemingly no limit to the clout that famed US importer Max Hoffman had on European manufacturers in the 1950s. With a finger on the pulse of the lucrative US market, Hoffman's influence stretched from the 300SL, the Porsche Speedster, Volkswagen, Alfa Romeo and more. Mr. Hoffman felt BMW's grand "Baroque Angel" saloons could use a sportier sibling, and working with BMW's Commercial Director Hanns Grewenig, the 503 Coupe and Cabriolet were conceived as elite grand touring models for the robust American market. Featuring unforgettable styling by Count Albrecht von Goertz, who also designed the contemporary 507 Roadster, the BMW 503 sported gorgeous hand-formed aluminum coachwork with restrained use of adornment and detailing.

The glamorous 503 made its grand debut at the September 1955 Frankfurt Motor Show. Befitting a premier European grand tourer, the cabin was trimmed in the finest leather upholstery and detailed with quality fittings, and beautifully styled VDO dials. Beneath the bonnet sat BMW's all-new 3.2-liter V-8 engine, set in a sophisticated chassis shared with the 3200 S. The 503 employed an unusual gearbox arrangement with a column-shifted, four-speed manual shared with the contemporary 502 which is mounted remotely from the engine and connected via a short driveshaft, with a secondary driveshaft sending power rearward. The high cost of development and BMW's financial struggles meant that ultimately, just 412 503s were built from May 1956 to March 1959, including 273 coupes and 139 cabriolets.



THE CAR OFFERED

Positively splendid in its sophisticated two-tone metallic blue paint over a red leather cabin, this rare and handsome 1957 503 Coupe was comprehensively restored and has been meticulously maintained by its past owners. This car's column-shifted gearbox and subtle kicked-up body trim denote it as a first series model. Befitting a 50s GT, this car includes niceties like driving lamps, hydraulically operated windows, and a Becker Mexico radio with retractable antenna. Additionally, a hidden modern stereo with trunk-mounted CD changer has been added. The alloy hemi-head BMW 3.2-liter OHV V-8 engine is topped with twin Zenith carburetors, and assured braking is via vacuum-assisted, four-wheel hydraulic drums – finned at the front for added cooling.

In September 2023 under current stewardship, a service was completed to include an oil change, new spark plugs and battery, plus installation of new period-style Pirelli Cinturato CA67 tires, fitted to 16-inch color-keyed steel wheels adorned with chrome BMW hub caps. A matching spare tire is stowed beneath the trunk floor, and all five wheels bear "598" date stamps. The tool kit is housed neatly inside the engine compartment along the firewall, while other items include a roadside jack, and a binder of service and restoration records.

With marvelous styling by the great Albrecht von Goertz, sophisticated engineering and continental luxury, this exceptionally rare 1957 BMW 503 Coupe is a svelte and capable alternative to many far more numerous collector cars from the USA and Europe.



134^P

2021 Ford GT Heritage Edition

VIN. 2FAGP9EW2MH200221

3.5-Liter EcoBoost V6 Engine

Electronic Direct Port Fuel Injection

647bhp at 6,250rpm

7-speed Dual-Clutch Manual Automatic
Transaxle

4-Wheel Independent Suspension

4-Wheel Carbon Ceramic Disc Brakes

- A brilliant homage to Ken Miles and Lloyd Ruby's 1966 Daytona 24 Winner
- One of only 50 produced
- Superb condition with just 10 miles at the time of cataloguing
- Delivered new in Canada
- Optioned with black calipers, red graphics, and 20" carbon wheels

- Arguably one of the best GT Heritage liveries
- One owner from new

\$1,250,000 - 1,500,000





THE FORD GT

Ford's second-generation GT was much more than a mere celebration of the 50th anniversary of the company's historic triumph over Ferrari at the 24 Hours of Le Mans in 1966. It was designed from the ground up to repeat that feat, which it did with much fanfare. Built by Multimatic and prepared by the Chip Ganassi Racing team, the new Ford GT swept four top-10 spots in the highly competitive, manufacturer-driven LM GTE class in 2016, including first and third, and – once more – edging out the competition from Maranello – and Stuttgart for good measure.

The GT was born of a skunkworks organized by Raj Nair, Ford executive vice president for product development and chief technical officer. He and a band of enthusiasts among Dearborn's ranks took on the mission of creating an all-new supercar that could not only win on the track but could also be built and sold as a road car, to homologate it for the GTE class. For power, the team chose as its foundation Ford's EcoBoost V6 engine, a powerful, compact unit that had already been modified to produce 450bhp in the F-150 Raptor. Engineers liberated an additional 197 horsepower through larger turbochargers, new manifolding, and a dry-sump oil system to keep everything lubricated on the track. In Sport, Track and V-Max modes, the GT activates an anti-lag system, which keeps the big turbos spinning, ready for action at a moment's notice. A 7-speed dual-clutch Getrag transaxle, controlled through aluminum shift paddles or allowed to shift for itself, puts all 647bhp to the ground. With launch control activated, the GT can reach 60 mph in a mere 3.2 seconds.

The passenger shell and body panels are constructed of carbon fiber, with front and rear aluminum substructures for strength and light weight. Fully active aerodynamic components improve braking, handling and stability. An active rear spoiler can deploy and adjust its height and pitch angle, and even change its shape, depending on speed and driver input. Shutters in the nose open and close to direct airflow as needed, ensuring that front and rear downforce are always in balance. Four-wheel independent suspension is of the Formula 1 model, with the wheels connected to torsion bars, anti-roll bars and shock absorbers through pushrods and bellcranks. Spring rates vary depending on driving mode. In Track Mode, the suspension lowers the car by two inches, helping to minimize underbody airflow; in V-Max mode, with all systems optimized for maximum straight-line speed, the GT can achieve 216 mph.

Form and function meet heritage in the GT's design. Every opening, every plane of the body's form contributes to its aerodynamic performance, with nothing indulged merely for appearance's sake. The distinctive flying buttresses channel air around the canopy and over the rear spoiler and provide a route between the intercoolers and the engine's intake plenum. The overall design, while calling to mind the original GT40, is stunningly fresh and modern.

Production began in December 2016 at Multimatic Engineering of Markham, Ontario, with a target of 1,000 cars to be produced over four years, since increased to 1,350 in response to high demand. Potential buyers were invited to submit applications, with credit given for past involvement with the marque.





THE CAR OFFERED

For each year of GT production, Ford has offered a new special Heritage Edition model, each celebrating a different significant moment in GT40 history. Cars like the #1 LeMans winning MkIV, the John Wyer Gulf Racing MkII, and Alan Mann Racing AM GT-1 have been honored with special Heritage Edition liveries.

For the 2021 model year, Ford selected the distinctive white, matte black, and red color scheme of the 1968 Daytona 24 Hour Continental Race winner, as driven by Ken Miles and Lloyd Ruby – notable as Ford's very first 24-Hour race win.

Just 50 were produced for the 2021-2022 model year, and we are proud to offer this superlative 2021 GT Heritage Edition in essentially new condition, with just 10 miles recorded at the time of cataloging.

Delivered new to Canada, this car features the eminently cool and desirable Daytona-inspired livery, listed as a \$41,700 option on the accompanying window sticker. This fantastic homage is finished Frozen White, accented with exposed black carbon on the front wings and decklid, and Race Red offset flashes on the bumper, roof, and body sides. Options include 20" carbon wheels with red accents, black brake calipers with red accents, and a fitted indoor car cover.

Offered from the care of its sole owner, this ultimate 'Fast Ford' is accompanied by a factory car cover, clean CARFAX report, and a digital copy of the window sticker. If you missed the original order queue for this fantastic installment of the Heritage Edition, here is your opportunity at a second chance to add one – in near new condition – to your stable.





135

1954 Porsche 356 Pre-A 1500 Coupe Coachwork by Reutter

Chassis no. 52257

Engine no. 32749 (see text)

1,488cc OHV Flat 4-Cylinder Engine

2 Carburetors

72bhp at 5,100rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Hydraulic Drum Brakes

- Desirable early 'Bent-window' Pre-A model fitted with sunroof

- Stunning restoration performed by noted Porsche specialist Jeff Huber

- Recorded as having been retained for 'Porsche Factory Use' when new

- Offered with copy of Porsche Certificate of Authenticity



\$225,000 - 275,000





THE CAR OFFERED

Indeed, no Porsche collection can be truly complete without one of these groundbreaking models which started it all. According to the Porsche-issued Certificate of Authenticity of file, this 356 Pre-A, chassis no. 52257, was completed at the Zuffenhausen-based Porsche works during the summer of 1954 as one of 1,363 Coupes produced that year. While the original engine no. 33178 is no longer with the car, a correct type 546 engine, no. 32749, is fitted. It is of identical specification and only 429 units earlier than the original. It is considered a period correct replacement from the same 1500cc engine group.

The Porsche Certificate further indicates that the original paint color was Derby Red, with Rosanil Leather in the cockpit. Most interestingly, the Porsche records indicate that this 356 was intended for "Porsche Factory Use", which typically meant it was used for testing and executive transportation. The sunroof option is not listed on any factory documentation, but as the sunroof became an official factory offering during late 1954 production, it is plausible this was a sunroof test car. Further records indicate that this car was shipped to Brumos Porsche of

Jacksonville, Florida in 1955, for use by Herr Will Van de Kamp, the US East Coast Distributor for Volkswagen at the time.

The previous caretaker of this early Pre-A Porsche discovered it in sound condition, and commissioned a full restoration, which was completed by Jeff Huber of Tulsa, Oklahoma-based Huber Restorations, returning the rare, early Porsche 356 to its former glory, with an authentic Derby Red paintjob gracing the clean Reutter bodywork and the interior trimmed in Rosanil red leather. Tan German type square weave carpets were fitted and color-coded 16" wheels mounted with white wall tires. The doors, front and rear decklid are stamped '41', indicating they may have been fitted from a donor car. The dash-mounted Telefunken radio was restored, as were the delicate metric instruments situated in the distinct early Pre-A dashboard.

Today this rare Porsche is a beautiful example inside and out and would surely be welcomed to many Porsche events or Concours d'Elegance. Offered with a tool kit and documentation, this Pre-A 356 Sunroof Coupe beautifully demonstrates the pure and clean design of these early Porsche cars.





\$275,000 - 350,000

136

1971 Mercedes-Benz 280SE 3.5 Cabriolet

Chassis no. 111027-12-003917
Engine no. 116980-12-003458

3,499cc SOHC V8 Engine
Bosch Mechanical Fuel Injection
200bhp at 5,800rpm
4-Speed Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Vacuum Assisted Disc Brakes

- A cherished example with two family owners from new
- Highly optioned with floor shift, Behr air conditioning, Becker Europa radio
- Restored in its factory colors of Tobacco with Cognac leather

- Includes original manuals, data card, and stamped service booklet
- One of only 1,232 produced





THE MERCEDES-BENZ 280SE

The W111 line of coupes, cabriolets and sedans sat near the top of the Mercedes-Benz production range from the 1960s into the early 1970s. Early sedans were known for their 'Americanized' styling, which soon became outdated. Yet the elegant four-seat coupes and cabriolets outlived their befinned sedan stablemates by several years, thanks to designer Paul Bracq's timeless, sophisticated styling work. Assembled and hand-finished to a high standard in the legendary Sindelfingen factory using the finest materials, the W111 offered quality, luxury, and style on par with automobiles like the vastly more expensive

Rolls-Royce Silver Shadow while delivering the refinement and engineering excellence expected of a Mercedes-Benz. In the autumn of 1969, a completely new engine gave the W111 series a new lease on life. The compact new 3.5-liter M116 V8 featured alloy heads and Bosch D-Jetronic fuel injection providing a welcome boost in performance, particularly at highway speeds. Paired with a four-speed automatic gearbox, powerful disc brakes, and suspension tuned to toe the line between comfort and grip, the 280SE 3.5 delivered a driving experience that few contemporaries could match.







THE CAR OFFERED

A splendid example of Mercedes-Benz's hand-finished flagship, this 1971 280SE 3.5 Cabriolet was purchased new in April, 1971 by Mrs. Maxine Duckworth. The Duckworths collected their new Mercedes-Benz at the factory in Stuttgart, embarking on an extensive tour of the Continent – exactly what the 280SE Cabriolet was designed to do. They accrued impressive mileage on their European adventure, documented by the first two service stamps – the first in Florence, Italy at 729 miles, and another in Madrid, Spain at 3,548 miles(!), before it was shipped home to Los Angeles. Options and equipment are befitting a range-topping 3.5 Cabriolet, and include electric windows, Becker Europa Stereo, automatic antenna, Behr air conditioning, and floor-mounted gear shift.

Back home in California, Maxine Duckworth treated her Mercedes-Benz as a member of the family, keeping it serviced religiously (reportedly every 2,000-5,000 miles) while enjoying it to the fullest, putting on 126,451 miles between 1971 and 1998. Mrs. Duckworth passed away in 1998, and ownership transferred to John and Audrey Duckworth, who owned it from 1998 to 2003. When John passed away, the 280SE was left to his daughter Kathy, granddaughter of Maxine. By then, the car had been moved to their home in Pendleton, Oregon, where the consignor found it advertised for sale in 2004.

With a deal in hand, the new custodian performed a cursory service prior to a trouble-free drive back to Southern California. In his care, the car has been sympathetically restored to its original splendor. A full bare metal respray in its original shade of Tobacco (423) was undertaken by Autobahn Autobody in Costa Mesa, California, while the brightwork was removed and meticulously polished by Shilling Metal Polishing in Santa Ana. The inner trunk area was also repainted in the correct satin black. Thornton's Auto Upholstery in Santa Ana, California, handled the interior restoration, using factory correct, high quality Cognac leather supplied by the respected specialist GAHH. Jeff's Mercedes Service of West Los Angeles handled the interior wood restoration, as well as a general mechanical service to include a new exhaust system, HVAC service, tuning, and detailing to ensure the car looks and performs as new.

Original books and manuals are included, as well as supporting documentation of the work performed under the care of the consignor. The Mercedes-Benz 280SE 3.5's desirability is born of a combination of rarity (just 1,232 Cabriolets built) and effortlessly luxurious operation. A handsome example with exceptional provenance and presentation such as this is surely a must-have for any Mercedes-Benz aficionado.



137

1961 Mercedes-Benz 190 SL Roadster

Chassis no. 121042-10-022348

Engine no. 121928-10-000218

Body no. 121042-10-00784

1,897cc SOHC Inline 4-Cylinder Engine

Twin Side-Draft Solex PHH44 Carburetors

4-Speed Manual Gearbox

Front Independent Wishbones, Rear Swing

Axle with Coil Springs

4-Wheel Hydraulic Drum Brakes

- A gorgeous, finely detailed, numbers-matching 190 SL
- Lovely, as-delivered colors of Horizon Blue over Cream leather
- Well-maintained concours restoration
- Former International 190SL Group Concours Award Winner

- Numerous receipts and records on file
- Complete with tools, jack, matching boot cover, and more

\$150,000 - 200,000





THE MERCEDES-BENZ 190 SL

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

THE CAR OFFERED

The 190SL offered here is a beautiful example of Mercedes-Benz's stylish and spirited roadster. Finished as it left the factory in a fetching color scheme featuring Horizon Blue (DB304) paintwork, contrasting light cream leather upholstery, and dark blue mohair soft top, it encapsulates the carefree charm of this popular style-leading convertible. It is the subject of an older, high-quality restoration and has been thoughtfully maintained since its days as a show car. Affirming the quality of its

restoration, this car is a past award winner in 190 SL Group concours competition (the trophy accompanies the sale) and it remains authentically detailed throughout, and retains its matching-numbers engine as per the accompanying factory Data Card.

Beyond the attractive paint, the brightwork and trim have plenty of 'pop' and the color-keyed wheels are adorned with proper dog-dish hub caps, polished wheel trims, and Continental ContiClassic whitewall radials. The cabin features white leather seats, door cards, and dash top, with grey square-weave carpet and an authentic rubber floor mat. The 300 SL lineage is most apparent on the 190 SL's dash, with its an array of VDO instruments and fine quality chrome switchgear. This car also features a period correct Becker radio, and includes an owner's manual, data card, spare keys, a tool kit, jack, matching dark blue boot cover, and a binder of restoration and service history.

Whether you choose to enjoy this car on display or on your favorite bit of winding back roads, the 190SL is a perennial favorite for collectors, offering a delightful driving experience, unsurpassed Mercedes-Benz quality, and beautiful styling in an approachable, user-friendly package.



138

1990 Mercedes-Benz 250GD 'Wolf'

VIN. WDB46140117068242

2,497cc OHC Inline 5-Cylinder Diesel Engine

Bosch Fuel Injection

93bhp

5-Speed Manual Transmission

Solid Front and Rear Axles, 4-Wheel Drive

Front Disc with Rear Drum Brakes

- Comprehensively restored and updated by Expedition Motor Company
- Complete with a suite of off-road upgrades
- Bulletproof diesel running gear

- Fantastic 'Blue Sky' paintwork with custom upholstery
- Optional wood rear floorboards
- Includes full soft top and 'bikini' top



\$90,000 - 120,000
Without Reserve





THE MERCEDES-BENZ GELANDEWAGEN

One of the most formidable, versatile, and rugged off-road vehicles of all time, the Mercedes Gelandewagen ("Cross-Country Vehicle") was originally designed for military use. Mercedes joined forces with Steyr-Daimler-Puch to produce the vehicle in Graz, Austria, which has served militaries around the world. 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 tough reputation, it was not until 2002 that the United States received its own G-Wagen. By then, Mercedes-Benz had gone to great lengths to move the G-Class upmarket and away from its agrarian roots, with V8 engines, leather, wood, and modern amenities. But under the skin, the G-Wagen DNA remains as strong as ever, and the G Class in all its forms is a legend in off-road circles.

THE CAR OFFERED

In the case of a battlefield veteran gaining a new lease on life, this Mercedes Benz 250GD started life as a humble military model that has been treated to a nut-and-bolt resurrection by the renowned specialists at Expedition Motor Company of Frenchtown, New Jersey. Virtually every aspect of this 250GD has been thoroughly inspected and either upgraded or refurbished. The countless hours of detailed and meticulous craftsmanship seamlessly blend the iconic design with modern technology.

To transform a mild-mannered 250GD into the "Wolf," Expedition Motor Co. requires more than 2,000 hours, stripping each truck down to virtually the last nut and bolt. The body of this truck was brought down to bare metal and carefully straightened before receiving its striking new coat of Sky Blue paint with

black accents. Upgrades include a snorkel, rear jerry can rack, modern LED lighting, suspension lift, skid plates, oversize BFG tires on black wheels, and myriad other details. It stands apart with color-keyed grille, headlight surrounds, a color-keyed front skid plate and even a matching, color-keyed emergency shovel under the hood. You're not likely to lose track of who borrowed your shovel on the trail!

Bolstered bucket seats, front and rear, are covered in hard-wearing hand-stitched black upholstery, allowing up to four passengers, all protected by the custom-built rollbar. The rear of this example also features custom wood floorboards for a 'beachy' atmosphere, along with a bikini top and optional full soft top at your disposal.

Under its beautiful skin lies the fully rebuilt, virtually indestructible 2.5-liter Mercedes-Benz five-cylinder diesel connected to a five-speed manual transmission. While the Wolf may not deliver modern AMG G-Class levels of on-road performance, you will certainly not be disappointed in its performance once the pavement ends.

Preserving the look and character of this iconic machine is paramount to every G-class Wolf built, yet thoughtfully sprinkled throughout are high-end improvements for a more enjoyable collector experience. It is accompanied by an owner's manual and a bespoke hardbound book documenting the entire restoration process, produced by Expedition Motor Company. Ready for surf boards, hiking boots, or backcountry ski gear, the 250GD Wolf will prove a head-turner at shows, on the trails, or simply cruising through town with the top and windshield folded.



139

1985 Bentley Continental Convertible

VIN. SCBZD42A9FCX10372
Engine no. 10372

6,750cc OHV V8 Engine
Bosch Fuel Injection
Est. 220bhp at 4,100rpm
3-Speed GM Automatic Transmission
4-Wheel Independent Suspension
4-Wheel Ventilated Disc Brakes

- Extremely rare alternative to the Rolls-Royce Corniche
- Fantastic Brewster Green with Tan Connolly hides
- Sold new by Carriage House Motor Cars
- Previous long-term single-family ownership
- Believed to have 21,700 miles from new
- Includes mouton rugs, flasks and bar set, and other factory accessories

\$140,000 - 180,000





THE BENTLEY CONTINENTAL

Introduced in March 1971, the Corniche was a revised version of the H J Mulliner, Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary-construction cars. In Corniche form, Rolls-Royce's well-tried 6.7-liter V8 produced around ten percent more power than standard and proved capable of propelling the car to a top speed in excess of 120mph, with sports car-beating acceleration to match. The model was carried over by Bentley, and although its exterior style remained recognizably Silver Shadow, the Corniche/Continental benefited from the regular up-dates and improvements from the contemporary Silver Spirit range. A key factor in Rolls-Royce's marketing strategy for the 1980s was to play to Bentley's sporting heritage. To rekindle interest in the marque, a glorious name from its past was resurrected - 'Continental' - and applied to the two-door model previously known as the Corniche. An inspired move, Bentley's 1984 name change had the desired effect on sales. In the 13 years since the Corniche's launch, a mere 77 were Bentley-badged cars, while that grew to 421 for the succeeding 11 years when it became the Continental. Remaining in production well into the 1990s, the last convertible examples were delivered in 1995.

THE CAR OFFERED

Resplendent in its Brewster Green paint with tan Connolly hides, this elegant Bentley Continental convertible was first sold by Carriage House Motor Cars in Greenwich, Connecticut. According to the accompanying CARFAX report, this car remained on the East Coast

for nearly all its life, receiving regular attention from Bentley of Paramus, New Jersey, and other local specialists. Mileage reports on the CARFAX do not appear until 1994, when the car showed 17,438 miles. However, subsequent entries track the mileage, showing consistent yet limited use. It is believed that the approximately 21,700 shown today are true and are consistent with this car's excellent condition and quality.

Reflective of its cherished history and low recorded miles, this Continental is in wonderful condition throughout. It sits level and proud on the road on silver finish alloys wrapped in Michelin radials and features attractive body-color bumpers. Brewster Green is an especially fetching color, especially against this car's tan Connolly leather upholstery. Tan pinstripes, a green leather dash top and green carpet binding tie it all together quite nicely, indeed. Of course, the seats, windows, and black top are all power operated. Accessories include the original flask and bar glass set (for passengers only when on the move, thank you), tan mouton over mats, a period integrated Motorola phone, and the later addition of a Pioneer in-dash AM/FM/CD player with boot-mounted Rockford Fosgate amplifiers. There's also a full complement of vin-matched books and manuals and the factory roadside jack.

Reported by the consignor to be an outstanding example, this rare Bentley Continental delivers the luxury and style of its Corniche sibling, but in a slightly more subtle manner – particularly in this car's classic Brewster Green livery.

140

1967 Porsche 911S 2.0 'Soft Window' Targa

Chassis no. 500168S

Engine no. 961346

1,991cc SOHC Flat 6-Cylinder Engine

2 Weber Triple-choke Carburetors

160bhp at 6,600rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Desirable and rare Soft Window Targa in top-of-the-line S specification
- Subject to a world-class restoration totaling a reported 4,000 hours
- Bare-metal respray in its original special-order Tangerine color
- Retains its matching-numbers engine
- A rare surviving example from 483 produced
- Offered with a copy of the Kardex and restoration photos



\$300,000 - 350,000





THE PORSCHE 911S TARGA

The first of countless upgrades to Porsche's perennial 911 came in 1966 with the high-performance 911S, propelled by a heavily revised engine producing a heady 160bhp, tuned suspension, powerful dual-circuit brakes, and more luxury options. Concurrently with the 911S, Porsche added an open-topped variant to the 911 model range for 1967 distinguished by its unique stainless steel-clad roll bar, removable roof panel and a detachable plastic rear window (a fixed glass window was available the following year as an option). Commemorating Porsche's successive wins at the famous Sicilian road race, it was named "Targa." The versatile new 911 Targa was as close as Porsche came to 'wind in the hair' 911 motoring until the full Cabriolet arrived in the early 1980s.

THE CAR OFFERED

For Porsche enthusiasts, it doesn't get much better than an early Soft-Window Targa in factory 'S' specification. Versatile, quick, and rare, it ticks all the boxes of what makes the 911 so widely appealing. This car, one of just 483 built according to marque historian Jurgen Barth, is undoubtedly one of the finest of the breed. Per the Kardex, it was delivered to Hans Kahrmann Volkswagen-Porsche in Fulda, Germany – one of Porsche's earliest and longest-surviving dealers. The Kardex shows it was regularly serviced at Kahrmann for the first two years of its life. In 1969, it was exported to the USA, destined for Southern California where the open-air targa was undoubtedly put to good use. The car reportedly remained in SoCal ever since, and

still retains its 1969 California plates. Well-equipped from new, records show it came finished in this special-order color (known today as "paint to sample") of Tangerine (Blutorange P2002) over a black interior. Equipment included a Blaupunkt radio, fog lights, Fuchs alloy wheels, bumper overrides.

The consignor reports this gorgeous Targa has covered an estimated 600 miles since its exhaustive, bare-metal, nut-and-bolt restoration by Los Angeles-based early 911 specialist Brad Baldwin, reportedly taking some 4,000 hours to complete. Accompanying restoration photos show the remarkably clean body fully stripped-down and set on a Celette jig, prior to being treated with proper Wurth SKS textured undercoat, and set in a rotisserie for its fresh lick of Tangerine paint. Additionally, photos show the suspension and brake components were all refinished and detailed to a similarly high standard prior to reassembly. The original numbers-matching engine was rebuilt and is fully detailed with replated hardware and fittings. Finally, the interior was restored to its original splendor in black leather with charcoal felt carpets, a proper early-style wood wheel, and a Blaupunkt LMKUU radio. Suntek 12-year ceramic-infused self-healing paint protection film was selectively applied to help keep it beautiful for years to come.

Beautifully restored to concours standards, and in an eminently desirable factory specification, this 911S Soft-Window Targa is a Porsche enthusiast's 'Tangerine Dream.'





\$90,000 - 110,000
Without Reserve

141

1998 Land Rover Defender 110 300Tdi Station Wagon

VIN. SALLDHMF8WA140143

2,495cc OHV Inline 4-Cylinder Turbodiesel Engine
Bosch Electronic Diesel Injection
125bhp
5-Speed Manual Gearbox, 2-Speed Transfer Case
Solid Front and Rear Axles, Coil Springs
4-Wheel Disc Brakes

- Recent, highly detailed build by Von Dur Land Rovers, The Netherlands
- Desirable left-drive, long-wheelbase station wagon
- Gorgeous copper-bronze paint and custom tan leather upholstery
- Robust Tdi engine and 5-speed manual
- Tech updates including heated seats, Car Play, A/C, backup camera
- Exterior roll cage, roof rack & warn winch





THE LAND ROVER DEFENDER

During the 1970s, experiments began to develop a 'next-generation' Land Rover using the Range Rover's coil-sprung chassis, and a new model debuted at the 1983 Geneva International Motor Show in 110" wheelbase configuration. While the familiar (and beloved) Land Rover body shape remained, coil springs replaced the venerable leaf spring suspension, and the four-cylinder engines were now backed with an all-synchromesh five speed gearbox. In 1984 the coil spring Ninety (with a wheelbase just short of 93 inches) fitted with a four-cylinder engine was introduced, and in 1990, the Ninety and One-Ten range was renamed Defender 90, 110 and 130 with a new range of engines including a V8 petrol and several diesel options. While the looks remained generally unchanged through the years, engines, gearboxes, and underpinnings were continually improved to ensure the Land Rover Defender remained The Best 4x4x4.

THE CAR OFFERED

In its dazzling shade of copper-bronze paint accented with aggressive black trim and black sawtooth wheels, it is readily apparent that this is no ordinary Defender. Beginning life as a desirable 110 hard top station wagon, with the robust and efficient 122bhp 2.5-liter Tdi engine, this truck was extensively rebuilt by the renowned Netherlands-based firm, Von Dur Land Rovers. Restored and re-imagined, this

Defender is a bespoke build, wholly unique in its colors and specification. Exterior accessories include a full exterior roll cage with integrated roof rack and ladder. The undercarriage is fully detailed while black-finished bumpers, Warn winch, black wheels shod with chunky BF Goodrich All-Terrain tires, and black side steps complete the tough aesthetic.

Turning their attention to the interior, where this Defender truly shines, Von Dur added swathes of rich leather on nearly every surface, including the door cards, seats, console, dash, and steering wheel. The tan seats – including the rear jump-seats – feature diamond-pattern inserts, while the dash and wheel are covered in black for a tasteful accent. Front seats have been updated with heating, and an Alpine touch screen infotainment system is affixed to the dash, which also serves as a display for the integrated backup camera and Apple CarPlay. The consignor has noted that the air conditioning system is weak and may require service.

The Defender has traditionally enjoyed near universal appeal, and this spectacular, comprehensive build by Von Dur elevates the rugged British workhorse to new levels of style, comfort, and capability.





\$50,000 - 70,000
Without Reserve



142

1956 Austin-Healey 100-4 BN2

Chassis no. BN2-L/233237
Engine no. 1B2/233237

2,660cc OHV Inline 4-Cylinder Engine
2 SU Carburetors
110bhp at 4,400rpm

4-Speed Manual Transmission with Overdrive
Front Independent Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- A fully restored Healey with 'LeMans' performance enhancements

- Classic Old English White color scheme
- Finely executed and detailed restoration
- Original left-drive, USA delivery example
- The quintessential 1950s British sports car

THE CAR OFFERED

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance sports car targeted at the lucrative US market, the svelte little roadster's beautiful flowing bodywork and adjustable lay-down windscreen lent it a particularly striking and purposeful profile.

This outstanding 1956 100-4 is a desirable 'BN2' series car, featuring such welcome refinements as the 4-speed gearbox and wider, more efficient front brake drums. According to its accompanying BMIHT Certificate, this car was completed in June of 1956, delivered

to the USA, and finished in duo-tone Old English White and black with black upholstery. According to the consignor's research, the original owner was Mr. Jesse Cox, who owned the Healey from 1956 to 1967. He sold it to Robert Napalitan, who reportedly never drove or registered the car, but kept it until 1988. It was then acquired by Michael Meindorfer, who intended to restore it but again, never registered or drove the car. In September 2012, it was acquired by BMC Classics of New Smyrna Beach, Florida, who finally treated the car to a well-deserved body-off restoration. The following year, it was sold to an enthusiast in Colorado who enjoyed the car for 8 years before it was acquired by the consignor.

As part of the extensive restoration, it was updated with a period-style 'LeMans Kit' including the larger carburetors, airbox, and louvered alloy bonnet as fitted to the factory 100M models. The car was restored in all white (as opposed to its original duo-tone scheme), with beige upholstery and carpets. Sitting on gleaming chrome wheels and with the signature lay-flat windscreen, it exemplifies so much of what we love about classic British roadsters. A great Healey to enjoy on rallies and tours, including pre-57 driving events this 100-4 is very likely to satisfy your British sporty-car needs.





\$70,000 - 90,000
Without Reserve



143

1988 Porsche 911 Carrera 3.2 Cabriolet

VIN: WP0EB0914JS170976

3,164cc SOHC Flat 6-Cylinder Engine
Bosch Fuel Injection
217bhp at 5,900rpm
5-Speed Manual G50 Transaxle

4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Largely original and well-preserved example
- Fewer than 68,000 miles from new

- Desirable late-production Carrera model with G50 5-speed transaxle
- Sinister triple-black livery
- A very usable and highly collectible air-cooled 911

THE CAR OFFERED

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

and strong owners' groups, these 1980s 911s are great cars to be enjoyed and driven with great enthusiasm.

This well-preserved 1988 Carrera 3.2 Cabriolet has been in this fantastic original triple-black livery since new, and today presents as a very original car. Completed at Porsche's Zuffenhausen works during November of 1987 as a 1988 model-year car, the Carrera 3.2 was equipped for and delivered new to the US market and fitted with the desirable G50 5-speed manual gearbox from the factory. According to the CARFAX report on file, the Porsche resided in Fargo, North Dakota by 1992 with 21,000 miles recorded, then migrated to Minnesota the following year, and later to Indiana. Mileage is

consistently recorded on the CARFAX, though the record indicates a mileage discrepancy, likely due to a previous clerical error.

The Porsche appears to have remained in Indiana until 2016, when it was acquired by a Reno, Nevada-based sports car enthusiast. Today the car remains in well-preserved condition, with just 67,703 miles recorded on the odometer at time of cataloging. The panel fit is impeccable, and factory-applied decals remain intact in the engine compartment, as does the VIN sticker on the front lid. This 911 recently underwent thorough servicing at Porsche San Luis Obispo, and is reported by the consignor to be ready for open-air enjoyment by its new owner.



144^P

1967 Lamborghini Miura P400

Coachwork by Bertone

Chassis no. 3057

Engine no. 1190

3,929cc DOHC Transverse V12 Engine

4 Weber 40 IDA 3C Carburetors

350bhp at 7,000rpm

5-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- An intensely desirable, meticulously restored Miura
- Three-owner car; single ownership from 1978-2015
- The 37th of 275 Miura P400 models built
- Restored and rebuilt by noted marque specialists
- Approximately 33,000 miles from new
- Original Rosso Miura over black and brown interior
- Multiple award-winner at Concorso Italiano and Quail Lodge
- Recipient of the Automobili Lamborghini Bull Award, 2016
- Rebuilt drivetrain with updated internals

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





THE LAMBORGHINI MIURA

In 1964 Ferruccio Lamborghini began challenging Ferrari with the highly capable and well-built 350GT, but it was the arrival of the Miura – arguably the progenitor of the modern supercar – that elevated Lamborghini from a minor nuisance to Maranello into a major threat.

Prior to the Miura's official debut at the 1966 Geneva Salon, Lamborghini cars were respected for their impressive mechanical specifications, but they possessed a somewhat understated character. All this changed with the arrival of the Miura, named after Don Eduardo Miura, a famous breeder of fighting bulls. Hints of its brilliance first surfaced at the 1965 Turin Motor Show with the display of a bare rolling chassis, but few if any onlookers expected such an exotic machine to become a production reality. Nevertheless, in time for the Geneva Salon the following year, the first completed car was ready for unveiling to an awe-struck press and public.

The technical specification was breathtaking in its sophistication and complexity, and were it not for the exuberance of youth, the Miura

may never have been. Working together as an after-hours project, engineers Gianpaolo Dallara (29 years old), Paolo Stanzani (also 29), and Bob Wallace (27) envisioned the project, with Dallara leading the design of a box-section platform chassis with a transverse, mid-mounted V12 engine. After the chassis design was complete, the stunning coupé coachwork came via the pen of Bertone's young maestro, Marcello Gandini – just 27 at the time. Like the contemporary 400GT, the Miura used the 4.0-liter version of Lamborghini's Giotto Bizzarrini-designed four-cam V12, but with an integrated gearbox, inspired by Alec Issigonis' Austin Mini. With 350bhp available, the Miura was capable of shattering performance, at its debut the Miura was the fastest production car in the world; with a top speed 174 mph and a 0 – 60 time in the mid sixes.

Very few cars managed to change the course of automotive history the way the Miura did. With its transverse mid-mounted V12 and mesmerizing coachwork, the Miura set the automobile down a new course of style and performance, showing the world what it took to be a “supercar.”





THE CAR OFFERED

This stunning early Miura P400 is chassis 3057, produced in the summer of 1967, and is notable as being just the 37th production car completed. It's first owner, Ben Johnson, was an American traveling in Italy, taking delivery of his prized new Miura directly from the factory. He reportedly drove it on a European tour (could there be anything better?) before bringing the car back home to the US. Sadly, Mr. Johnson passed away shortly after returning home, and the car was relegated to rest in storage during much of the 1970s. In 1978, Dr. Dean Aberman rescued no. 3057 with just 2,464 miles on the odometer and took over the care and enjoyment of the car, using it regularly for the next 25 years and entrusting its care to the renowned Jeff Stephan.

Dr. Aberman used the car regularly on the road, but also showed it with tremendous pride. His adventures were well known in West Coast circles, having regularly taken the Miura on weekend blasts to Mexico. It received a first in class award at the 1992 Santa Barbara Concours,

participated in several Italian Stampedes, and even graced the cover of the July 2000 issue of *Thoroughbred & Classic Cars*. It was fastidiously maintained mechanically, with the only modification coming via the fitment of an SV-specification dry-sump system. At the Quail Auction in August 2015, Bonhams|Cars offered this Miura for the first time since 1978.

On that day, the soon-to-be new owner – and current consignor – reports he was accompanied by the great Valentino Balboni, the legendary factory test driver and engineer. Valentino suggested that the P400 was the driver's choice, reportedly telling the buyer that the early car was lighter, and nearly as powerful as the SV, and the pick if he wanted to go fast. It is also said that Mr. Balboni noted 3057's exceptional originality, with original alloy bodywork, glass, mechanical components, and only minor imperfections consistent with the use it saw during Dr. Aberman's tenure, reportedly giving his blessing on the car's condition.







Deciding to return the car to its original splendor, the new owner assembled a team of the most renowned Miura specialists in the country for a no-expense-spared restoration. The dream team included 'Mr. Miura' Jeff Stephan alongside Debbie Sidera of Debbie Motors (who trained under Gary Bobileff) to oversee the project and handle the 'nuts and bolts,' Andy Palmer of Palmer Coachworks, Hot Rods and Hobbies, BB Stile, and Ed Pink Racing Engines. While the alloy coachwork was found to be exceptionally straight with original Bertone stampings, devoid of corrosion and free of any filler whatsoever, Andy Palmer added discreet structural improvements to the chassis and body to improve panel fit and achieve 'laser-straight' lines. The chassis' componentry was rebuilt by Jeff Stephan, including the original numbered Armstrong shock absorbers and 5-speed transaxle, using parts sourced directly from Lamborghini Polo Storico. BB Stile of Italy restored the interior to its original specifications, with its black seats and door cards, brown console and dash, and carpet sourced from the original Italian suppliers – just as it left the factory. No detail was overlooked, down to the period correct Pirellis, reproduced specifically for the Miura's 50th anniversary.

The original engine (number 1190) was fully rebuilt as well, with updated internals including precise blueprinted and balanced rotating assembly. Forged, short-skirt graphite-coated pistons replace the bulky cast originals, and the seller reports the engine is remarkably responsive and free-revving – akin to a Porsche Carrera GT! The SV dry-sump setup was removed and oiling returned to original P400 specifications. Jeff Stephan also rebuilt the carburetors to exacting factory standards, and the engine was dyno tested and dialed-in by Ed Pink Racing. With its internal updates, the engine is said to make

considerably more than its original 350bhp, and the owner utilized his extensive racing experience to dial-in the chassis for superb handling, taking full advantage of the improvements made during the restoration – said to be structurally enhanced well beyond SV standards.

Immediately following the restoration in 2016, the owner hit the show circuit, just in time for the Miura's 50th anniversary at the Quail: A Motorsports Gathering. Against the largest field of Miuas assembled to date, 3057 was awarded Best Restored Miura. At Concorso Italiano that same year, it took Best Miura, Best Lamborghini, and the coveted Best in Show. Based on those results, Automobili Lamborghini America awarded 3057 the Bull Award, arguably the highest honor for any classic Lamborghini. In August 2023, 3057 returned to the Monterey Peninsula and Concorso Italiano, again taking home Best Miura and Best in Show! Incidentally, this was 'Mr. Miura' Jeff Stephan's last full restoration project, and he reportedly proclaimed it to be his very best work.

Accompanying the sale are extensive restoration records spanning three binders, several concours trophies, driver's manuals, a factory tool kit, and the Italian license plate that the first owner used on 3057's maiden journey across Europe. Additionally, there are several magazine editions showcasing the car and its multitude of awards and accomplishments. Exceptional in detail, authenticity, and quality, Miura 3057 is surely one of the finest early Miuas extant, with myriad awards to its credit. It would undoubtedly be a welcome entry at prestigious events like Pebble Beach Concours d'Elegance or Concorso d'Eleganza Villa D'Este, where it has yet to be shown.



145

2009 Porsche 911 'Type 997.1' Turbo Cabriolet

VIN. WP0CD29959S773126

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

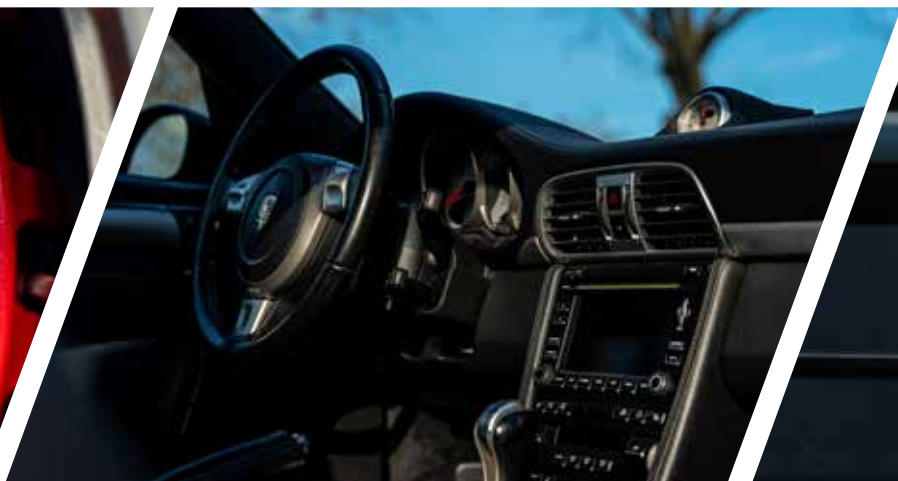
4-Wheel Ventilated Cross-Drilled Disc Brakes

- A fabulous high-specification Turbo Cabriolet
- Classic, sinister all-black color scheme
- Optional Sports Chrono Pack
- Heated Seats
- Adaptive Sport Seats w/ Driver Memory
- Porsche Crests in Headrests

- Tremendous performance for the money
– with near 200mph ability
- Approximately 65,000 miles shown



\$65,000 - 85,000
Without Reserve





THE 997 TURBO

The 997-generation of the evergreen Porsche 911 arrived in 2004 much to the delight of devoted Porsche enthusiasts. The outgoing 996 was bound to challenge Porsche traditionalists with its water-cooled engine and controversial “fried egg” headlamp design. The new 997 had fresh, more familiar styling while evolutionary tweaks to the engine and chassis retained the excellent fundamentals of its predecessor. The Turbo returned to its rightful place as the flagship luxury GT 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. The 193 mph Turbo Cabriolet returned in 2007, checking all the boxes for those drivers after the ultimate hurricane-in-the-hair experience.

THE CAR OFFERED

This 2009 911 Turbo Cabriolet is a tidy, 65,000-mile (approx.) example of Porsche’s luxurious hyper-911. Fitting for a nearly 500 horsepower GT, it looks menacing in black paint, black interior, black top, and even black wheels. This car is well equipped with several desirable options including Turbo Sports Chrono Package, 19-inch wheels, Tiptronic S gearbox, full leather, Adaptive Sport Seats with memory and heat, Porsche crests in the headrests, and more. The accompanying CARFAX report lists ownership in St. Louis, Missouri, Arkansas, Arizona, and California. Minor damage to the rear bumper is recorded from 2015.

The 911 Turbo still reigns as one of the greatest continent-crushing GT cars of all time. With supercar performance and legendary Porsche quality, it is the ideal machine for everything from trips to the shop to high-speed motorway blasts and sweeping canyon-carving weekend drives.





\$120,000 - 180,000
Without Reserve

146

1967 Mercedes-Benz 250SL Convertible

Chassis no. 113.043-10-001654
Engine no. 129.982-10-000890

2,496cc SOHC Aluminum Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
150bhp at 5,600rpm
Four-Speed Manual Transmission
Independent Front Suspension, Rear Swing Axle
Four-wheel Servo-Assisted Disc Brakes

- Beautifully presented in light metallic green over tan trim
- Updated hardtop with rare Webasto sliding sunroof
- Highly detailed, photo-documented restoration
- Equipped with 4-speed manual, Becker radio & fitted luggage
- Retains numbers-matching original engine
- A striking Pagoda SL for tours, events, and shows





THE 250SL 'PAGODA'

The stylish Mercedes-Benz W113 debuted at the 1963 Geneva Motor Show, replacing both the exotic 300SL and entry-level 190SL with one medium-priced two-seat sports car. The touring-focused W113 SL was a huge success, with 48,912 sold in 9 years, and is now considered a true masterpiece of design and engineering. Legendary Mercedes Chief Engineer Rudolf Uhlenhaut and Technical Director Fritz Nallinger developed the chassis, while designers Paul Bracq and Bela Barenzy styled the car under the direction of Friedrich Geiger. A highlight of the elegantly trim body was Barenzy's patented concave hardtop, which earned it the "Pagoda" moniker. Like the best designs, the W113 has proven timeless in its appeal.

Underpinning the body was a chassis based on the W111 sedan. With independent front suspension, patented low-pivot swing-axle rear suspension and powerful disc brakes, the SL is remarkably sure-footed and effortless to drive. The aluminum hood, trunk lid, doors and tonneau cover keep weight down to 2900 lbs., so the W113 is quite svelte for a luxury Grand Tourer. The virtually indestructible fuel-injected SOHC Inline-6 was decades ahead of the competition. The 250SL, built only from December 1966 to January 1968, makes 150bhp from 2496cc with significantly improved performance thanks to more torque and a wider powerband.

THE CAR OFFERED

The 250SL hits the sweet spot in the W113 range, thanks to its clean looks, and punchy performance. This superb 1967 example will undoubtedly satisfy enthusiasts with its particularly fetching color scheme of light metallic green over tan upholstery. It benefits from a high-quality, well-detailed restoration and is desirably equipped with the 4-speed manual gearbox. It has been updated with a Webasto sliding sunroof in the hardtop, an extremely rare dealer-installed option from the period. Other niceties for long-distance touring include a Becker Grand Prix 'LMKU' radio and a 3-piece custom-made fitted luggage set.

Recently out of a comprehensive restoration, it is crisp and well detailed with authentic details, decals, finishes and fittings found inside and out. The accompanying Mercedes-Benz data card confirms it as an original manual-equipped car, retaining its numbers-matching M129 inline six-cylinder engine. A gorgeous example of the Pagoda SL, this rare manual-equipped 250SL would be equally home on the Copperstate 1000 as it would on a casual weekend tour of New England back roads or gracing a manicured show field.



147

1960 Porsche 356B Roadster Coachwork by Drauz Karosserie

Chassis no. 87607

1,582cc OHV Flat 4-Cylinder Engine (See Text)

Twin Solex Carburetors

90bhp at 6,100rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

Front Disc, Rear Hydraulic Drum Brakes (See Text)

- A rare Roadster, fully restored and updated in the Outlaw style
- Specialist-built 912 engine and 741C gearbox
- Gorgeous period-correct Condor Yellow paint

- Fitted with front disc brakes, Technomagnesio wheels
- Superb quality, with just 122 miles since its 3-year restoration



\$230,000 - 260,000





THE PORSCHE 356 ROADSTER

America's influential Porsche importer Max Hoffman approached Porsche about building a spartan, lightweight 356 variant aimed specifically at US buyers. His vision for a lower cost, lighter Porsche to boost the marque's reputation in the burgeoning SCCA club racing scene was spot on. Porsche responded with the 1954 Speedster which more than met Hoffman's expectations. The Speedster put the 356 within reach of more American drivers so they could drive to the track, enjoy a day of competition, and drive home. A proven success both on the track and Porsche dealers' showrooms, the bare bones Speedster was an instant cult classic.

As buyers' taste changed, the Speedster spawned the more comfortable 356A Convertible D. Introduction of the T-5 generation 356B in 1960 brought the final iteration of the Speedster form, now known as the Roadster. The Roadster offered greater comfort and, like the Convertible D, rollup windows and a more secure top. Keeping with the Speedster ethos, a separate windshield could be removed to reduce aero drag on track, compared to the Cabriolet's fixed windshield frame, more equipment, and greater weight. Most Roadsters featured bodies by Drauz, with a handful made by d'Ieteren Freres at the end of production.

THE CAR OFFERED

Representing the 'sweet spot' of the 356 range, the pretty Roadster balances the lightweight driver-focused attitude of the Speedster with the versatility of the Cabriolet. This gorgeous Condor Yellow 1960 example takes it several steps further, thanks to a superb, high spec "Outlaw" style build. The 3-year rotisserie restoration is by concours

specialist Martin's Classic Cars, and is finished to concours quality standards, with a host of choice upgrades to improve performance, handling and style. Highlights of the build include a robust 912 engine and 741C gearbox, which the consignor reports was built by Vic Skirmants's renowned 356 Enterprises, and updated with more reliable 12-volt electrics. The suspension is fine-tuned via Willhoit Restoration torsion bars and sway bar, along with new Sachs dampers all around. A front disc brake conversion ensures the stopping power matches the performance and handling upgrades.

The body is beautifully restored and finished to a high standard in the factory shade of Condor Yellow over a black leather interior. Square weave carpets, rubber floor mats, and a factory 3-spoke wheel keep everything looking tidy and authentic, with only subtle hints at what lurks beneath the skin. The slightly lowered stance gives it a particularly tasty aesthetic, especially on the fantastic Technomagnesio wheels shod with period-style rubber.

At first glance, the modifications appear subtle, but the quality and attention to detail become ever more apparent the closer you look. The consignor reports just 122 miles have passed under the wheels since completion of the 3-year restoration, and it is virtually 'box fresh' and prime for enjoyment on any number rallies and tours. This Roadster represents so much of what we love about the 'outlaw' 356 style – preserving the purity of the original shape, while carefully honing Porsche's iconic sports car into a proper back-road weapon.



148

1956 Porsche 356A 1600 Speedster

Coachwork by Reutter

Chassis no. 82141
Engine no. P61129

1,582cc OHV Flat 4-Cylinder Engine
2 Solex Carburetors
60bhp at 4,500rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Drum Brakes

- The archetypal, unfiltered 1950s sports car
- Presented in India Red over Tan upholstery
- A very early production example, car number 141

- Former AACA award winner, widely eligible for driving events worldwide
- Includes full weather equipment



\$300,000 - 350,000





THE PORSCHE 356 SPEEDSTER

The Speedster's inspiration was often credited to John von Neumann, Porsche's West Coast distributor, who had chopped down a Gmünd-built Coupe in the late 1940s to create a lightweight competition car. Explaining such a car's appeal Neumann once said: 'Guys want to go on a Saturday night in June, down Sunset Boulevard with their elbow over the door and the girls can see them in the car.' Plus ça change...

Instantly recognizable by its low, wraparound windscreen, smaller disappearing top, lower door waistline and twin bucket seats, the Speedster was, in effect, an 'economy' model intended to compete with less-expensive British sports cars. While the Speedster concept was von Neumann's, it was East Coast distributor Max Hoffman who convinced Porsche that American buyers would gobble it up. Initially offered with the 1500cc horizontally opposed four, it gained the new 1600, 60bhp engine with the introduction of the improved 356A for 1955.

Priced at \$2,995, the Speedster was the lightest of the 356s, enjoying a commensurate performance boost that meant 100mph was possible. With its superb handling, the Speedster became an instant success in the burgeoning American sports car racing scene. Its combination of style,

performance and value for money made the Speedster deservedly popular. Today the model enjoys iconic status and is cherished by collectors.

THE CAR OFFERED

This 'little red Speedster' is a very desirable early A-series car, reported by the consignor to be production number 141. Equipped with the 60bhp 1600 'Normal' engine in the featherweight body, it embodies the purity and focus that has made the Porsche Speedster such a widely beloved sports car from its inception until today.

Restored from its original white to this classic India Red, is a very well-presented example that was reportedly a past AACA participant and award winner. The spartan interior is trimmed in tan which nicely offsets the red paint, with supplemental Cocomats to protect the original floor lining, and a full complement of weather equipment (top and side curtains) included.

The Speedster counts among the most collectible of production 356s, as this charming example so well demonstrates. This car's pre-57 production date ensures broad eligibility for many prestigious driving events worldwide and will surely be just as happy on a vintage rally as it will cruising to your local Cars and Coffee.



149

2009 Lamborghini Gallardo LP560-4 Coupe

VIN. ZHWGU54T99LA08169

5,204cc DOHC V10 Engine
Electronic Direct Fuel Injection
560bhp at 6,500rpm
6-Speed e-Gear Semi-Automatic Gearbox,
All-Wheel Drive
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Desirable LP560-4 specification
- Excellent condition, with 22,273 miles recorded at cataloguing
- Finished in Bianco Monocerus with Q-Citura Nero/Bianco leather upholstery
- Equipped with more than \$36,000 in optional extras per the window sticker
- Includes original owner's manual, tool kit, spare keys, trickle charger, & fitted cover

\$150,000 - 180,000





THE LAMBORGHINI GALLARDO

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. Displacing 5.0 liters, the Gallardo's sonorous quad-cam V10 had four valves per cylinder, making its 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 styling team, headed by Luc Donckerwolke. 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.

Launched at the 2008 Geneva Motor Show, the successor Gallardo LP560-4 (560PS, 4-wheel drive) was a significant advance, powered by a new, uneven firing and more economical 5.2-liter V10 engine featuring direct fuel injection and producing 552bhp. At the same time the E-gear was revised to offer a Corsa mode that made shifts 40% quicker than before and also reduced the amount of traction control intervention. A 'Thrust Mode' launch control system was added also. Some 20kg lighter than its predecessor, the LP560-4 could accelerate from 0-100km / h (62mph) in 3.7 seconds and had a top speed of 325km / h (202mph).

THE CAR OFFERED

This striking 2009 Gallardo incorporates the refinements and high-performance improvements of the renowned LP560-4 package. It is highly equipped with over \$36,000 in options, including Bianco Monocerus paint, black-finish wheels, E-Gear transmission, heated electrically adjustable seats, Q-Citura leather interior, leather package, branding package, travel package, style package, transparent engine lid, satellite navigation, and more. The car looks particularly crisp in white with gloss black wheels, subtly highlighted by red calipers... as if any Lamborghini could be accused of being subtle! Opening the conventionally hinged door reveals a striking two-tone black and white leather interior, with optional diamond pattern inserts and contrasting stitching. The overall effect is superb, with an aggressive, yet sophisticated style.

Sold new via Lamborghini Dallas and with ownership history in Texas and Florida, it has accrued just 22,300 miles from new (recorded at cataloguing), with regular maintenance noted on the clean CARFAX and Autocheck reports. Reflective of its outstanding condition and enthusiastic ownership, this car earned Best in Class in the Modern Sports Car category at the Chattanooga Motorcar Festival Concours. The window sticker, owner's manuals, fitted car cover, trickle charger, and spare keys are included.

There is a good reason why the Gallardo is the best-selling Lamborghini of all time as seamlessly melds the legendary style, panache, and breathtaking performance synonymous with the Sant'Agata firm with previously unseen refinement and build quality. This 2009 LP560-4 is a collector-quality example, strikingly presented with a host of desirable options.



150

1967 Chevrolet Camaro Z/28 Hardtop Trans Am Racer

Chassis no. 124377N16390

302ci Traco-Chevrolet OHV V8 Engine
2 Holley Carburetors, Cross-Ram Intake
458bhp at 7,200rpm
4-Speed Manual Gearbox
Independent Front Suspension, Live Rear Axle
4-Wheel Disc Brakes

- A well-known car campaigned by the legendary Alan Green Chevrolet
- The 6th Z/28 built, and the 2nd delivered to the Pacific Northwest
- A racing car from new, with a title
- Raced in period by Jerry Grant and tested by the great Mark Donahue
- An active participant in the Historic Trans Am Group
- Widely eligible for global historic racing events



\$425,000 - 525,000





Ex-Alan Green Chevrolet, Jerry Grant, NorPac A/S Championship-winning, Mark Donohue tested, multi-season period Trans Am contestant

THE TRANS-AM CAMARO Z/28

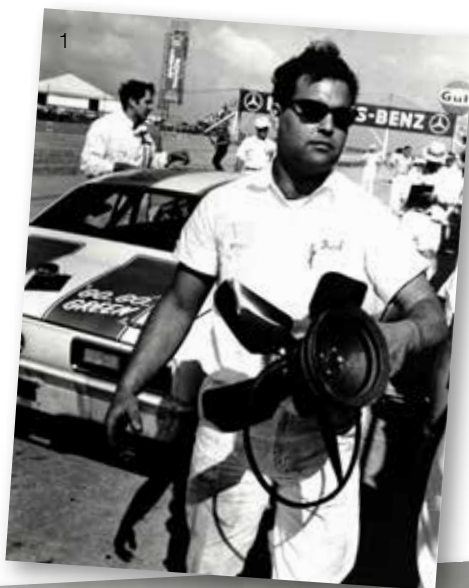
In 1966, Sports Car Club of America President John Bishop created the production-based Trans-American Sedan Championship, a new class which he hoped would draw lucrative manufacturer support and capitalize on the myriad new pony cars hitting the market. Trans-Am featured two categories, an up to 2-liter class and the over 2-liter class. With a displacement limit of 305 cubic inches, it was the perfect category for the pony cars that the Big Three were eager to promote in competition.

Big name drivers and teams showed up to play. Jochen Rindt drove an Alfa Romeo to victory in the first ever Trans Am race at Sebring, and as the over 2-liter category took off, Dan Gurney, Sam Posey, Parnelli Jones, and the great Mark Donohue all counted among the impressive roster of drivers that would steer Trans Am cars in the series' golden era. Soon, manufacturers were dumping huge sums of money into teams, whether directly (Ford) or funneled out the back door (General Motors) to ensure their cars crossed the line first in front of the hordes of rabid fans. Trans-Am was indeed the realization of "Win on Sunday, Sell on Monday"

While the small-capacity class was hotly contested, the thumping V8 pony cars stole the show. Manufacturers enlisted the best teams in motorsport – Penske Racing, Shelby American, Bud Moore, Holman-Moody, Smokey Yunick, and many others – to run cars. In the Pacific Northwest, Alan Green was the big name on track. Through his Seattle-based dealership, Alan Green Chevrolet, the team was best known for their fleet of Bill Thomas Cheetah racers.

In 1967, Chevrolet finally released their Mustang competitor, the Camaro. While Ford had a leg up on developing the Mustang (via Carroll Shelby and others), the Camaro was formidable straight out of the box. To homologate the car for Trans Am, Chevy offered the Z/28 package, with a heavy-duty 12-bolt rear axle, front disc brakes, 15-inch wheels, and beefy suspension. To meet the 305ci limit for Trans Am, engineers mated the 283 crank with the 350 block, resulting in the 302. Conservatively rated at 290 horsepower, the trick heads, solid lifters, and other bits gave the high-revving engine an actual output of at least 350 hp – with plenty more on tap for race versions. Just 602 would be built for the '67 model year.





Images 1 - 6 :
Gary Cove driving the Camaro at the 1967 Sebring 4 Hours
- credit David Friedman".

Images 7 - 9 :
Gove piloting the Alan Green Camaro at the July 1967 SCCA
Regionals in Kent, Washington - credit Ronald C. Miller





THE CAR OFFERED

This unique Camaro Z/28 is reported to be the 6th ever Z/28 built of 602, and one of the first two delivered to the Pacific Northwest. While the car was technically destined for a private buyer, dealer Alan Green Chevrolet intercepted the order and commandeered it for his race team. Initially, the car was hastily prepared to mild showroom-stock specs, and entered in the 1967 Sebring race weekend, where it ran well with Gary Gove at the helm and in the team's classic white-and-green livery, until a water pump failure on lap 67 of the Trans Am race ended his day.

From Sebring, this Z/28 is said to have been shipped to Bill Ellis Racing, best known for their NASCAR preparation, to complete the transformation into a full-blown Trans Am car. Experts familiar with this car have noted the 1960s NASCAR influence is apparent in the design of the roll cage and the suspension set-up, making it particularly unique among other Trans Am cars. At the end of a tough '67 season, the Alan Green Camaro came home for the final at Pacific Raceway in Kent, Washington. Before the race, Green enlisted fellow Camaro driver and Penske-man Mark Donahue to test the car. Donahue, a talented racer and engineer, reported it to be an excellent car, only held back by a lack of power. Ahead of the 1968 season, Alan Green got their hands on one of Chevrolet's secretive new cross-ram intake manifolds, unleashing a slew of proverbial ponies.

Struggles continued for 1968, speaking less to this car's ability and more to the depth of competition in Trans Am, even with the versatile Indy racer and longtime Alan Green collaborator Jerry Grant at the wheel. By 1970 Alan Green Chevrolet had closed, and the Camaro was sold via SeaFirst Bank to Max Dudley, who raced it in SCCA A-Sedan class, taking home a deserved regional championship in 1971.

In current ownership, the Camaro has been restored in its fantastic original Alan Green Chevrolet colors of off-white with green stripes and lettering, and "lucky" number 7 on the door. It remains in authentic Trans Am specifications, with a Traco-Chevrolet 302, complete with the now incredibly rare cross ram intake. Reported to make 458bhp at a screaming 7,200 rpm, it is said to be a fresh build, with just 2 races on it. Spare wheels and a spare axle are included. In the hands of its current owner, it is an active competitor in the well-supported Historic Trans Am group, running at historic festivals around the country. Additionally, it is accompanied by a generous file containing, among other things, the wonderful historical images laid out over these pages, and we highly recommend viewing the file. Beautifully prepared and restored, it presents a rare opportunity to acquire a genuine historic T/A car with period history, with broad eligibility for many events, including the Monterey Historics and Goodwood Revival.



151

2006 Mercedes-Benz SLR 'McLaren Edition'

VIN. WDDAJ76F86M000938

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

- One of 25 examples built to individual order by MSO
- Stunning and comprehensive Works transformation
- Refinished by McLaren in Kilo Grey over Oxblood leather
- Full MSO McLaren Edition body kit
- Titanium sports exhaust
- MSO handling pack, steering and damper upgrades

\$725,000 - 825,000





THE MERCEDES-BENZ SLR McLAREN

Introduced in 2005, the new SLR supercar (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, like its legendary 300SLR predecessor of 1955, incorporate the cutting edge in race-bred technology. The heart of any car is its engine, and the 5.5-liter, all-alloy, 24-valve, supercharged V8 in the SLR McLaren is a thing of beauty. Produced by Mercedes-Benz's AMG division, each unit was the responsibility of one engineer who carried out the entire assembly process. At a minimal rating of 617bhp, it was at the time of launch one of the most powerful engines found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque is a most remarkable characteristic. The torque curve is almost flat: with a massive 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

A mid-front-engine layout was chosen for the SLR to optimize weight distribution, handling dynamics and braking stability, while the dry-sump lubrication system enables it to sit very low in the chassis. The five-speed automatic transmission, already used in several high-performance Mercedes-Benz models, is optimized for the massive torque output, while offering the driver the option of multiple shift characteristics using the Speedshift system.

Extending Mercedes-Benz and McLaren's long-term technical partnership, the SLR's carbon fiber composite monocoque body/chassis structure was produced in the latter's all-new facility in Woking, England. 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, longevity, and significantly higher energy absorption in the event of an impact, to be offered in the SLR. This extended to the use of F1-inspired carbon-ceramic disc brakes, and active aerodynamics via the electronic controlled rear spoiler, which raised to 65 degrees under heavy braking for additional stability and drag.

Not content to simply let the SLR McLaren march along unchanged, a host of upgrades and special editions came along to elevate performance and desirability throughout production – and beyond. Both AMG and McLaren Special Operations (MSO) lent their hands to create special new models or improvement packages offering existing owners to return their cars for bespoke enhancements and factory-fresh rebuilding services, resulting in an oft-dizzying array of special editions, ensuring the SLR McLaren remains as desirable and relevant a supercar as it was on launch day.



THE CAR OFFERED

At the end of 2011, more than one year after SLR production officially ended, McLaren Special Operations announced a new program for SLR owners, called the McLaren Edition. Just 25 of these bespoke, highly personalized cars were produced for specially selected owners at a base price of £150,000, one of which we proudly offer here. This SLR, serial number 000938, was initially completed at Woking on October 26, 2006, leaving the factory in Crystal Galaxite Black over black and anthracite trim, destined for the US market. In 2011, the owner took full advantage of the new McLaren program and returned 000938 to the factory for its transformation into this unique McLaren Edition.

This SLR emerged from Woking thoroughly refreshed. Components of the overhaul include the fitting of a full McLaren Edition body kit to include a new front bumper and splitter, redesigned sill panels, a new rear bumper and diffuser, a revised and recalibrated rear

airbrake, and top shell with louvers – the package reducing overall drag by 2.5%. A set of black chrome 722S wheels was fitted, along with black chrome tips on the full McLaren Edition titanium exhaust system (saving 30kg over stock). Chassis upgrades comprise of revised dampers, revised steering, and new programming that lowers the car by 10mm and sharpens the handling. The McLaren Edition package included full factory refinishing and retrimming options, and for this car, a fetching shade of Kilo Grey was chosen, boldly contrasted by an Oxblood red leather interior.

Since its striking transformation, this fabulous SLR McLaren Edition has seen limited use and remains in superb order. A mere 25 of these cars were built, and with no two being exactly the same, this becomes a true one-off opportunity to add one of the most collectible Mercedes-Benz SLR variants, refined and honed by the renowned experts at McLaren Special Operations for maximum performance and driving joy.







\$400,000 - 500,000

152

1934 Packard Twelve 1107 Coupe

Chassis no. 738-37

445.5ci L-Head V-12 Engine

1 Stromberg Carburetor

160bhp at 3,200rpm

3-Speed Manual Transmission

4-Wheel Semi-Elliptical Leaf Spring

Suspension

4-Wheel Drum Brakes

- One of just 960 twelve-cylinder 11th Series Packards built
- Award-winning restoration by Stone Barn Restorations
- Rarely seen 2/4 passenger coupe, style no. 738

- Arguably the pinnacle of pre-war elegance
- Stunning dark blue over caramel brown leather
- 2016 AACA National First Prize Winner, 2007 Pebble Beach Concours d'Elegance 2nd in Class
- CCCA Full Classic®





THE PACKARD 11TH SERIES TWELVE

The Packard 11th Series debuted in late 1933 for the 1934 model year (following Packard's typical off-sequence model schedule), as essentially an evolution of the outgoing 10th Series. The 11th Series featured new fenders and other stylistic refinements giving a fuller appearance, enhancing the already elegant form of the 10th Series, and resulting in what many consider the quintessential Classic Era design. The Twelve returned as the top model, with a wide array of coachwork and wheelbase options to meet customer demands and ensure exclusivity. Unlike Cadillac's overhead-valve

V16 and V12 engines, Packard did not push technological boundaries with the L-head 12, instead focusing on achieving the ultimate refinement and quality. The glorious V12 engine delivered 160 horsepower with turbine-like smoothness, paired with superb steering and ride quality that made it a favorite among owner/drivers – and with today's touring enthusiasts. Performance is a strong suit, and the Packard Twelve is a machine built for effortless progress in unmatched style. A standout among its peers, few automobiles of the era could touch the Packard Twelve for its performance, quality, and striking presence.







THE CAR OFFERED

This 1934 Packard 1107 is a gorgeous example of the rarely seen Style No. 738 2/4 Passenger Coupe. It is one of just 960 11th Series Twelves built, and the gorgeous coupe coachwork is among the rarest of the catalogue body styles. The fixed-roof coupe beautifully complements the design of the fenders and radiator, balancing sportiness with elegance. While the design is officially a factory effort, the great Dietrich, Inc. had considerable influence on its shape. Very few coupes survived the years unscathed as many were sacrificed for conversion into roadsters.

This outstanding example was delivered new in Toronto, Ontario, Canada. While the early history is not documented, the coupe survived intact and eventually came into the hands of noted Packard collectors, David and Linda Kane. In the early 2000s, Mr. Kane entrusted marque experts Stone Barn Automobile Restoration of Vienna, New Jersey, to perform a ground-up, nut-and-bolt restoration for high-level concours competition. The project seemingly left no bolt unturned, with

brehtaking results, including a 2nd in class in the highly competitive Class C-3 (American Classic Closed 1925-1941) at the 2007 Pebble Beach Concours d'Elegance. Shortly after its debut success on the eighteenth fairway at Pebble, it traded hands to a private collector, earning an AACA National First Prize in 2016, and the restoration looks to have been well maintained in the ensuing years.

Finished in a magnificent color combination of deep blue over sumptuous caramel brown leather, this Packard is inarguably breathtaking. Minimal adornment allows the styling to speak for itself, with accessories including dual side-mount spares, chrome trumpet horns, chrome wire wheels, and whitewall tires adding just a dash of brilliance to the understated livery. Maintained in top form since its restoration, this Packard remains a worthy centerpiece to virtually any collection, with style and substance in abundance, equally capable of further concours accolades or returning many miles of sublime touring pleasure.



153

2020 Lamborghini Huracan EVO RWD

VIN. ZHWUF5ZF6LLA14857

5.2 Liter DOHC 40-VALVE V10 Engine

Direct Fuel Injection

631bhp at 8,000 RPM

7-Speed DCT Gearbox, Rear-Wheel Drive

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Highly optioned and beautifully presented

- Superb, highly rated driving dynamics

- Showing 11,097 miles at cataloguing

- Glorious V10 powerplant

- Clean CARFAX report

\$250,000 - 300,000





THE HURACAN EVO

After a decade of outstanding success with thirteen special editions and delivery of over 14,000 Gallardo models, a new Lamborghini was coming. The V10-powered Huracan would take over the throne as the 'Junior' V10 Supercar. Continuing its tradition of naming new models after fighting bulls, Lamborghini picked a great Spanish bull as the new car's namesake, and true to form, the car can have definite anger issues with judicious use of the right foot!

The Huracan EVO continued Lamborghini's passion for weight-be-damned performance. The EVO's adaptive systems run via the new <i>Lamborghini Dinamica Veicolo Integrata</i>, or LDVI if your Italian is as bad as ours. LDVI combines the old car's individual processors for the all-wheel-drive system, adaptive dampers, and stability control into a single computer that also manages the rear-wheel steering, and Lamborghini's first use of brake-based torque vectoring. This new system essentially predicts the driver's intentions to sharpen or soften the car's responses accordingly. Lamborghini states LDVI makes adjustments 50 times per second, juggling an unfathomable number of data channels. The computer considers 240 inputs including pitch, roll, yaw, acceleration in every direction, wheel positions, steering angle, the driver's questionable wardrobe choices, and your next meal options... or we assume so! At the risk of over simplifying, the faster you go, the more it will feed the driver's ego!

THE CAR OFFERED

This 2020 Lamborghini Huracan EVO was first delivered on July 7th, 2020, to Santa Barbara, California, finished in Bianco with Nero (black) leather and Alcantara interior with red stitching and accents. It sits menacingly on 19in factory wheels wrapped in Pirelli P Zero rubber and has covered just 11,098 miles recorded at time of cataloguing. The seller reports that it has received a recent service at Porsche of San Luis Obispo in preparation of its next owner.

With a 631bhp V10 and rear-wheel drive, performance feels very much in the realm of a full-blown GT3 car, yet Lamborghini was sure to offer ample luxury. This Huracan is loaded with driver convenience options such as an 8.3 inch of infotainment screen, front and rear cameras, navigation, Apple CarPlay, Android Auto, and Bluetooth to name a few.

For any red-blooded car enthusiast, pushing the start button from the driver's seat of this 2020 Lamborghini Huracan EVO transports you back in time, making your poster-car dreams and reality collide in a visceral, V10-fueled moment.

154^P

1956 Mercedes-Benz 300SL Gullwing Coupe

Chassis no. 198.040.6500063
Engine no. 198.980.6500071
Body no. 198.040.6500058

2,996cc SOHC Inline 6-Cylinder Engine
Bosch Mechanical Fuel Injection
240bhp at 6,100rpm
4-Speed Manual Transmission
Independent Front Suspension, Rear Swing
Axle, Coil Springs
4-Wheel Hydraulic Drum Brakes

- Delivered new to Germany, with long-term US ownership
- Finished in its original color scheme of DB180 Silver over Blue leather

- Includes matching fitted luggage, owner's manual, and tool roll
- Retains numbers-matching engine, per the accompanying Data Card



\$1,450,000 - 1,550,000





THE MERCEDES-BENZ 300SL GULLWING

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

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

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





The 300SL's first racing trial was the 1952 Mille Miglia, where Kling finished second to Giovanni Bracco's open Ferrari, while Rudolf Caracciola was fourth, the two Gullwings being split by a Lancia. The third Coupe had gone off the road early in the grueling contest. Next came the Grand Prix of Berne, where a quartet of 300SLs took the start and swept the top three positions, Caracciola having crashed in what would prove to be his last race. The racing 300SLs spawned the legendary 8-cylinder 300SLR, which further dominated motorsport until the tragedy of the 1955 24 Hours of Le Mans, when Mercedes-Benz pulled out of global racing for decades. Max Hoffman, the influential and enterprising New York foreign car importer, is credited

with urging Mercedes-Benz to build a production version of the 300SL racing car for the ravenous US market – which some say became the original “supercar.” The 300SL Gullwing, in final form, was unveiled at the New York International Motor Sports Show in early February 1954, and actual production began that fall. The road car differed slightly in appearance from the racing coupes and featured revolutionary new Bosch mechanical direct fuel injection. Between 1954 and 1957, a total of 1,400 Gullwings were delivered to eager purchasers, and in 1957, the elegant and refined 300SL Roadster followed in its wheel tracks. These proved to be even more successful from a sales standpoint, with 1,858 units produced.







THE CAR OFFERED

We are pleased to offer chassis number 6500063, a beautiful 1956 300SL Gullwing finished from new in the iconic Mercedes-Benz colors of DB180 Silver over 333 Navy Blue leather upholstery. According to Eric Le Moine's Gullwing Register, this car was delivered new to Karl Anton Henschel of Kassel, Germany in March of 1956. It made its way to the USA, landing in the care of a Mr. Olson of Minneapolis, Minnesota (that could be anyone in MLPS). Service records on file show it was in the care of Mr. Don Stern of Mahwah, New Jersey in the early 2000s, and by c.2005 it was offered for sale by Legendary Motors of Gazelle, California. They described the car as being painstakingly restored from "a 20,000-mile survivor," which generally corresponds with mileage noted on service receipts, though actual mileage has not been verified. From there, it found its way to Salem, New Hampshire and into the extensive 'Moonridge Collection' of Mr. Charles Schwager. The car continued to enjoy regular care and was a cornerstone of the collection for nearly twenty years.

Since its restoration, 6500063 has taken on an honest charm earned through years of gentle use and attentive care. Presented as it left the factory in the classic livery of DB180 Silver over special Navy Blue leather, it exemplifies purposeful Teutonic style. Features include color-keyed wheels, blue fitted luggage behind the seats, and a period Becker radio. Additionally, it includes a tool roll, owner's handbook, and a copy of the Mercedes-Benz issued data card, confirming its original specification and matching-numbers six-cylinder engine.

Beautifully presented with an appealing broken-in character that beckons you to reach for the keys on the regular, this outstanding 300SL Gullwing is a collector-grade example of a motoring legend, widely eligible for exclusive rallies, tours, driving events, and concours worldwide.



155

2018 Porsche 911 'Type 991' GT2 RS 'Weissach'

VIN. WP0AE2A95JS185179

3,800cc Twin-Turbo DOHC Flat-6 Engine
Direct Fuel Injection
690bhp at 7,000rpm
7-Speed PDK Transmission
4-Wheel Independent Suspension
4-Wheel PCCB Carbon Ceramic Brakes

- A hyper-focused, rear-drive 911 with staggering performance
- Highly optioned example, including the Weissach Package
- Excellent condition with just 3,940 miles recorded at cataloguing
- Faster than a 918 around the Nürburgring Nordschleife

- Leather Interior in Black and Black/Red Alcantara
- The ultimate evolution of the 911 Turbo concept

\$415,000 - 475,000





THE 911 'TYPE 991' GT2 RS

"Exactly how quick are we talking? 2.8 seconds to 62mph. 211mph top speed. And with a lap time of 6min 47sec it's quicker round the Nürburgring Nordschleife than any other production car, including the Lamborghini Huracan Performante and Porsche's own 918 Spyder hypercar." – CAR magazine on the Porsche 911 Type 991 GT2 RS in November 2017.

Like its legendary Carrera RS forebearer of 1973, the Porsche 911 GT2 was bred directly from motorsport. The car takes its name from the FIA's now-defunct GT2 category of production sports car racing, for which the model was originally homologated, and has been produced in a variety of versions since its introduction in 1993 on the Type 993 platform. Even with the GT2 racing category long gone, the Porsche 911 GT2 lives on as the bad boy of the 911 range.

With 993, 996, and 997 versions of the GT2 (with the even sharper RS version coming in 2010) each one-upping the last in terms of performance, Porsche had their work cut out to turn the new 991 into a worthy successor. In June 2017 the latest iteration of the GT2 RS arrived on the Type 991 platform, officially launched at the Goodwood Festival of Speed. The 991 GT2 RS is based on the 911 Turbo, and powered by a heavily reworked version of the Turbo S's 3.8-liter twin-turbocharged flat-six engine. Rated at a stonking 691bhp, it is the most powerful production 911 ever built. The engine was paired with a seven-speed PDK transmission, and the Turbo's AWD system was ditched for rear-drive only, further reducing weight. Unusually, the Type 991 version has a roof made of magnesium, while the front bonnet, front/rear wings, and boot lid are carbon-fiber. Lightweight polyurethane is used for the front and rear aprons, the exhaust system is titanium, and the GT2 RS has a claimed wet weight of just 1,470kg (3,241lb). Porsche claims that the GT2 RS will accelerate from 0-97km/h (0-60mph) in 2.7 seconds on its way to a top speed of 340km/h (211mph).

THE CAR OFFERED

Looking appropriately menacing in its satin black wrap (over factory gloss black paint) and 20"/21" magnesium wheels tucked into the broadly flared arches, this 2018 GT2 RS is an outstanding example of this mighty 911 variant. This car, number 69 of 871, was delivered in June of 2018, is highly optioned, and has covered a mere 3,940 miles at the time of cataloguing. The accompanying CARFAX report shows it was delivered in California and has had just 3 registered owners from new. Importantly, this car features the highly desirable and optional Weissach Pack, which reduces weight by a further 66lbs via additional carbon and titanium parts, magnesium BBS center-lock wheels, and even an integrated titanium roll cage.

Complementing the sinister exterior, the interior features black leather and Alcantara sport seats with red inserts and contrasting red stitching. Red Alcantara also features on the door cards, headlining, and the two-tone wrapped steering wheel. The list of included options on this car is extensive, and includes the Chrono package, Light Design Package, Porsche LED Dynamic Light System, front axle lift, Extended Range 23.7-gallon fuel tank, Bose Surround Sound, and more.

Even as Porsche continues to eke ever more performance from the evergreen 911, the 991-generation GT2 RS will surely reign for years to come for its staggering power and incredible point-to-point performance. Able to bait million-dollar hypercars at a fraction of the price, the GT2 RS like the superb example offered here shows why the 911 remains the king of sports cars.





\$200,000 - 275,000

156^Ω

1987 Nissan Skyline 'Type HR31' GTS-R NISMO Group A

Chassis no. HR31-128388

2,029cc RB20DET-R DOHC Inline

6-Cylinder Engine

Electronic Fuel Injection, Intercooled
Turbocharger

400bhp at 7,200rpm

5-Speed Manual Gearbox

Independent Front Struts, Rear Semi-Trailing Arms

4-Wheel AP Ventilated Disc Brakes

- Competed in the '88 & '89 Japanese Touring Car Championship
- The very first Skyline to race in the blue Calsonic colors
- Extensive restoration completed in July 2024
- Offered from 30 years in a private collection

- Raced in period by Moto Kitano, Takao Wada, and Kazuyoshi Hoshino
- Said to be the sole known surviving NISMO Calsonic GTS-R





THE NISSAN SKYLINE

To an entire generation of car enthusiasts, the Nissan Skyline legend starts with the high-tech R32 GT-R of the 1990s, but the iconic Skyline name stretches clear back to 1957, under the Prince Motor Company banner. The later S50 generation began the Skyline's competition success story in 1964, further elevating the model's lore.

The definitive model of the Skyline's 7th generation is the GTS-R (HR31). While quite rare, its significance in Skyline history should not be overlooked, as it marked the debut of the now-legendary RB20DET-R engine. Displacing just over 2 liters, the compact inline-six features twin overhead cams, electronic fuel injection, and an intercooled turbocharger. In road trim, the engine was modestly rated at 207bhp, with at least twice that available in Group A racing trim, and even more in the hands of tuners. Complementing that superb engine was a tuned chassis to handle the additional power, and a crisp, understated 2-door coupe body with just the right touch of aggression. To qualify for Group A rules, Nissan produced 823 examples of the GTS-R, which served an important development role for the all-conquering R32 that followed. The HR31 proved itself in the heat of battle by taking the Japanese Touring Car Championship in 1989, while Jimmy Richards steered his HR31 to the hotly contested Australian Touring Car title in 1990.

THE CAR OFFERED

NISMO (Nissan Motorsports) began using the HR31 in 1987, and the car had a steady presence at the sharp end of the field in Group A racing for several years. Our featured car, chassis HR31-128388, was prepared to Group A specs by Kazuyoshi Hoshino's Impul/Nismo team and is notable for being the very first Skyline touring car to wear the now famous blue and white Calsonic livery – made so by the R32 Skyline GT-R "Godzilla" Group A car. In 1988, this car achieved a pair of top 5 finishes (driven by touring car specialists Moto Kitano and Takao Wada), along with three DNFs. The following season, with Kitano joined by

Hoshino, the car started on the front row in 5 of 6 races (with 4 poles) taking one win at Nishi-Sendai Hi-Land Raceway, and a spectacular fight through the field from 36th on the grid to 6th overall at Suzuka.

For the past 30 years, the famous Calsonic HR31 has lived a quiet life as part of the consignor's private collection. It is the subject of a thorough refurbishment, completed in July 2024. Details of the project include restoring the bodyshell in that glorious bright blue and recreating the original Calsonic livery and markings. The RB20DET-R engine was reportedly rebuilt by a NISMO engineer in 2023, which included repairs to the special magnesium intake manifold, freshened radiator and intercooler, and more. Additionally, the gearbox was inspected, the clutch and brake hydraulics freshened, new brake discs fitted, air jacks checked, and many other details tended to return the car to running condition. As with any racing machine, a full technical inspection is recommended prior to embarking on any on-track activities.

In a special event held at Fuji Speedway in July 2024, the restored Calsonic NISMO HR31 was reunited with Kazuyoshi Hoshino, where he conducted some interviews beside his old racecar. The car was taken out for some demonstration laps by its demo driver, further sorting the car for circuit use. Soggy conditions prevented him from fully uncorking the Skyline, but video was taken of the demo driver and Wada, on board his restored H30, swapping places for the cameras and savoring a chance to be back behind the wheel of a legendary racing car.

Wonderfully restored to its as-raced specification, this incredibly special Skyline GTS-R Gr.A represents a significant milestone in Nissan's illustrious motorsport history, presenting an exceptionally rare opportunity to acquire the very first Skyline to wear the now iconic Calsonic blue livery.

Offered on a Bill of Sale



157^Ω

1984 Nissan Skyline RS Turbo 'Type DR30' Gr. A Touring Car

Chassis no. DR30-000069

1990cc FJ20ET DOHC Turbocharged I-4
Engine

Fuel Injection with LINK ECU

300bhp at 7,400rpm

5-Speed Manual Transmission

McPherson Strut Front, Semi-Trailing Arm

Rear Suspension

4-Wheel AP Disc Brakes

- A rare 'Iron Mask' Skyline Group A racing car
- 1986 All Japan Touring Car Championship series champion
- Raced in period by Takao Wada and Aguri Suzuki
- Mechanical restoration to 'as-raced' condition
- Presented in its original livery
- Offered from 20 years of single ownership
- Said to be the only known surviving Nismo Factory RS Turbo touring car



\$150,000 - 200,000





THE NISSAN SKYLINE

The sixth generation Skyline, internally designated 'R30', debuted in 1981 with a dizzying 26 variants available. For folks like us, the high-performance models matter most – namely the RS Turbo, with its powerful 2-liter, inline-four equipped with an aluminum 16-valve cylinder head (one of the first such production engines in Japan), electronic fuel injection, and a turbocharger. Intercooled versions of the FJ20ET engine made 200 horsepower in road trim, with plenty more available for competition – upwards of 600bhp! Somewhat confusingly, the internal designation changed to 'DR30' to denote the dual overhead cam engine.

Complementing the sophisticated drivetrain was a handsomely styled 2-door coupe body, with thin pillars and crisp lines. The grill-less front-end was a hallmark of the design, earning it the nickname Tekkamen or "Iron Mask." A natural for racing, the rear-drive RS-Turbo was at the forefront of NISMO's race program, butting heads with BMW in the Australian Touring Car Championship, dominating the 1986 All Japan Touring Car Championship, and forming the basis of the legendary Tomica-liveried KDR30 Super Silhouette racer.

THE CAR OFFERED

Chassis DR30-000069 is no ordinary Skyline RS-Turbo, not that any RS-Turbo could be accused of being ordinary! Built to Group A specifications, this car was constructed by Nismo for the 1986 All Japan Touring Car Championship season. The subject of a comprehensive, historic restoration completed in July 2024; this is an extraordinary early Group A racer with fascinating history.

Following a development year, the DR30 hit its stride for the 1986 season. Stripped down to the essentials and fully prepared to Japanese Group A rules, chassis 000069 tips the scales at 1045kg, while the FJ20ET is cranked up to produce 300 horsepower. In the hands of two legendary drivers, Takao Wada, and future F1 driver/team owner Aguri Suzuki, this chassis never finished lower than 4th in six rounds of competition. Starting at Nishi-Nihon Circuit, 000069 – in its official Nissan colors of white with red and blue accents – qualified on pole

and won the race, while the remaining five rounds unfolded as follows:

- Round 2 Sports Land Sugo – Quali 7th, 1st in Race
- Round 3 Tsukuba Circuit – Quali 5th, 2nd in Race
- Round 4 Nishi-Sendai Hiland Raceway – Quali 3rd, 2nd in Race
- Round 5 Fuji Speedway (Inter-Tec race) – Quali 10th, 4th in Race
- Round 6 Suzuka Circuit – Quali 3rd, 1st in Race

With such a record, it should be no surprise that its intrepid pilots, Takao Wada and Aguri Suzuki were crowned series champions. After retirement, 000069 survived exceptionally well. The current owner acquired this car twenty years ago, keeping it in his extensive private collection. Recently, it received a comprehensive, yet sympathetic restoration to return it to its former glory. It is reported that the exterior bodywork was in superb order, allowing the original livery to be carefully preserved, while the car's interior and underbody were repainted in white. The 2-liter twin-cam, 16-valve engine was reportedly rebuilt by a NISMO engineer in 2020, and major components including the AP brakes, gearbox, dampers, and fuel system were overhauled. Additionally, it got a new alloy fuel cell, a LINK ECU, new hydraulic cylinders, and plumbing, with the goal of returning the car to track-ready condition, while staying as true as possible to its as-raced 1986 specification.

On July 16th, 2024, the consignor organized an event at Fuji Speedway, reuniting Takao Wada with the restored DR30 RS Turbo for the first time in 38 years. Wada picked up where he left off, turning joyful laps in his faithful steed, despite soggy conditions. As offered, the car is reported to be ready for historic racing, although thorough a tech inspection should be performed before any outing. As historic Group A touring cars become increasingly collectible, this rare, faithfully restored Nissan will undoubtedly stand out on any starting grid or in any serious collection of JDM classics.

Offered on a Bill of Sale



158^P

1956 Ferrari 250 Europa GT

Coachwork and Design by Pinin Farina

Chassis no. 0427 GT
Engine no. 0427 GT

2,953cc SOHC All-alloy V12 Engine
3 Weber 36 DCZ/3 Carburetors
Approximately 220bhp at 6,600rpm
4-Speed Manual Transmission
Independent Front Coil Suspension - Live
Rear Axle
4-Wheel Hydraulic Alfin Drum Brakes

- Exhibited at the 1956 Brussels Motor Show, campaigned in period at Spa Francorchamps
- Superb, factory-correct restoration by Ferrari specialists Ottis and Hoyt
- Ferrari Classiche Certified, matching-numbers engine & original bodywork
- Eligible for the most exclusive driving and Concours events worldwide
- 2022 Mille Miglia veteran and Mille Miglia Registro entrant
- The very last 250 Europa GT built, with the desirable GT chassis upgrades



\$1,800,000 - 2,300,000



THE FERRARI 250 EUROPA GT

The 250 was Ferrari's first true Gran Turismo, and it was dressed in the Pinin Farina design that would become synonymous with how a Ferrari looked, forever intertwining the 250 with the passionate men of Maranello and Turin. The sobriety of shape and refined elegance of line exuded by the Europa were fully confirmed by Pinin Farina in later Ferrari GTs, and design cues created by the Ferrari-Pinin Farina partnership during this time, like the long, low hood and oval radiator, continue to appear on Ferrari models of the present day. It was this design that has, for decades, embodied the spirit of cruising through the French Riviera, cocooning occupants and luggage in luxury while effortlessly eating up miles.

First seen at the Paris Auto Salon the following year, in 1954, the new second series Europa GT looked quite similar to the original Europa, but in reality, the GT was a car with a wealth of new features. The original Colombo-designed short block engine had been brought up to 220bhp at a screaming 6,600rpm through development in the competition-derived 250 Mille Miglia. Used in the new Europa GT it allowed for a shorter wheelbase, which in turn brought down weight by approximately 10%, and added nearly ten miles per hour to the top speed.

Perhaps the most desirable upgrade to the Europa GT was the reworked suspension of the GT, now featuring independent coil-sprung suspension with double wishbones up front, and only fitted to the final few production cars. This made for superb handling, with excellent road holding, cornering ability and ride quality. Fewer than 15 of the Europa GTs were fitted with this advanced suspension. Huge Alfin brake drums were similar to the ones later fitted to Ferrari's competition 250 Tour de France, and offered very capable stopping power. The Europa GT was indeed the total package.

THE CAR OFFERED

As one of the rare, desirable, stunningly beautiful Europa GTs by Pinin Farina, chassis no. 0427 GT claims exceptional pedigree with both period racing history and as a motor show car when new. According to the extensive history report compiled by renowned Ferrari historian Marcel Massini and the Ferrari Classiche department, 0427 GT began its life as a coachbuilt Ferrari with the chassis delivered to the Pinin Farina coachworks on September 26th, 1955, to receive the beautiful Europa Coupe bodywork as seen on the car today. 0427 GT is distinguished as the last Europa GT completed, featuring the fully evolved and further advanced GT upgrades, using coil spring suspension as opposed to leaf springs. It featured the type 508 chassis, and was fitted with engine internal no. 367, as fitted in the car today. The car was painted Grigio Metallizzato LC40, with a Verde LC17 (green) roof, and trimmed in Pelle Connolly VM3108. 0427 GT was delivered new to famed Ferrari racing team and importer, Jacques Swaters' Garage Francorchamps in January of 1956, and then displayed at the 1956 Brussels Motor Show, as the hottest new model from Maranello. Copies of original factory invoice, delivery paperwork and Certificate of Origin are on file, and Swaters was charged 3,000,000 Lire. Chassis 0427 GT remained with Swaters until 1957, when fellow Belgian Mr. W. Nilens purchased the car. On May 12, 1957, 0427 GT was then raced by Nilens at the famous Belgian circuit, Spa Francorchamps, with race #30 in the Grand Prix de Spa, and lovely archival photos are offered with the car, showing 0427 GT on track and in the paddock with the crew supporting it.



'0427 GT' racing at the 1957 Grand Prix de Spa at Spa Francorchamps





W. Niens racing '0427 GT' at the 1957 Grand Prix de Spa.

Chassis 0427 GT remained in Belgium under Swaters's watch until 1966, when he exported it to the US, where Jude Holcombe & Richard F. Merritt of Bethesda, Maryland became the next owners. 0427 GT later went to another US collector, before going back to Europe in the 1990s, where it was offered for sale by Albrecht G. Guggisberg's Oldtimer Garage in Toffen, Switzerland in 1998. By the early 2000s, the Ferrari was back stateside, owned by noted collector of significant European sportscars, Mr. Bruce Milner of Los Angeles, California. The car later went through the hands of Ferrari broker Tom Shaughnessy, before it was acquired by noted

collector Mr. Scott Kreins of Saratoga, California, and then entrusted to award winning painter Brian Hoyt and his esteemed shop Perfect Reflections for a cosmetic restoration. The white color chosen as seen on the car today, was discovered as the base layer when the body was stripped to bare metal. During this time, the car's matching-numbers Colombo V12 engine was rebuilt by Ferrari specialist Patrick Ottis, while Ken Nemanic's Vintage Automotive Upholstery trimmed the interior using the well-preserved original interior as a foundation for authentic color, pattern and detail.









Once the restoration was completed, 0427 GT would be displayed at various concours events for the following years, including the Quail Motorsports Gathering event and the Cavallino Classic Ferrari event in Palm Beach, Florida. 0427 GT was later owned by a noted East Coast based collector, before being acquired by the most recent owner, a noted Swiss collector, who has since maintained the car in excellent order, while using it on many classic car driving events, including the California Mille.

Accompanying documentation supporting 0427 GT's incredible provenance includes of course Marcel Massini's history report, period paperwork from the Italian authorities, copy of the original factory invoice and shipping paperwork from Ferrari, and the lovely photos taken of the car at Spa in 1957, and later in the early 1960s in Belgium. Photos are also available of the car before restoration, showing a very original, unmolested car. A very rare, original Ferrari 250 Europa sales brochure and an original Ferrari 250 GT owner's manual are also offered with the car, in addition to a full toolkit in a proper leather roll. It is certified by Ferrari Classiche, and is offered with its red book, confirming that the car retains its original chassis, engine, body, suspension, brakes and other major components, while the gearbox is certified as having been replaced with an original period complying unit, and has been recently rebuilt under current ownership.

Today 0427 GT presents incredibly well inside and out and has that superb feel of a true GT car, equally at home on the road or racetrack. As raced at Spa Francorchamps in 1957, the car had its original Belgian license plates fitted during the race, so Nilens surely drove the car to and from the race! Inside the cockpit, the lovely wood rimmed steering wheel adorns the elegant dashboard, and leather luggage straps in the rear package tray area are ready to hold a weekend bag. The proper F.I.S.P.A. accessory bottles and ancillaries are in place in the engine compartment, with correct hose clamps and Pirelli stickers and markings. Original specification Marchal lights adorn the fenders, and the correct Borrani wire wheels are fitted with appropriate Pirelli Cinturato tires. True to its potential, 0427 GT competed in the 2022 Mille Miglia Storica, and is included in the Registro Mille Miglia.

This rare and coveted Ferrari GT boasts exciting provenance and is equally well suited for vintage touring or display on the finest Concours lawns. Subsequently restored and maintained in breathtaking condition, documented with original factory paperwork, and tended by some of the finest Ferrari craftsmen in the United States, it begs serious consideration by any dedicated collector of vintage Maranello automobiles, and would be the ideal machine, with its epic performance and spacious, comfortable cabin, to enter in the Mille Miglia Storica, or any other driving event such as the Copperstate 1000, California Mille or Colorado Grand.





\$50,000 - 80,000
Without Reserve



159

2000 Rolls-Royce Corniche V

VIN. SCAZX29E5YCX68151

6,750cc Turbocharged OHV V-8 Engine
Zytec EMS3 Electronic Engine Management
325bhp at 4,000rpm
4-Speed Automatic Transmission

4-Wheel Independent Suspension
4-Wheel Disc Brakes

- 1 of 374 examples built
- Fewer than 13,000 miles shown

- The last Crewe-built Rolls-Royce with the 6.75-liter V8
- Delivered new in the USA
- Includes CARFAX and production records
- Requires Recommissioning

THE CAR OFFERED

At the time of its release, the Corniche was the most expensive Rolls-Royce on offer, with a base price of \$359,900. When the last Corniche was rolled off the production line in August 2002, it marked the end of Rolls-Royce manufacture at the Crewe factory, which would henceforth only produce Bentleys. When production ceased in 2003, a total of only 374 Corniches had been built.

This drop-top Corniche V is one of 374 produced and was delivered in November 2000 to a businessman in Darlington, Wisconsin, via Napleton Rolls-Royce of Northbrook, Illinois. Production records on

file show the car is presented here just as it left Crewe, finished in an elegant colorway of Magnolia paint with Cotswold leather seats, Autumn leather dash and steering wheel, and a matching Cotswold top, encapsulating the type of understated luxury that typified Rolls-Royce of the era.

According to the accompanying CARFAX® report and factory documentation, the car appears to have remained in the greater Chicago area for much of its early life. In late 2008, by which point it had accrued just over 12,000 miles, the Corniche was acquired by the consignor, joining an extensive overseas private collection. On static display since

purchase and still showing 12,746 miles at the time of cataloguing, it will require extensive mechanical refreshing before wafting about. Among the final proper Rolls-Royces to emerge from the factory at Crewe, this 2000 Corniche V holds a rightful place in the history of this great marque.





\$50,000 - 70,000
Without Reserve



160

1972 Aston Martin DBS V8 Saloon V8 Series 2 Saloon

Chassis no. V8/10367/RCA
5,340 cc DOHC V8 Engine
Bosch Fuel Injection
320bhp at 5,000rpm
3-Speed Torqueflite Automatic Transmission

Front Wishbones with Coil Springs, Rear De Dion Axle with Watts Link
4-Wheel Disc Brakes

- The first iteration of the iconic Aston V8 Saloon

- Equipped with air conditioning and automatic gearbox
- Powerful Tadek Merak-designed engine with Bosch Injection
- Requires recommissioning

THE CAR OFFERED

Exemplifying the muscular elegance that defines the entirety of the V8 range, this 1972 V8 Series 2 (also known as a DBS V8) is a left-drive example presented in the super-70s color scheme of metallic gold over a chocolate brown interior, and riding on authentic factory alloy wheels. While production records for this chassis are not available, we can surmise it was well-equipped for high-speed grand touring with factory equipment including Lucas fog lamps, an automatic gearbox, and air conditioning.

As offered here, this Aston is presented with a moderate overall patina and some notable imperfections. The V8 retains its factory Bosch injection and sits in a generally tidy and unmolested engine bay. The brown leather interior is generally well preserved, with the leather seats and dash showing excellent potential for preservation work with a pleasing, broken-in character. It retains original touches including the three-spoke steering wheel, air conditioning controls, and AM/FM 8-Track stereo. It is a good candidate for more extensive preservation work, or as a blank canvas to restore or modify to suit your taste.

Since joining the consignor's collection, this Aston Martin has been on static display in long-term dry storage and therefore will require mechanical recommissioning.



161

1955 Jaguar XK140 'OTS' Roadster

Chassis no. 810399
Engine no. G 1614-8

3,442cc DOHC Inline 6-Cylinder Engine
2 SU Carburetors
180bhp at 5,500rpm
4-Speed Manual Transmission
Independent Front Suspension - Live Rear Axle
4-Wheel Drum Brakes

- A factory left-hand-drive OTS in its factory colors
- Well-maintained older restoration
- Retains its matching numbers engine block
- Well-suited for touring and regular driving enjoyment
- Offered with a Jaguar-Daimler Heritage Trust Certificate

\$80,000 - 110,000
Without Reserve





THE JAGUAR XK140

The XK140 introduced numerous improvements over the XK120, which had previously stood the automotive world on its ear at its Earl's Court introduction in 1948. Arriving in late 1954, the XK140 was again offered in Fixed-head coupe (FHC), Drop-head coupe (DHC) and Open Two-Seat Roadster (OTS) versions, all with a subtly restyled body. Underpinning the body was a redesigned box-section chassis with a larger torsion bars and anti-roll bars, improved brakes, and rack-and-pinion steering to replace the earlier recirculating-ball system. Perhaps most importantly for customers in the vital North American market, there was a more comfortable cockpit with increased legroom, thanks to the engine and transmission assembly being moved forward by three inches, along with the firewall and instrument panel. The cowl and steering wheel were both raised. Larger full-width bumpers and subtle new body trim helped differentiate it from the outgoing 120.

Beneath the bonnet and redesigned grille sat the 3.4-liter twin-cam six from the XK120 SE, with higher-lift camshafts and an improved ignition system. A four-speed manual transmission carried over, and electric overdrive was an option. Although the XK140 was a few hundred pounds heavier than the XK120, it was also faster, with a top speed of about 130 mph in standard form. The Special Equipment package, or MC, was again offered, now with upwards of 210bhp with the C-Type straight-port head. Production totaled nearly 8,900 units between 1954 and 1957, when the XK140 was superseded by the XK150.

THE CAR OFFERED

This handsome XK140 OTS Roadster was completed in December of 1954, leaving the Browns Lane factory finished in cream over red upholstery, as indicated on the Jaguar Daimler Heritage Trust certificate. It is an original left-hand-drive car, destined for the USA via Hoffman Motors in New York. As a standard model, this car wears seldom-seen factory steel disc wheels with removable spats over the rear arches – which serve to accentuate the XK140's svelte, aerodynamic form.

The subject of an older restoration to near-original specifications and colors, this car has taken on a pleasing character through regular use and care. The red interior is trimmed in authentic leather and vinyl materials, carrying over to the proper red Hardura trunk lining, and black mohair convertible top. Lifting the bonnet reveals the classic XK inline-six and its signature polished alloy cam covers, twin SU carburetors, and porcelain black exhaust manifolds. This car retains its original numbers-matching block per the Heritage Certificate, however, the cylinder head has been changed to a G-series unit from an XK140 SE.

With its appealing character and high degree of authenticity, this XK140 Roadster is a fine choice for rallies, tours, and casual enjoyment – ready to savor all that makes Jaguar's sublime XK one of the greatest sports cars of its time.





\$40,000 - 50,000
Without Reserve



162

1965 Fiat-Abarth 695 SS Berlina

Chassis no. 110F 0866463
Body no. 0492
Engine no. ABA206/110D 000 567905

689cc OHV Parallel 2-Cylinder Engine
Single C30DID Downdraft Carburetor
38bhp at 5,200rpm

4-Speed Manual Gearbox
4-Wheel Independent Suspension
4-Wheel Hydraulic Drum Brakes

- Reportedly raced in the Italian Touring Car Championship

- Features numerous Abarth go-faster parts and components
- Jaeger instruments, 12-inch alloy wheels, Luisi steering wheel
- Accompanied by Automobile Club d'Italia documents and more

THE CAR OFFERED

Chassis 0866463/0492 is believed to be one of approximately 150 surviving 695 SS models from 1,000 built. Prior to coming to the USA in 2011, this car spent its days in Italy and is said to have been raced in 700cc touring car events between 1966 and 1972. Using Automobile Club d'Italia documents and other resources, the previous owners compiled a list of events this car is said to have raced in, reportedly chalking up numerous wins, podiums, and high classifications. The roster of drivers said to have contributed to its career includes Roberto Parodi, Ugo Barillaro, Antonio Bonaccorsi, Giovanni Platania, Serafino Cali, and Santo Famosa, who secured a 700cc class title in 1970.

The history goes cold as the car returned to civilian duty in Italy, as can occur with old racing cars. After coming to the USA in 2011, it was acquired by the consignor in 2019. By then it had received a sympathetic restoration in Italy, finished in the classic off-white livery with Abarth badging, a bold Scorpion graphic on the front decklid, and 12-inch cast alloy wheels. The red and white vinyl interior retains the bare bones charm of the Nuova 500, but with tasty period parts including Jaeger instrumentation, a Luisi three-spoke steering wheel, and a '695 esse esse' badge on the dash. Beneath the flared bodywork, the Abarth body stamping '0492' is visible in the bulkhead. The punchy little engine bears an 'ABA 206' stamping above the FIAT number, consistent with an Abarth 695 block.

The engine features many Abarth bits, including a finned alloy sump, alloy valve cover, snorty exhaust, and intake for the single downdraft Solex carburetor.

Included in the sale are copies of correspondence and Automobile Club d'Italia documents, a period Abarth owner's manual, receipts from more recent work, and selections from the definitive reference book, Abarth 595,695 by Elvio Deganello/Renato Donati. This eminently charming yet potent little Abarth maintains an honest, appealing character that beckons you to channel your internal Italian Racing Driver and wring its neck on your favorite bits of winding tarmac.





\$55,000 - 65,000
Without Reserve



163^Ω

1953 Bentley R-Type Standard Steel Saloon

Chassis no. B80LTN

4,566cc F-Head Inline 6-Cylinder
Dual SU Carburetors
128bhp

4-Speed Automatic Transmission
Independent Front and Live Rear Axle with
Leaf Spring Rear Suspension
4-Wheel Hydraulic Drum Brakes

- Delivered new to Canada
- Desirable left-drive, automatic transmission
- Documented by copies of its factory build records
- An elegant post-war touring car

THE CAR OFFERED

As the parent company of Bentley, Rolls-Royce's rationalization policy continued to gather momentum in the aftermath of WWII with the significant introduction of standard bodywork on the Bentley Mk VI, Rolls-Royce's first post-war offering. The engine was enlarged in 1951, and a much-needed improvement to the standard bodywork arrived mid-way through 1952 subsequent models incorporating these changes were now known as the R-Type Bentley (and E-Series Rolls-Royce Silver Dawn).

Completed at Crewe in June 1953, this R-Type Standard Steel Saloon is a rare example originally destined for the Canadian market, rolling out of the factory finished in Tudor

Grey over blue hides, equipped with a radio, automatic gearbox, and appropriately for Canada, a second heater with boosted defroster (trapper hat sold separately). Accompanying records show it was retained by Rolls-Royce of Canada, presumably for stock, before being sold to Mr. J.T. Bain of Mt. Royal, Quebec. Subsequent owners are documented on the ownership card, and it appears the R-Type remained in Quebec for nearly its entire life – coming into the care of Mr. David Copeland of Montreal in the 1970s. The car was clearly enjoyed to the fullest, as dealer service records show that as of August of 1971, it had accrued 125,000 miles, and the engine was overhauled with new pistons and rings by Rolls-Royce Montreal, Ltd.

The color was changed at some point from its original Tudor Grey over blue to its current medium green over mottled light green upholstery, which has aged gracefully in the current owner's care, and maintains the R-Type's elegant and inviting character. Please note that following a period of storage, light recommissioning has been undertaken to awaken it, however, additional attention may be required prior to longer drives. The R-Type is renowned for its touring ability, and this cherished example will undoubtedly offer many more miles of driving joy to its next custodian.



164

1992 Porsche 911 'Type 964' Turbo 3.3 Coupe

VIN. WPOAA2966NS480089

3,299cc Air-Cooled DOHC Turbocharged,
Intercooled Flat 6 Engine
Electronic Fuel Injection
320bhp at 5,750rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- An outstanding example of the rapid and rare 964 Turbo
- Classic Guards Red over Beige livery
- Enthusiast owned and maintained
- Well optioned and with just 17,600 miles shown at the time of cataloguing
- One of just 289 US Cars for the '92 model year



\$230,000 - 330,000





THE PORSCHE 'TYPE 964' TURBO

Representing a major step forward for the 911, the new Carrera 4 and Carrera 2 - code named '964' - were launched in mid-1989, the former marking the first time that 4-wheel drive had been seen on a series-production 911. Retaining the familiar 911 profile, the 964 was modernized with smoother, better integrated bumpers, new exterior mirrors, and subtle aerodynamic tweaks. Porsche experimented with 4-wheel drive on the 959 supercar, and many of the lessons learned from that project influenced the design of the 964's chassis and suspension. Power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transaxle were standard. Although the normally aspirated duo shared the same 3.6-liter, 247bhp, flat-six engine, the 2-wheel-drive Turbo kept its existing 3.3-liter unit, but considerably reworked with a new turbocharger and more, developing a heady 320bhp.

Thanks to the dramatically flared arches and 'whale tail' rear spoiler (necessary to clear the massive intercooler) the 964 Turbo shows its direct lineage to the legendary 930 Turbo. The 964's revised trailing arm and coil-over damper rear-suspension tamed the old 930's 'widow maker' reputation, while the engine improvements boosted its already blistering performance. The Turbo 3.3 and its later 3.6 stablemate were produced in very limited numbers, representing the final and ultimate refinement of the classic Porsche 911 Turbo concept before the advanced all-wheel-drive 993 Twin Turbo took its place.

THE CAR OFFERED

Classically presented in Guards Red (code 80K) over Beige leather upholstery, this 1992 '964' Turbo is an exceptionally well-preserved example of the legendary Porsche supercar. The 17,600 miles shown at the time of cataloguing is reported to be true, and the accompanying CARFAX report helps support the claim. The car has enjoyed a cherished existence in the hands of a series of passionate enthusiasts, most recently with an Arizona based collector. It is well-optioned with power windows and seats, a factory CD player, electric sunroof, 48-state emissions, and the Exclusive Options code 09991, which typically corresponds with additional leather trim. The excellent interior highlights the Turbo's traditional position as the luxury and performance leader in the lineup.

In superb condition all around, this Turbo 3.3 sits aggressively on its factory 17-inch Cup wheels, shod with Michelin Pilot Sport A/S tires tucked into the wheel arches. The undercarriage is exceptionally tidy and further supports the mileage, with factory assembly marks still visible and signs of attentive maintenance such as recent Bilstein dampers.

With just 289 examples delivered to the USA in 1992, the 964 Turbo 3.3 ranks highly among late model Porsche collectors. Considering their exceptional all-round useability, well-preserved cars such as this are increasingly scarce and most certainly worthy of careful attention.

165

2010 Ferrari 599 GTB Fiorano - EAG 6-Speed Manual Conversion

VIN. ZFF60FCA6A0174952

5,999cc DOHC 48-Valve V12 Engine
Electronic Fuel Injection
611bhp at 7,600rpm
6-Speed Manual Transaxle (See Text)
4-Wheel Independent Suspension
4-Wheel Carbon Ceramic Disc Brakes

- Beautifully presented and in excellent condition
- Just 6,750 miles shown at cataloguing
- Manual 6-Speed conversion by European Auto Group, Texas
- Optioned with Daytona Seats, 20-inch Wheels, and more
- Elegantly and appropriately finished in Black over Black leather

\$175,000 - 225,000





THE FERRARI 599 GTB

Introduced at the 2006 Geneva Motor Show, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after hallowed grounds associated with the marque such as Modena and Maranello. Having favored the mid-engined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari surprised everyone when it unveiled the 550 Maranello. The 550's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engine V-12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. The 599 was the latest in this noble line that stretched all the way back to the 250GT of the early 1960s. The 599 represented a huge leap forward as Ferrari abandoned the tubular steel chassis of the 550/575, adopting an advanced, lightweight all-aluminum chassis which increased stiffness significantly. Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin, raised haunches and aggressive stance seemed the very definition of the term 'sports car'.

The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-liter V12 was a reworked version of that found in the mighty Enzo supercar. Developed as part of Ferrari's Formula 1 program, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds. With 611 bhp at a screaming 7,200 rpm, face-melting performance is assured.

THE CAR OFFERED

The fabulous and exclusive Ferrari supercar offered here was completed at the factory - adjacent to the namesake Fiorano test track - in July of 2010. Built to USA specifications, it was delivered new via Ron Tonkin Ferrari in Oregon, with an MSRP of \$338,695. Finished in black over black leather, the accompanying window sticker lists optional equipment including red brake calipers, Scuderia Shields, Daytona-style seats, contrasting stitching, and 20-inch "monolithic" wheels. The accompanying CARFAX Report shows regular mileage updates, and consistent servicing at dealers in Oregon, Honolulu, Hawaii, California, and Arizona. Mileage entries are consistent with the car's exceptionally low mileage – approximately 6,750 recorded at the time of cataloguing.

Setting this car apart from the crowd is the six-speed manual conversion, performed by the noted experts in the field, European Auto Group (EAG) of Texas. Utilizing the existing gearbox EAG adapts factory parts, and their own components to remove the hydraulic shifting mechanisms, putting the job of gear selection back where it belongs – in the driver's right hand, via a classic gated shifter, topped with a polished alloy ball.

The car will be accompanied by a copy of the original window sticker and a clean Carfax report. With just 6,750 miles on the odometer at the time of cataloguing, this exclusive Grand Touring Berlinetta Ferrari is ready to thrill its next custodian with the sort of raw performance and character that only a Ferrari with a big V12 up front can provide.



166

1963 Porsche 356B Carrera 2 Sunroof Coupe Coachwork by Reutter

Chassis no. 123845

Engine no. P 97236 (See Text)

1,966cc DOHC Flat 4-Cylinder Engine
Dual Twin-Choke Solex Downdraft
Carburetors
130bhp at 6,200rpm
4-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel ATE Disc Brakes

- Fantastic example of the top-of-the-line 356 Carrera
- One of just 27 Carrera 2s with a factory sunroof
- Highly optioned and presented in original specification
- Exceptional restoration gaining a feature in Classic Porsche magazine

- Original factory Press Car and Demonstrator
- Documented with a Kardex, factory correspondence, and more
- Regularly serviced by 4-cam specialists
- Includes factory tool kit & jack



\$480,000 - 580,000





THE PORSCHE 356 CARRERA 2

Introduced at the 1955 Frankfurt Motor Show, the Porsche 356 Carrera marked the first appearance of this legendary performance car nameplate. Central to the Carrera's spec sheet was the special race-bred engine in development since 1952. Dr. Ernst Fuhrmann was tasked with reworking the classic Porsche flat-four into a world-class race winner, and in his pursuit, he developed significant engineering advancements over the basic pushrod engine. Fuhrmann's work included the addition of twin ignition, a pair of twin-throat Solex carburetors, dry-sump lubrication, and dual overhead-cam valve actuation.

Tested at various races during development, the high-performance four-cam engine was also evaluated by the Porsche staff in their personal 356 road cars, despite being originally designed for use in the 550 Spyder racecars. Eventually determining that the 356 road car provided an opportune platform for the Type 547/1 engine, Porsche used the Frankfurt show to debut the Carrera, named after the famously grueling Mexican road race at which Porsche had dominated the 2-liter class. Initially available in coupe, convertible, and Speedster body styles, the 1600 Carrera GS gained luxurious options over the years, somewhat muting its original performance credentials, but cementing the Carrera as the flagship of the Porsche range.

In September 1961 Porsche addressed this perception with an updated Carrera, exclusively available as a coupe. The original four-cam engine gained more power courtesy of a bump in displacement to two liters, reclassified as the Type 587/1, resulting in the fastest Porsche road car to date. Recognizing such additional power might be a handful for inexperienced customers, Porsche outfitted the new Carrera with ATE disc brakes all around, the first Porsche road car to be so equipped.

Introduced for the 1962 model-year as the Carrera 2, the internally coded GS 2000 featured Reutter's twin rear-grille T-6 body style,

which could easily be mistaken for a standard pushrod 356B were it not for the dual exhausts emerging from a distinctive apron under the rear bumper valance. Approximately 310 examples of the Carrera 2 were made in total. Claiming rarity, performance, and the prestige of being the pinnacle of 356 Carrera development, the Carrera 2 is among the most desirable of vintage roadgoing Porsche cars, a veritable cornerstone of the Stuttgart legend.

THE CAR OFFERED

It is said that "every car has a story", but of course, some stories are more interesting than others. The marvelous 1963 356B Carrera 2 Grand Sport offered here indeed has an unusual story in that for the first two years of its life, it was in the custody of the Porsche factory, a proud workhorse in their press and promotional fleet.

The Baron Huscke von Hanstein, a title he enjoyed due to his family's having been titled landowners prior to WWII, had been a handy amateur racing driver in his youth, and after the war landed on his feet with a position alongside Dr. Ferdinand Porsche at his fledgling sportscar business. Von Hanstein recognized the need for good marketing and with Porsche's full support, created an ambitious PR and racing program that paid great dividends through the 1950s and 60s.

In his multifaceted role as Racing Director, Press Director, VIP Director, and head of public relations, the always colorful von Hanstein enjoyed access to virtually anything the company produced. After this well-equipped Carrera 2 coupe emerged from the assembly line on the first of April, 1963, it was assigned to the Works Press Office as a "Werkseigenerwagen". Von Hanstein almost certainly enjoyed some time behind the steering wheel. A period photograph shows this car parked in the snow outside the factory, and another, in von Hanstein's biography by Tobias Aichele, shows the Count installing skis to what is almost certainly this car.



As delivered, this Carrera 2 coupe was fully equipped with an optional Eberspacher gas-electric auxiliary heater, retractable sunroof, three-point seatbelts for driver and front-seat passenger, an exterior thermometer, and a clock mounted to the glove-box door. There is a Blaupunkt multi-band radio, speaker, and antenna, a pair of fog lights, and of course, the Carrera's signature rear exhaust apron.

This car's factory Kardex includes hand-entered notes on maintenance performed at Zuffenhausen through 1965 and into 1966, with the odometer recording some 62,000 km. By that time the car had been sold to its first private owner, Kar Krafft & Söhne GmbH in Duren, Germany, where Mr. Eberhard Hess used it for business travel. Correspondence on file from Mr. Hess documents that he found the original engine consumed a lot of oil, so he returned it to the factory where an already-broken-in replacement was installed (numbered P 97004), thus resolving the matter. Alas, on one of his winter trips, Hess was involved in a minor crash on the A3 between Köln and Frankfurt. While he escaped injury, there was some front-end body damage, and after receiving an insurance settlement, Hess decided to sell the car – about which he later expressed much regret! He'd only enjoyed it for a year. Documentation then grows thin, but around 1970 or so, it appears the Carrera passed through the hands of a Mr. Kurt Kosel in Krefeld. Around this time, the engine was overhauled by H&H Borgmann, an air-cooled specialist in Krefeld. It was eventually sold to a Mr. Haron of New York City. At that time, the sale included a spare two-liter four-cam engine, a set of steel 5.5" wheels, and a wood-rimmed steering wheel, which is perhaps the one adorning this car today.

In 1978, this car returned to the UK, was inspected and issued a new MOT and registration papers. The Carrera may have spent some time in France before returning to England and was placed in long-term storage.

Around 1998, it finally came into the hands of noted UK Porsche specialist Roger Bray in Exeter. A lengthy and detailed restoration ensued, including the shell being placed into a rotisserie and stripped to bare metal, with corrosion replaced as needed, after which the car was resprayed in its original Light Ivory paint, per the Kardex. Mr. Bray took great pains to retain as much of this car's factory-installed parts and trim; the black leatherette and Pepita cloth interior with charcoal square-weave carpeting and black rubber floor mats is highly original. The engine, which is understood to be the third such unit fitted to this car, was fully rebuilt by noted northern California Porsche racing shop owner Bob Garretson and is described as being in fine running order, with receipts on file showing regular maintenance, including new cam shafts and lobes fitted in 2016 by Prill Porsche Specialists in Halstead, Essex, UK, and a rebuilt dynamo and carburetor tune by JAZ Porsche in 2021. JAZ serviced the car in August 2023, during which time they performed a cold leakdown test, reporting less than 15% leakdown across all four cylinders.

Soon after its completion, this car and its intriguing history enjoyed a six-page feature in the August, 2013, issue of Britain's "Classic Porsche" Magazine, and soon after was acquired by the current owner. It is supplied with a large file of receipts and literature, a correct spare wheel dated 8-62, and what appears to be its original jack and a partial tool roll.

This very rare and desirable Carrera 2 is brimming with character, needing very little to prepare it for the show field, while also being wonderfully suited to regular enjoyment on tours, rallies and events where it's brilliant race-bred engine can be unleashed and savored at full song.





167

1970 Oldsmobile 442 W-30 Hardtop Coupe

Chassis no. 344870M271267

Engine no. 30M271267

455ci OHV V8 Engine

4-Barrel Rochester Carburetor

370bhp at 5,000rpm

3-Speed Automatic Transmission

Independent Front Suspension, Live Rear Axle

Front Disc, Rear Drum Brakes

- A rare high-performance Olds with Big Block power
- Numbers-matching 455 engine
- Desirable, well-appointed high-performance W-30
- Eye-catching Sebring Yellow over black upholstery

- Documented with Broadcast Sheet
- Retains correct W-30 lightweight hood, with functional air scoops
- Optional rear deck spoiler
- Factory air conditioning, AM Stereo, 8-Track player, power windows

\$80,000 - 100,000
Without Reserve





THE CAR OFFERED

When Pontiac fired the opening salvo in the muscle car wars with its 1964 GTO, rival GM division Oldsmobile became increasingly eager to shake off its stodgy image with a performance car of its own. When the GTO hit the streets, Oldsmobile went on the defensive, introducing the Cutlass-based 4-4-2 (later, 442), which brought Olds right into the heat of the street scene, and like many other cars of the era, it grew in size, displacement, and power throughout the 60s and into the 70s. By 1970, the Oldsmobile Cutlass 442 was a major player, offering massive power and performance, with more comfort and convenience options than its rivals Chevrolet or Pontiac. It was, in effect, a grown-up muscle car. GM had dropped its displacement cap, and Olds responded by shoehorning the 455 cubic inch engine into the mid-sized Cutlass shell. The 1970 442 W-30 Coupe presented here from the Golden State Muscle Car Collection is a great example

of Oldsmobile's flagship tire-shredder, and the pinnacle of Oldsmobile muscle. Above the standard 442, the W-30 added a fiberglass hood with fresh air intake, aluminum intake manifold, revised carburetor, new camshaft and low-restriction air cleaner resulting in 370bhp and a stonking 500 ft-lbs of torque. Along with the W-30 option as indicated on the Broadcast Sheet, this car is finished in the special color of Sebring Yellow with black stripes, red wheel-well accents, and a factory rear spoiler. Reflecting its 'grown up' market position, this car also features factory air conditioning, an AM stereo, 8-track player, and power windows. This W30 Coupe is well detailed and presented overall, and is believed to retain its original 455 engine, as indicated by the matching engine and chassis serial number stampings. Unapologetically brash in its black and yellow livery, this rare and exciting Oldsmobile W30 is a difficult prospect to ignore.



168

1964 Porsche 356C 1600 Coupe Coachwork by Reutter

Chassis no. 127475

Engine no. 730768

1,582cc OHV Flat 4-Cylinder Engine

Twin Carburetors

75bhp at 5,200rpm

4-Speed Manual Transaxle

4-Wheel Independent Suspension

4-Wheel Disc Brakes

- Very appealing in black on black
- Desirable final evolution of the 356 series
- Well maintained older restoration
- Ideal for touring wine country or on classic rally events

\$75,000 - 100,000
Without Reserve





THE CAR OFFERED

Since it first hit the scene in 1948, Porsche's 356 evolved to become one of the world's greatest sports cars. Steady evolution saw countless improvements and several new models as Porsche improved quality, performance, and refinement. The ultimate evolution of the series was the 356C, which arrived in late 1963, built on the success of the 356B. While outwardly to the final T6 356B, the C sported four-wheel disc brakes – first seen on the 2-liter Carrera 2 – among numerous detail improvements, such as a new ZF steering gear and a compensating spring at the rear to calm the swing axle rear suspension. Available engines, both of 1.6 liters, were the 75bhp 'C' and 95bhp 'SC', the latter replacing the Super 90.

Few experiences in motoring compare to the joy steering a 356 along a winding ribbon of tarmac. This lovely black-on-black 1964 Porsche 356C Reutter Coupe fits that bill well, with an older restoration finished to such a standard that you'll be reaching for the keys at any opportunity. Oozing with class and cool, this car's chrome wheels and polished window trims subtly highlight the elegant form. The simple, stylish cabin is trimmed in black upholstery, with charcoal square weave carpets, authentic rubber mats, as well as a period-style radio and factory VDO clock. By the numbers, the 1600 engine serial number is consistent that of the chassis as a late '63 production date, Reutter-bodied 1600. It is quite apparent why the 356 features in so many significant collections, and this appealing C coupe provides all you need for your classic motoring adventure.



169

1981 Porsche 924 Carrera GTR

VIN. WP0ZZZ93ZBS72010

1,984cc SOHC Turbocharged,
Intercooled Inline-4
Bosch/Kugelfischer Fuel Injection
375bhp at 6,400rpm
5-Speed Manual Transaxle
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- One of just 17 customer race cars built at Weissach
- Reportedly never raced in period
- The ultimate transaxle Porsche for privateer racers
- Delivered new to Japan, and used sparingly since

- Exceptionally original, unmodified condition
- Recent full fluid service by Porsche North Houston including fuel and oil change

\$450,000 - 550,000





THE CAR OFFERED

In the late 1970s, Porsche began developing the new water-cooled 924 Turbo into a full-fledged racing weapon, with the aim of taking on the 24 Hours of Le Mans. Contrary to Porsche's usual objective of overall victory, the directors instead charged motorsport boss Norbert Singer to show Porsche customers and skeptics that the front-engine, water-cooled, Audi-powered 924 was indeed a "real Porsche." At the 1980 running of the 24-hour classic, Porsche entered three purpose-built 924 prototypes in the then-new GTP category. Despite some teething problems for two of the three works cars, the 924 GTP of Jürgen Barth/Manfred Schürti finished 6th overall and 3rd in the GTP class – an impressive debut and definitive response to those who doubted the 924's capability.

Three distinct customer versions of the 924 were born of this racing program. The road-going 924 Carrera GT, the lightened and focused Carrera GTS homologation special (including the lightweight, caged Club Sport model), and the full-fledged customer racing machine, the Carrera GTR. The latter was a direct descendant of works GTP program, and 17 cars were produced at the Weissach race department for customers around the world, with several coming to the USA to run in the booming IMSA sports car series. The GTR was stripped to the essentials with an integrated aluminum roll cage, massively widened lightweight bodywork, and a dry-sump engine belting out 375 horsepower at 6,400rpm. It also had fully adjustable suspension with titanium springs, 917-derived disc brakes, BBS center-lock 3-piece wheels, and 100% locking differential. At a scant 2,050 pounds, the featherweight 924 GTR could top 180mph in race trim.

As a razor-sharp motorsport tool, most GTRs saw duty on track, with at least 9 heading to Le Mans through the years, and taking starring roles in the hotly contested IMSA GTO category, with the likes of Porsche legends Brumos, Kremer, and Al Holbert fielding entries as well as privateers. As sometimes happens, at least one or two of the 17 built escaped the ravages of track use, only to reemerge as the ultimate collector's Transaxle Porsche.

This remarkable 924, sequence number 72010 is believed to be one of just two customer GTRs sold new to Japan. The importer immediately put it in storage for about two years, before selling it to a Japanese businessman, who in turn put it on display in his private collection. It is said to have come out its garage display once a year to be transported to Porsche specialists for annual service and run occasionally to ensure fluids could circulate in the engine. It has been said that the car ran a few times at Suzuka and Fuji, though no record exists of the car having been raced. In 2016, had found its way to the UK, and was sold that year.

Having never been run in the heat of competition, this incredibly special 924 GTR remains in exceptionally original condition and is undoubtedly one of the most original, unmolested Porsches we have ever encountered. As one of just 17 924 GTRs built, and one of the only ones never raced, it represents a truly one-off opportunity to acquire the ultimate transaxle Porsche, and a significant milestone in Stuttgart's storied motorsport history.

Offered on a Bill of Sale



170^Ω

1965 Rolls-Royce Silver Cloud III LWB Saloon

Chassis no. LCEL61

6,230cc OHV V8 Engine

2 SU Carburetors

Est. 220bhp

4-Speed Automatic Transmission

Front Independent Suspension - Live Rear Axle

4-Wheel Hydraulic Drum Brakes

- Delivered new to Mohammad Reza Pahlavi, the Shah of Iran
- Desirable left-drive, long-wheelbase model with division
- Offered from a private collection
- Accompanied by copies of its Rolls-Royce Build Sheets
- Exquisite Rolls-Royce, hand built for royalty

\$175,000 - 225,000





THE SILVER CLOUD III

Facing increasing competition from rivals and with development of the venerable six-cylinder engine nearing its end, Rolls-Royce turned to V8 power for the 1960s. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that Crewe would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminum-alloy V8 engine.

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



THE CAR OFFERED

Of the Silver Cloud III series, the long-wheelbase saloon is considered by many to be among the most desirable factory models. Chassis LCEL61 is such an example: A left-drive, long wheelbase saloon, built to order in late 1964 for Mohammad Reza Shah Pahlavi, the Shah of Iran. Factory production records show it was ordered by "H.M. Ambassador in Persia," and beyond its standard fittings, it also came equipped with a division window, flagstaff mounted behind the radiator mascot, 'tropicalized' cooling system, manual windows, and was finished in Masons Black with a single gold coach line, over Beige Connolly Vaumol leather.

A photo on file shows His Highness in full uniform, smiling from the back of the Rolls-Royce and accompanied by his wife, Empress Farah Palavi. Eventually, the Rolls-Royce was retired and sold, and it found its way to a collector in New Jersey. In 2009, via an East Coast dealer, it joined the consignor's collection where it has been kept in good company with other Rolls-Royce and Bentley cars. Presented in its original livery, the Silver Cloud III is accompanied by a file containing factory build records, select receipts, and information related to its time on official duty in Iran. Following extended storage, light recommissioning has been undertaken, and additional attention may be required prior to longer drives.

A motorcar indeed fit for royalty, this handsome long-wheelbase Cloud III ticks all the boxes with its desirable fittings and fascinating history.



171

1965 Shelby GT350

Chassis no. SFM 6S1226

289ci OHV V8 Engine

Single 4-Barrel Carburetor

400bhp at 6,000rpm (estimated)

4-Speed Manual Transmission

Independent Front, Live Axle Rear

Suspension

Front Disc, Rear Drum Brakes

- An original 1966 Shelby GT350
- Documented and recognized by the Shelby Registry®
- Modified from a road car to competition specs
- An active and well-prepared racer, with a recent engine rebuild
- Veteran of the Monterey Historics, widely eligible for vintage motorsports

\$140,000 - 170,000





THE SHELBY GT350

Hot on the heels of the Ford Mustang's sensational debut at the World's Fair, legendary Texan racing driver Carroll Shelby was charged with turning Ford's new 'pony car' into a race winner. Shelby put the Mustang through its paces, squeezing 306bhp from the K-Code 289, shedding weight, and tweaking the chassis and brakes for handling. Like the Cobra before it, Carroll Shelby created an icon of American motoring, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalizing on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-liter) small-block V8 producing 306bhp, with considerably more power available in race versions. The chassis and running gear were updated appropriately to cope with the GT350's increased performance, with well-judged exterior enhancements giving it a purposeful race-bred look, which is widely emulated by legions of passionate Mustang owners.

THE CAR OFFERED

According to the Shelby Registry, this 1966 Shelby GT350, chassis SFM 6S1226, was shipped from Shelby American to High Performance Motors of El Segundo, California, in March of 1966. Originally finished in Guardsman blue with white Le Mans stripes, it came equipped with a radio, Detroit Locker rear axle, and roll bar, for a total invoice of \$4,007.20. The first owner is listed as Mr. Green of Atlas Auto Leasing in Beverly Hills, and factory service records note a minor warranty repair in June of 1966, at 4,593 miles.

Subsequent owners included well-known Shelby man Craig Conley of Santee, California, Jeffrey Conley of Tolland, Connecticut, and Arthur Miller of Santa Barbara, California who acquired the Shelby in 1998. In Mr. Miller's care, 6S1226 was converted to GT350 R-Model specifications and fitted with a roll cage for vintage racing.

Still in its classic livery of Guardsman Blue with white Le Mans stripes, period-correct visual updates to R-Model specs include the fiberglass front apron, brake-cooling side scoops, grey-finish Torq-Thrust wheels, and a factory style lightweight Plexiglas rear screen. It is said to retain the limited slip rear axle (a necessary fitment for competition), and Koni dampers. Its current steward, an active vintage racer and collector, has consistently enjoyed the car in racing events around the country, including Monterey Historic Automobile Races at Laguna Seca.

Under current ownership, 6S1226 has been looked after by the respected ArrowLane Racing, who report it to be a very well-sorted, good handling car needing little more than a new driver to go racing. The engine is said to be a fresh build with just 2 races under its belt, and it has been recently serviced. Widely eligible for historic events worldwide, this presents an excellent opportunity to break into the world of vintage racing with a proven, and well sorted example of the legendary Shelby GT350.



172

1970 Webster Formula 5000/Indianapolis Single Seater

- Rip-snorting 5-liter Gurney-Weslake V-8
- Built to American Formula AVF5000 rules
- Just three owners from new
- Refurbished by J & L Fabrications
- Astonishing attention to detail and quality
- Formerly of the Tom Armstrong Collection



\$120,000 - 150,000





THE CAR OFFERED

Road racing in America was in full flower in 1968, when the SCCA applied its wild, unbridled Can-Am concept to single seaters, opening up the regulations to 5-liter stock block engines. This opened the previously lackluster Formula A up to the well-developed small block V8s from the no-holds-barred Trans Am series. Relatively inexpensive, reliable, and tuned by a generation of experienced hot rodders, Formula A morphed into Formula 5000 and spread rapidly around the globe.

But nowhere did F5000 flourish more than in the continent where it originated. AAR Eagle, Lola, McLaren, Surtees, Shadow and Chevron all built fine F5000 race cars. The best teams in North American racing fielded entries, piloted by the likes of Denny Hulme, Bruce McLaren, Jim Hall, Mark Donohue, Peter Revson, Dan Gurney, Lothar Motschenbacher, Sam Posey, Jerry Titus, Chuck Parsons, John Surtees, Brian Redman....a litany of world-class talent. It was a natural landing place for Champ Car teams, too, with good money, prime competition, and similar mid-engine chassis regulations.

Some of the most innovative, finely calculated F5000 cars were constructed by Champ Car builder Jerry Eisert. Eisert, an independent mechanic and constructor, had worked with J. Frank Harrison to field Chevrolet-powered mid-engine cars in the late Sixties. A meticulous craftsman, Eisert also was an innovator. His 1965 Harrison Special not only employed a monocoque tub but also was the first car at Indy to use a wing to increase aerodynamic downforce. It was recognized that year with the Mechanical Achievement Award for imagination and skill in design.

Eisert's Chevrolet-powered Harrison Specials featured drivers including Al Unser, Sr., Johnny Rutherford, Peter Revson, Greg Weld, Ronnie Duman, Jerry Grant, Gary Congdon, Billy Foster and Roger McCluskey. One of his Chevy-powered Champ cars won the 1965 Pikes Peak hillclimb with Al Unser behind the wheel. Eisert's Harrison Specials frequented USAC road courses of the period, usually with Chevrolet power but occasionally with a 255 cubic-inch Ford, and the Eisert/Harrison partnership continued through 1967. Eisert's experience ranged from hot rods like the So-Cal Coupe which he owned and raced in the late 50's through the Lotus and Ferrari sports-racers of Frank Arciero, to the Harrison Special Champ cars and Webster's F5000. Jerry Eisert eventually became crew chief for Dan Gurney's All American Racers USAC team.

SCCA Formula 5000 was in its infancy when Eisert designed a beautiful, low, nearly wedge-shaped car that epitomized the most advanced current thinking in chassis and suspension design and aerodynamics.

One of them, the car offered here, went to Marvin Webster, a manufacturer of gearsets for the racing industry, and in 1972 Eisert prepared it for Webster to take to the Indianapolis 500, but it didn't attempt to qualify in 1972 or 1973. After Indy, it returned to its F5000 configuration and was raced sparingly. Never damaged, it was eventually retired and stored at Webster's gear company in Mill Valley, California, from where previous owner was able to buy it in 1987, noting it's condition at the time was such that it needed only careful re-commissioning, a task he entrusted to J & L Fabrication, with special attention paid to retaining its originality. Even the original race-worn original upholstery remains on the driver's seat!

The previous owner was quick to point out the exceptional quality of Eisert's construction and the car's innovative design. The current engine is a rip-snorting Gurney-Weslake V8 with four Weber carburetors and Webster's preferred eight upswept exhaust pipes. Admittedly, the pipes don't do much for performance but boy, do they sound magnificent! "It had slide throttle fuel injection when I bought it," the past owner recalled, which came on so suddenly "the first time I took it to the track I had three spinouts in the same lap."

Sparingly vintage raced from 1988 through 2003, it has been reported to drive very nicely, with the powerband tamed by the Webers. In recent years, it has seen less activity, and as with any vintage racing car, inspection and service should be performed before any outing. Menacing and purposeful in its black and red livery and aggressive wedge-shaped form, Eisert's Webster Special is arguably one of the best looking F5000 cars ever created. It is also one of the best built, as the quality, craftsmanship, and meticulous attention to detail in Eisert's cars is the stuff of legend.

So much history, so many famous drivers, and American ingenuity and craftsmanship, all embodied in this superb Eisert Webster Special Formula 5000 race car.

Offered on a Bill of Sale





\$35,000 - 55,000
Without Reserve



173^Ω

1965 Rolls-Royce Silver Cloud III Saloon

Chassis no. LSHS113
6,230 cc OHV Alloy V8 Engine
Twin S.U. Carburetors
Approximately 185bhp
4-Speed Automatic Transmission

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

- Desirable left-hand drive, USA specification example
- Canadian ownership history since new

- Equipped with air conditioning and electric windows
- Accompanied by factory production records
- Offered out of long-term ownership

THE CAR OFFERED

Upon its introduction in 1955, the Rolls-Royce Silver Cloud assumed its role as the Gold Standard of luxury automobiles throughout the 1950s and early 1960s. The car represented a huge leap forward in terms of modern construction for the company.

Factory documentation shows that this Silver Cloud III, chassis LSHS113, is an original USA-specification car in left-hand-drive, which was delivered new via Rolls-Royce of Canada Ltd. It left Crewe in Masons Black over beige leather, with Cumberland Stone carpets and a fawn headliner. Factory fittings include air conditioning, electric windows, electric aerial,

and Sundym glass. The original owner is listed as Major T.J.R. Bright of Ottawa, Ontario, and the ownership card shows it later transferred to Lt. General Robert William Moncel, OC, DSO, OBE, CD, a decorated World War II hero who served in the Canadian Army.

In current ownership, LSHS113 has been kept in good company with several other classic Rolls-Royce and Bentley automobiles. At some point, the body sides were painted red, contrasting the black upper surfaces and lending it a distinctive appearance. The cabin is in fine order, with a pleasingly broken-in character on the leather surfaces. Please note that following a period of storage, light

recommissioning has been undertaken to awaken it, however, additional attention may be required before more extensive use. Ideal for RROC tours and other driving events, it is surely among the most elegant ways to make a statement as you waft into your local Cars & Coffee.





\$20,000 - 25,000
Without Reserve



174

1959 Austin-Healey 'Bugeye' Sprite MK I Roadster

Chassis no. AN5L/16797

1,275cc OHV Inline 4-Cylinder Engine
Weber Twin-choke Carburetor (see text)
Est. 65bhp at 5,800rpm

4-Speed Manual Transmission
Front Independent Suspension - Live Rear Axle
4-Wheel Hydraulic Drum Brakes

- Beautifully presented 'Bugeye' Sprite Mark I

- Tastefully upgraded with era-appropriate performance upgrades
- A fun and iconic little British Roadster
- Factory-delivered left-hand drive example

THE CAR OFFERED

This lovely Austin-Healey 'Bugeye' Sprite Mark I benefits from a beautiful restoration with a host of period-appropriate performance upgrades, giving the light and nimble British sportscar surprisingly capable performance. Completed at the Abingdon Sprite production line during May of 1959, this little roadster was equipped in left-hand drive and shipped off to the sports car hungry US market from new.

The performance-oriented restoration on this Sprite included upgrading the engine to a 1,275cc unit with a better flowing aluminum cylinder head - a bolt on upgrade

- and fitment of a high-performance Weber carburetor. Further work included fitment of a new sway bar, radiator, performance exhaust system and header, electronic ignition and alloy water pump. In mid-2024, additional work was carried out on the wipers, electrics, and ignition system, as well as fitment of a new oil pressure relief valve. Today the charming little 'Bugeye' (or 'Frogeye,' depending on your locale) presents in fine order in period-correct Sprite Mark I 'Cherry Red' paint and running on era-appropriate Minilite alloy wheels. Inside the cozy (yet surprisingly accommodating) 2-seater cockpit, the bucket-style seats were re-trimmed in

black, and a period-correct Motorola radio adorns the dashboard. A tonneau cover, side curtains, Heritage Certificate and recent service records are included. This charming 1959 Austin-Healey Sprite Mark I is a very tidy and high-performing example of the iconic and instantly recognizable little British sports car.





\$55,000 - 65,000
Without Reserve



175^Ω

2005 Aston Martin V12 Vanquish S

VIN. SCFAC423X5B501549

5,935cc DOHC V12 Engine

Electronic Fuel Injection

520bhp at 7,000rpm

6-Speed Automated Manual Transmission

Double Wishbone Front/Rear Suspension
with Coil Springs

4-Wheel Ventilated Disc Brakes

- Finished in classic Tungsten Silver over Obsidian Black

- Two owners from new, with approximately 12,700 miles shown
- Desirably optioned example
- Includes window sticker and fitted car cover
- Hand-crafted aluminum body panels and leather interior

THE CAR OFFERED

The Vanquish S debuted as a 2005 model, featuring power upgrades and other refinements that put Aston Martin's twelve-cylinder super-GT into the ultra-exclusive 200mph+ supercar club. Distinguishing the 'S' from the standard Vanquish were a revised and enlarged grille, an aero front 'splitter' and the rear spoiler built into the boot lid.

Offered in the U.S. through 2006, the Vanquish S continued in other markets into 2007. The very last Vanquish S, completed on July 19, 2007, was also the final car hand assembled at the automaker's famed Newport Pagnell works—the firm's then-new owners transferred all car production to a new facility. During its 2013 centenary, Aston Martin revived the Vanquish name for a new flagship V12 super-

GT, acknowledged the significant contributions the highly regarded 2001-2007 Vanquish and Vanquish S cars made to the company's rich heritage. Offered from long-term stewardship in a private collection, this 2005 Vanquish S is a well-optioned and attractive example finished in Tungsten Silver over an Obsidian Black leather cabin – a shade that is to the Vanquish like 'Silver Birch' is to a DB5. This two-owner car was delivered new to California and was acquired by the current Canadian owner in 2009. The accompanying window sticker shows desirable options including 2+2 seating (a \$6,350 addition), satellite navigation, painted calipers, reversing sensors, heated front seats, a heated windscreen, and more, bringing the original sticker price to a heady \$269,035.

In the ensuing years, this Vanquish S has covered 12,761 miles, and is accompanied by select service receipts, a copy of the window sticker, a clean CARFAX report showing ownership in California and Quebec, associated ownership documents, and a fitted car cover. Following extended storage, light recommissioning has been undertaken, and additional attention may be required prior to longer drives.

Steeped in the finest traditions of hand-built craftsmanship, yet possessing 21st Century supercar performance and handling, the Aston Martin Vanquish S is a wonderfully capable and immensely grand expression of the bespoke British sports car.





\$35,000 - 55,000
Without Reserve



176^Ω

1963 Rolls-Royce Silver Cloud III

Chassis no. LSCX689

6,230 cc OHV Alloy V8 Engine
Twin S.U. Carburetors
Approximately 185bhp
4-Speed Automatic Transmission

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

- Desirable left-hand drive, USA specification example
- The ultimate development of the legendary

Silver Cloud series

- In original ownership for approximately 30 years
- Originally Masons Black over Beige
- Believed to have just two owners from new

THE CAR OFFERED

Essentially from the moment the first Rolls-Royce Silver Cloud rolled from the factory at Crewe, it was seen as the Gold Standard of luxury automobiles, a crown which it maintained throughout its lengthy production. The Silver Cloud represented a huge leap forward for Rolls-Royce in terms of modern construction. No longer was Rolls-Royce solely a chassis manufacturer, and the Cloud/S-Series was sold as a complete car with factory-built bodies, relegating custom coachwork to being the exception rather than the rule. The 1959 model year saw the arrival of the long-awaited all-alloy V8 engine in the Silver Cloud II. It was refined to its ultimate spec in 1963 as the Silver Cloud III, to include a significant

styling refresh, adding quad headlamps flanking the iconic radiator shell. With standardized factory coachwork, a sophisticated V8 engine, and a chassis honed for ride quality, the Cloud/S-Series ushered Rolls-Royce into the modern era. With its many refinements and iconic looks, the Cloud III remains a top choice among collectors and driving enthusiasts. According to factory production records, this desirable and attractive Silver Cloud III was completed to USA specifications in the classic combination of Masons Black with Beige Connolly Vaumol leather upholstery. The accompanying ownership card lists Eric A. Lindholm of Ft. Lauderdale, Florida, who may have been the original owner, as correspondence on file in his name dates to

the 1960s. At some point, Mr. Lindholm moved from Florida to Montreal, Quebec, Canada, naturally taking his Rolls-Royce with him. Service receipts and correspondence between Lindholm and Rolls-Royce on file place it in his care well into the 1990s. Shortly thereafter, the consignor acquired the car for their collection, where it joined a stable of Rolls-Royces, Bentleys and other fine British automobiles. It should be noted that having come out of a period of storage, light recommissioning has been performed to awaken it, however, additional attention may be required before more extensive use. Having been in the care of just two passionate owners for most of its life, this Silver Cloud III will be sure to satisfy the discerning enthusiast.



177

1999 Rolls-Royce Park Ward Limousine

VIN. SCAZV19E9XCX80254

6,750cc OHV Aluminum V8 Engine
Zytec Engine Management, Light Pressure Turbo
300bhp
3-Speed GM Turbo Hydramatic Automatic
Transmission
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- The final iteration of the Rolls Royce Silver Spur
- Just 16,688 miles from new
- Timeless luxury with hand-built
Rolls-Royce prestige

- Retaining all of its appointments from
new including cathode tv in rear
- One of only 4 built in 1999

\$110,000 - 135,000
Without Reserve





THE ROLLS-ROYCE SILVER SPUR PARK WARD

When introduced in 1980 the Rolls-Royce Silver Spirit was a further development of the Silver Shadow which had been introduced in 1965. Roadholding and comfort, however, were further improved by the introduction of a hydropneumatic suspension designed by Paul Magès and patented by Citroën, which was used by Rolls-Royce under license. Powered by the venerable 6.75-liter Rolls-Royce V8 which first debuted with SU carburation, gaining Bosch K-Jetronic fuel injection to meet ever increasing emissions standards. The final changes included a Garret turbocharger and Zytec engine management to further increase performance and efficiency. Bespoke options and coachwork alterations were available, among the rarest being the 24-inch extended wheelbase Silver Spur Park Ward limousine with partition, of which 49 were produced from 1996 to 1999, even as the main production shifted to the Silver Seraph in 1998.

THE CAR OFFERED

Factory records indicate this car, chassis CX80254, began life in the spring of 1998, as the first in a series of four final Park Wards produced. CX80254 was completed in the fall of 1998, destined for the USA market, specified in Black paint over Stratos Connolly hides with Springfield pattern seats (button-tufted upholstery as opposed to pleated) and contrasting Slate piping. As this Rolls-Royce is a long wheelbase with partition, the division cabinetry is an incredible piece

of English craftsmanship. Veneered in a swath of exotic woods, the cabinet contains two jump seats allowing a six-person passenger capacity plus driver. It additionally contains a period cathode Grundig television, Clarion VHS player and Alpine head unit. In the rear passenger compartment, there is also a panoramic moonroof with electrically operated shade as well as electric partition window – fittings which create an incredible space in which to travel. To commission a car like this today would undoubtedly be an eye-wateringly expensive proposition.

The Park Ward arrived through the Port of New Jersey and was quickly sold through Newport Beach Cars Inc. of Newport Beach, California. The car was used and enjoyed in California, clearly living a pampered life before most recently making its way to the east coast. Having logged only a scarcely believable 16,688 miles at the time of cataloging, which is believed to be true mileage, it is presented in excellent condition. The consignor reports it has undergone recent servicing and benefits from replacement of both batteries.

The availability of this proper coachbuilt Rolls-Royce presents an opportunity not to be missed and is attractively offered at no reserve. This is quite possibly the perfect accessory to a Rolex Day-Date and a Gulfstream V.



\$70,000 - 100,000
Without Reserve



178

2023 Mercedes-Benz AMG GT 43

VIN. W1K7X5KB3PA056613

2,999cc DOHC, Turbocharged Inline 6-Cylinder Engine
Multipoint Fuel Injection
362bhp at 5,500rpm

9-Speed Speedshift Automatic Transmission, Hybrid Assist
4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Excellent condition, 3,670 miles at cataloguing
- Attractive Cirrus Silver Metallic over Black leather upholstery
- Sub 5-second sprint to 60mph
- AMG performance and style in a practical hatch-back body

THE CAR OFFERED

AMG, now well-established as the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and so many of their creations are highly collectible with a passionate enthusiast community behind them.

More recently, that portfolio has expanded, with AMG now offering a range of sporting GT Coupes and sleek sedans that are unique to the performance division. The GT 43 Sedan utilizes components of the E-Class wagon, extensively developed for performance and handling, and wrapped in a striking four-door coupe body, beautifully melding practicality

with superb performance. Power comes from a turbocharged, intercooled, 3-liter DOHC inline-six complete with hybrid-assist that picks up the slack before the turbo comes on song. Belting out 362bhp, it can push the luxurious four-seater to 60 in 4.8 seconds yet can return respectable economy with a generous cabin for passengers and their wares.

Finished in Cirrus Silver Metallic over Black Nappa Leather, this AMG GT 43 Sedan is a one-owner example with just 3,670 miles recorded at the time of cataloguing, which will likely increase slightly before auctioning. This Mercedes is equipped with a myriad of options including AMG Performance steering wheel, 19" AMG Twin Spoke Wheels, glass sunroof, AMG

light display, Burmester surround sound system, Driver Assistance package to name just a few.

Sold new in California, it has been in the Golden State since new and is presented in excellent order, with a clean CARFAX report showing regular scheduled service and backing the single ownership history. Understated in its classic Mercedes-esque silver over black livery, and with the distinctly muscular lines which define the modern-era AMG, this GT43 Sedan is an outstanding all-rounder performance machine, offered in superb, low-mileage condition.





\$20,000 - 30,000
Without Reserve



179^Ω

1989 Mercedes-Benz 560SL

VIN. WDBBA48D2KA094446

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

4-Wheel Independent Suspension
4-Wheel Disc Brakes

- Rare and attractive Impala Brown over Brazil Leather
- Delivered new to Canada

- Highly original, with 136,323km (84,707 miles) from new
- The final year for the legendary R107
- Exceptional quality and timeless style
- Includes the factory hard top

THE CAR OFFERED

When Mercedes redesigned its famed SL in 1971, there was a lot of equity behind it - after all, when the incomparable 300SL Coupe and Roadster were built fewer than 20 years before, they set the world on fire. In 1963, the next-generation 230/250/280SL brought Mercedes' sports car down to earth, replacing both the incredible 300SL and four-cylinder 190SL with the utmost of refinement, quality, and confidence. For the next SL, Mercedes utilized the mid-size "W114/115" chassis, combined with powerful engines from the large "W116" S-Class, all wrapped in a crisply styled two-seat roadster body, creating a luxurious V8 Convertible that became the longest-running passenger car series ever produced

by Mercedes to date. Even in its final iteration as the powerful 560SL, they remain a prized automotive status symbol and an iconic part of the brand's lineup. In the care of the consignor for the past twenty years, this 560SL is a highly desirable final-year example finished in the appealing, rarely seen shade of Impala Brown Metallic (code 4410). While red, silver, and white dominated sales, SLs in non-traditional colors such as this highlight the R107's elegant side, particularly when paired with this car's 'Brazil' dark brown leather upholstery. Records show this car was delivered new to Canada, nicely equipped with a number of options, including heated leather seats, dark brown soft top, automatic climate control, Becker Grand Prix radio, airbag, and outside temperature

indicator. This 560SL has covered 136,323km (84,707mi, noted at the time of cataloguing), a relatively low figure considering the R107's exceptional build quality and legendary longevity. It is accompanied by partial service records accrued during the consignor's ownership tenure, fabric soft top, and factory hard top. Following extended storage, light recommissioning has been undertaken to awaken it, and additional attention may be required prior to longer drives. This appealing Mercedes-Benz R107 from the final production year will surely make for enjoyable touring, with nearly all the power and amenities of a modern car, but with the unequivocal quality that defines this iconic model.





\$80,000 - 100,000
Without Reserve



180

1967 Jaguar E-Type Series 1 4.2 Roadster

Chassis no. 1E14702

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

- Highly desirable covered headlamp, 4.2-Liter Roadster
- Pale primrose over black livery

- Honest and appealing older restoration
- Includes JDHT Heritage Certificate
- A lovely example for rallies, tours, and driving events

THE CAR OFFERED

Jaguar's legendary 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. For collectors and driving enthusiasts the consensus is that the Series 1 4.2-liter coupe and roadster represent the sweet spot in the E-Type's lineage. Benefitting from numerous improvements over the 3.8-Liter, the Series 1 4.2 introduced a larger torque-rich engine, improved servo-assisted brakes, a fully synchronized gearbox,

and a more comfortable, user-friendly cockpit. While the changes under the skin elevate the E-Type driving experience, the beauty and sex-appeal of the original design is left fully intact. Coveted by enthusiasts around the world, S1 4.2 E-Types are considered essential collector cars, and superb examples are found in the world's most prominent collections. Produced at Jaguar's Brown's Lane factory in February 1967, this left-drive E-Type OTS was sold through dealer Thomas Plimley of Vancouver, Canada, and collected at the factory by its first owner, Dr. A. English. Originally finished in blue over a blue interior, it was subsequently restored in the 1990s and finished in its current shade of Pale Primrose – a factory-offered color from the period. The interior was also retrimmed in

black leather, and a black canvas top fitted. Touches inside include a period Blaupunkt AM radio and AMCO walnut shift knob. The 4.2-liter XK engine is understood to be a replacement unit yet retains authentic fittings including the polished alloy cam covers and triple SU carburetors. An alloy radiator and electric fan are welcome additions. It is reported that new exhaust, wheels, and tires were fitted in 2023, but there are no receipts for the work completed on file. Presented in tidy overall condition and reported by the seller to be a machine that has been a lovely driver for him, this desirable Series 1 4.2-Liter Roadster represents one of the greatest British sports cars of all time and will surely be a welcome entry into an array of rallies, tours, and club events.





\$10,000 - 20,000
Without Reserve



The 127 Dinghy at the '77 Geneva International Motor Show Archive Stefan Dierkes (Registro Pietro Frua)

181

1972 Fiat 127 Dinghy Coachwork by Carrozzeria Frua

Chassis no. 127A1827024
903cc OHV Inline 4-Cylinder
Single Carburetor
45bhp
4-Speed Manual

Independent Front, Transverse Panhard
Rod Rear Suspension
Front Disc, Rear Drum Brakes
• Believed to be the sole example ever
built by Frua

- A delightful 'beach car' at the 1977 Geneva motor show
- In running and driving condition with low original mileage
- Fantastic potential for concours events

THE CAR OFFERED

This wild Fiat 'Dinghy' beach car was commissioned by legendary Italian coachbuilder Carrozzeria Frua and is believed to be the sole example built. Using a 1972 Fiat 127 as its basis, it was reportedly completed around 1977. The concept clearly draws from Ghia's Jolly beach cars (even the name 'Dinghy' recalls the Jolly's origins), but Pietro Frua's design is unique, with a fixed metal roof attached via sculpted pillars. With no doors to fuss with, one can just "hop in and go!" Period photos show this car at the 1977 Geneva International Motor Show along with other Frua creations, wearing wonderful white paint with wooden accents, white wheels and an ultra-70s interior. Acquired by the seller in 2022, believed to be the

car's third owner, it was found in California where it spent most of its life. The consignor purchased the car from the long-term owner who shipped the car from Italy to California sometime around the early eighties. While decommissioned, it spent its days in the dry climate of southern California, and while some minor corrosion is noted in places— as is common for 70s Fiats — thankfully the dry climate kept this corrosion at bay and does not appear to be heavy or widespread. This Dinghy has massive potential for a full restoration back to its original specs, with bragging rights as a one-off Frua creation. Displaying just over 17,700 kilometers on the clock, these are believed to be original. The current 'Totally Rad' multicolored paint job is believed to hail from 1980's... Ya don't say! While

repainted, it is understood to be largely original except for different seats, paint, and a Hurst shifter. The vendor reports the car now runs and drives and has even been regularly driven to local car shows with ease. Accompanying items include a spare set of wheels, which the car was found with upon purchase, spare Fiat 127 steering wheel and various assorted bits. With a straightforward restoration, the delightful Frua 127 Dinghy has amazing potential as a concours car or a unique and stylish shuttle at a summer home. The opportunity to acquire a one-off Italian coachbuilt show car, especially one penned by the legendary Pietro Frua, is a rare one, indeed. This one also happens to come at a fraction of the cost of a one-off Alfa, Maserati or Ferrari — and is arguably just as fun!



Motoring Sales Calendar 2025

February 6

Les Grandes Marques du Monde au Grand Palais
Exceptional Motor Cars and Automobilia
Paris, The Grand Palais Historique

April 13

Goodwood The Members' Meeting Sale
Important Sports & Competition Motor Cars
Goodwood Motor Circuit, Chichester, UK

April

The Spring Sale
Automobilia Online, UK

April

The Spring Sale
Automobilia Online, US

April 26 - 27

The Spring Stafford Sale
Collectors' Motorcycles and Memorabilia
The International Classic MotorCycle Show
Stafford, UK

May 3

The Miami Sale
Miami International Autodrome

May 3

Collectors' Motor Cars, Automobilia, and Luxury
Miami International Autodrome
Miami, Florida, USA

June 6 - 16

Motorcycle Online
Online, UK

June 29

The Bonmont Sale
Important Collectors' Motor Cars
Cheserex, Switzerland

July 2 - 16

The Goodwood Festival of Speed Sale
Automobilia Online, UK

July 11

The Goodwood Festival of Speed Sale
Collectors' Motor Cars and Automobilia
Goodwood House, Chichester, UK

August 15

The Quail Auction
Collectors' Motor Cars
Quail Lodge & Golf Club
Carmel, California, USA

September 5 - 6

The Beaulieu Sale
Collectors' Motor Cars and Automobilia
The National Motor Museum, Hampshire, UK

September 9 -23

The Goodwood Revival Sale
Automobilia Online, UK

September 13

The Goodwood Revival Sale
Collectors' Motor Cars and Automobilia
Goodwood Motor Circuit, Chichester, UK

October 3

The Audrain Concours Auction
Collectors' Motor Cars and Automobilia
Newport, Rhode Island, USA

October 11-12

The Autumn Stafford Sale
Collectors' Motorcycles and Memorabilia
The Classic Motorcycle Mechanics Show
Stafford, UK

October 12

The Zoute Sale
Collectors' Motor Cars
Knokke-Heist, Place Albert de Knokke Le Zoute
Belgium

October 31

The Golden Age Of Motoring
A Sale of Veteran Motor Cars and Related Automobilia
New Bond Street, London, UK

December 10

The Bond Street Sale
Important Collectors' Motor Cars
New Bond Street, London, UK

December 5 - 15

Motorcycle Online
Online, UK

December 2 - 16

The Winter Sale
Automobilia Online, UK

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LES GRANDES MARQUES
DU MONDE
AU

GRAND
PALAIS

The Grand Palais Historique, Paris | 6 February 2025



ENQUIRIES

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Consignments Invited

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ENQUIRIES

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THE **QUAIL** AUCTION

Consignments Invited

Carmel, California | August 15, 2025



ENQUIRIES

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THE AUDRAIN CONCOURS AUCTION

Consignments Invited

Newport, Rhode Island | October 3, 2025

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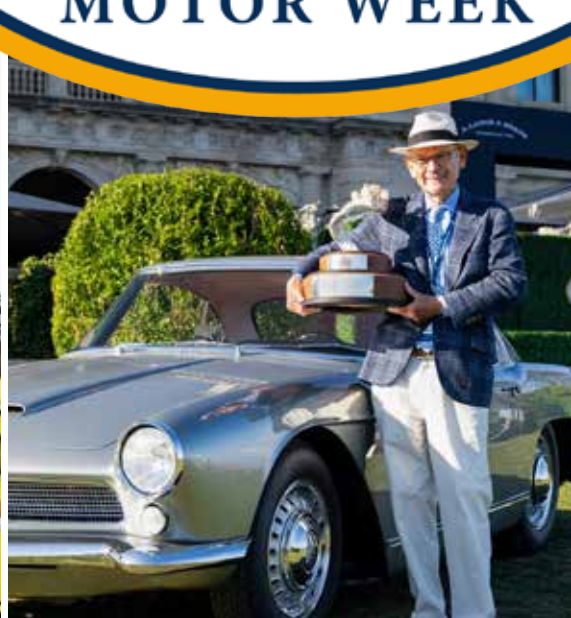
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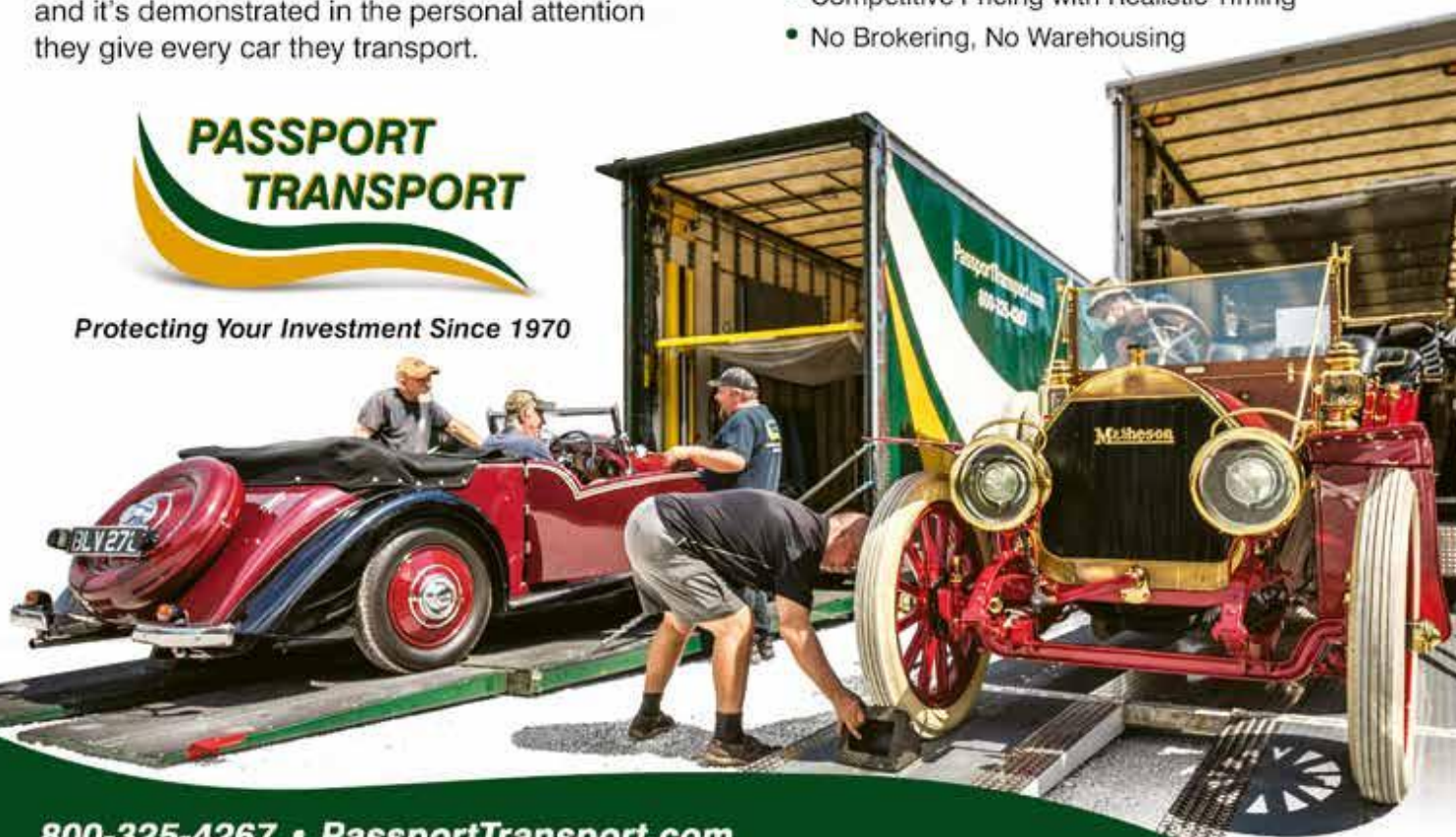


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Conditions of Sale for Motor Vehicles

The following Conditions of Sale, together with the Bidder Information included in this Catalogue, as amended by any Saleroom Notices, other published or posted notices or any verbal announcements during the Sale, set forth the terms and conditions on which property listed in the Catalogue shall be offered for sale or sold by Bonhams and any Seller of such property for whom Bonhams acts as agent. By registering to bid and/or by bidding in the Sale the Buyer/bidder agrees to be bound by these terms and conditions.

If live online bidding is made available for this Sale, additional terms and conditions will apply to bidders participating in the Sale via Bonhams' live online bidding system, which supplemental online terms and conditions shall be deemed a part of these Conditions of Sale. Please see www.bonhams.com/WebTerms for more information.

1. DEFINITIONS

In these Conditions of Sale, the following words and expressions shall (unless the context requires otherwise) have the following meanings:

1.1 'Auctioneer' means the representative of Bonhams conducting the auction, including any local auctioneer or affiliated entity Bonhams may engage to assist with the Sale.

1.2 'Bonhams' means Bonhams & Butterfields Auctioneers Corporation (including where applicable its authorized representatives and affiliated entities).

1.3 'Buyer' means the person to whom the Lot is knocked down by the Auctioneer or otherwise acknowledged as the Buyer by Bonhams (see paragraph 7.1).

1.4 'Catalogue' means the booklet or digital rendering in which these Conditions of Sale appear or the online lot listing which links to these Conditions of Sale, as may be amended by the saleroom notices or any other published or posted notices at the Sale and/or online, or any verbal announcements during the Sale.

1.5 'Hammer Price' means the price in U.S. dollars (or the currency in which the sale of the Lot is conducted) at which a Lot is knocked down by the Auctioneer to the Buyer of the Lot.

1.6 'Lot' means each lot of property purchased at the Sale by the Buyer.

1.7 'Buyer's Premium' shall have the meaning given in paragraph 8 of these Conditions of Sale.

1.8 'Purchase Price' means the sum of the Hammer Price, the Buyer's Premium, any applicable import duty, any license and/or documentation fees, and any sales, use or other tax due to any governmental authority as a result of the Sale of the Lot.

1.9 'Reserve' means the minimum Hammer Price agreed between Bonhams and the Seller at which a Lot may be sold, which amount shall not exceed the low pre-sale estimate for the Lot.

1.10 'Sale' means the auction, as set forth in the Catalogue.

1.11 'Seller' means the person who offers the Lot for sale.

2. BONHAMS AS AGENT

Bonhams sells as agent for the Seller (except in limited instances where it may be selling a Lot as principal) and is not responsible for any breach or default by the Seller or the Buyer. Occasionally, Bonhams may have a legal, beneficial, or financial interest in a Lot.

If Bonhams or one of its affiliated companies within the Bonhams Group has an ownership or equivalent economic interest in a Lot, in whole or in part, such interest will be indicated by the ▲ symbol next to the lot number.

3. CURRENCY CONVERTER

Solely for the convenience of bidders, a currency converter display may be provided at Bonhams' sales. The rates quoted for conversion of other currencies to U.S. dollars (or the currency in which the relevant sale is conducted) are indications only

and should not be relied upon by anyone, including any bidder, and neither Bonhams nor its agents shall be responsible for any errors or omissions in the currency converter. The bid price stated by the Auctioneer is the prevailing and binding bid price.

4. BONHAMS' DISCRETION; IMPLEMENTATION OF RESERVES

4.1 Bonhams shall have the right, in its absolute and sole discretion, to refuse any bid, to divide any Lot, to combine two or more Lots, to withdraw any Lot from the Sale at any time and, in the case of any error or dispute with respect to bidding to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the Lot. In the case of any dispute with respect to bidding, Bonhams' records shall be conclusive.

4.2 Bonhams shall have the right, in its sole discretion, to cancel or rescind the sale of any Lot if (i) the Buyer is in breach of the Buyer's warranties (see paragraph 7.3); (ii) Bonhams, in its sole discretion considers that such transaction might be unlawful or might subject Bonhams, the Seller or the Buyer to any liability, including liability to any third party; (iii) if Bonhams is prevented by fire, theft or any other reason whatsoever from delivering any Lot to the Buyer or a sale otherwise cannot be completed; or (iv) there are any other grounds for cancellation under these Conditions of Sale. In the event of a sale cancellation or rescission, Bonhams' liability shall be limited to the sum of the Purchase Price actually paid for the Lot by the Buyer and shall in no event include any compensatory, incidental or consequential damages.

4.3 All Lots are offered subject to a Reserve unless otherwise indicated in the Catalogue. If a Lot is offered subject to a Reserve, Bonhams may implement such Reserve by the Auctioneer's bidding on behalf of the Seller, whether by opening bidding or continuing bidding in response to other bidders, until reaching the Reserve. If Bonhams has an interest in a Lot and the sale proceeds therefrom other than its commissions and fees, the Auctioneer may bid therefor until reaching the Reserve to protect such interest. Sellers are not allowed to bid on their own Lots.

5. INJURY ON BONHAMS' PREMISES; DAMAGE TO LOTS ON VIEW

5.1 Bonhams shall not be liable for any loss, damage or injury sustained by any person while on Bonhams' premises (including the third-party premises where a sale, pre-sale viewing or inspection may be conducted) or a Lot, or a part of a Lot, may be on view from time to time, except where such loss, damage or injury is caused by the sole negligence or intentional act of Bonhams, its agents or employees.

5.2 Any prospective bidder or Buyer who damages a Lot, whether negligently or intentionally, will be held liable for all resulting damage and loss and shall pay or reimburse Bonhams (and its principal or agent, as the case may be) in full to rectify the same.

6. BIDDER REGISTRATION

6.1 No person shall be entitled to bid at the Sale without first having completed and delivered to Bonhams a bidder registration form and any other requested information or references, which shall be subject to Bonhams' acceptance in its sole discretion. Prospective bidders' attention is drawn to the bidder registration form appearing elsewhere in this Catalogue and related information appearing under the heading 'Bidder 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 Bidder Information section. Registration fees are subject to change in Bonhams' discretion and it is each bidder's responsibility to apprise themselves of any changes to the registration fees in advance of the Sale.

7. THE BUYER/BIDDER; BUYER'S/BIDDERS WARRANTIES

7.1 The Buyer shall be the highest bidder acceptable to and acknowledged by the Auctioneer for any Lot, subject to any applicable Reserve and these Conditions of Sale, and any dispute regarding the same shall be settled by the Auctioneer in his or her sole and absolute discretion.

7.2 Every bidder shall be deemed to act as a principal unless prior to the commencement of the Sale there is a written acceptance by Bonhams of a bidder registration form completed and signed by the principal which clearly states that the authorized bidding agent is acting on behalf of the named principal. Every registered bidder shall be responsible for any use of its assigned paddle or bidding account, regardless of the circumstances. No Lot may be transferred.

7.3 The Buyer/bidder warrants that:

(a) It is not subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Person");

(b) It is not owned, whether wholly or in part, or controlled by any party who is subject to restrictions on trade, including embargoes or sanctions under the laws of the United States, European Union, England and Wales, or other applicable jurisdictions ("Sanctioned Entity");

(c) If acting as an agent (subject to Bonhams' prior written acceptance) for a principal, the principal it is not a Sanctioned Person or Sanctioned Entity (as defined above in sections 7.3(a) and (b)), and Buyer/bidder has conducted appropriate customer due diligence into the principal and agrees that Bonhams shall be entitled to rely upon such customer due diligence, and in connection with such reliance Buyer/bidder further agrees to retain adequate records evidencing the due diligence for a period of 5 years following the consummation of the sale and to make these records available for inspection by an independent auditor upon Bonhams' request;

(d) The purchase of the Lot and the payment funds are not connected with any criminal activity including money laundering, tax evasion or terrorist financing, and the Buyer/bidder (and if applicable, the principal), is not under investigation and has not been charged with or convicted of such criminal activity.

8. BUYER'S PREMIUM

8.1 Buyer's Premium for Motorcar Lots: If a purchase Lot consists of a motorcar, the Buyer shall pay Bonhams a premium equal to FIFTEEN PERCENT (15%) of the Hammer Price, 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 Lots: If a purchased Lot consists of automobilia, memorabilia or other non-motor vehicle property, the Buyer shall pay Bonhams a premium equal to TWENTY-

Conditions of Sale for Motor Vehicles (continued)

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 Bidder Information section of the Catalogue as a 'Benefit Lot'.

8.5 A 3rd-party bidding platform fee (the "3rd-party bidding platform fee") equal to 4% of the Hammer Price shall be payable by buyers whose successful bid is submitted via 3rd-party bidding platforms, including Invaluable; Live Auctioneers; The Saleroom; Lot-tissimo.

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 'Bidder 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 'Bidder 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 'Bidder 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. APPLICABLE LAW; DISPUTE RESOLUTION; AGREEMENT TO ARBITRATE

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.

18.2 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

Conditions of Sale for Motor Vehicles (continued)

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.

19. MISCELLANEOUS

19.1 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.

19.2 These Conditions of Sale (as may be amended), the portion of this Catalogue entitled 'Bidder 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.

19.3 The headings and captions used in this Catalogue are for convenience only and shall not affect the meaning of the Sale Documents.

19.4 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.

19.5 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.

19.6 Time is of the essence of this agreement.

19.7 It is expressly acknowledged by each bidder or Buyer that Bonhams has not provided any legal or tax advice or assistance to bidder or Buyer and no one at Bonhams has acted as the bidder's or Buyer's attorney or tax advisor. Each bidder or Buyer is responsible for retaining its own advisors with respect to the accounting, financial, tax, regulatory and/or legal implications of any transaction contemplated under these Conditions of Sale. Bidder or Buyer acknowledge that it had the opportunity to consult an attorney before signing and this agreement and is signing this agreement having had such opportunity to consult with an attorney of its choosing and carefully reading this agreement in its entirety, understanding all of its terms and conditions, and knowingly and voluntarily agreeing to the same.

19.8 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.

20. 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.

21. SPECIFICALLY AND ONLY FOR MOTOR VEHICLE LOTS IN CALIFORNIA AUCTIONS:

21.1 Notice to Buyers as Required by the California Department of Motor Vehicles Code Section 11729. Failure of Bonhams to comply with the terms of these Conditions of Sale may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel Bonhams has not complied with the terms of these Conditions of Sale, please contact an investigator of the Department of Motor Vehicles.

21.2 Contract Cancellation Agreement. In the event of a successful bid, if the Lot has a combined Hammer Price and Buyer's Premium equaling less than forty thousand dollars (US \$40,000), under the Car Buyer's Bill of Rights (FFVR 35), Bonhams is required to offer a 2-day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, Bonhams must return any funds paid by the Buyer for the Lot and cancel the sale. If the sale is canceled, Bonhams is under no obligation to pay the Seller for the Lot, and the Lot will be deemed to have not sold.

21.3 Lot Exhaust Warning. Operating, servicing, and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

SAMPLE BANK LETTER OF REFERENCE

BANK LETTERHEAD

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

Date (00/00/00)

Re: (BIDDER'S NAME)

Dear Sirs,

This letter will serve as your notification that (BANK NAME) will irrevocably honor and guarantee payment of any check(s) or bank transfer order written by our account holder (CUSTOMER NAME) up to the amount of (AMOUNT GUARANTEED) and drawn on account number (BANK ACCOUNT NUMBER) and (ACCOUNT NAME).

No stop payments will be issued.

This letter of guarantee will apply only to checks and bank transfers made payable to Bonhams & Butterfields Auctioneers Corp for purchases made at Bonhams' Scottsdale Auction on January 25, 2024.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

BANK LETTERHEAD

Bonhams and Butterfields
Auctioneers Corp
580 Madison Avenue
New York, NY 10022
+1 (212) 644 9001
+1 (212) 644 9009 (fax)

Date (00/00/0000)

Re: (BIDDER'S NAME)

Dear Sirs,

As of today, (BIDDER'S NAME) has an available balance of (BALANCE) and has had an average balance of (BALANCE) over the past 6 months. This letter will serve as notification that (BIDDER'S NAME), between bank accounts and investments with (BANK NAME), has the ability to wire transfer from account number(s) (ACCOUNT NUMBER) to cover up to a purchase of (BID LIMIT). Further, (BIDDER'S NAME) has had no instances of non-payment due to non-sufficient funds within the last year.

This Alternative Bank Letter will apply only to bidder registrations with Bonhams at The Scottsdale Auction on January 25, 2024.

If any more information is needed, please do not hesitate to contact this office.

Sincerely,

(BANK OFFICER'S SIGNATURE & TITLE)
(DIRECT TELEPHONE NUMBER)

Auction Registration Form

(Attendee / Absentee / Online / Telephone Bidding)
Please circle your bidding method above.

Paddle number (for office use only)

General Notice: This sale will be conducted in accordance with Bonhams Conditions of Sale, and your bidding and buying at the sale will be governed by such terms and conditions. Please read the Conditions of Sale in conjunction with the General and Buyer Information relating to this sale and other published notices and terms relating to bidding.
Payment by personal or business check may result in your property not being released until purchase funds clear our bank. Checks must be drawn on a U.S. bank.

Notice to Absentee Bidders: In the table below, please provide details of the lots on which you wish to place bids at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the General and Buyer Information in the catalog for further information relating to instructions to Bonhams to execute absentee bids on your behalf. Bonhams will endeavor to execute bids on your behalf but will not be liable for any errors or non-executed bids.

Notice to First Time Bidders: New clients are requested to provide photographic proof of ID - passport, driving license, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorizing the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bankers reference.

Notice to Online Bidders: Notice to Online Bidders: Special formalities are required to bid on Premium Lots, indicated with a "P" next to the lot number. Contact Client Services for bidding methods. If you have forgotten your username and password for www.bonhams.com, please contact Client Services.

BIDDER REGISTRATION FEE: \$130

Fee includes one auction catalog set and admits one registered bidder plus one guest to both the preview and auction.

Please email the completed Registration Form and requested information to:

Bonhams Client Services Department
7601 Sunset Blvd
Los Angeles, CA 90046
Tel 323 850 7500
bids.us@bonhams.com

Bonhams

Sale title: Scottsdale Auction	Sale date: January 25, 2025
Sale no. 30558	Sale venue: Westin Kierland Resort
General Bid Increments: \$10 - 200by 10s \$200 - 500by 20 / 50 / 80s \$500 - 1,000by 50s \$1,000 - 2,000by 100s \$2,000 - 5,000by 200 / 500 / 800s \$5,000 - 10,000by 500s \$10,000 - 20,000by 1,000s \$20,000 - 50,000by 2,000 / 5,000 / 8,000s \$50,000 - 100,000by 5,000s \$100,000 - 200,000by 10,000s above \$200,000at the auctioneer's discretion The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Telephone bidders: indicate primary and secondary contact numbers by writing ① or ② next to the telephone number.	
E-mail (in capitals) _____ By providing your email address above, you authorize Bonhams to send you marketing materials and news concerning Bonhams and partner organizations. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private client <input type="checkbox"/>	I am registering to bid as a trade client <input type="checkbox"/>
Resale: please enter your vehicle dealer and resale license number here Dealer: _____ / State: _____ Resale: _____ We may contact you for additional information.	

SHIPPING	
Shipping Address: (if different than above) Address: _____ City: _____ Country: _____ Post/ZIP code: _____	Payment & Collection Deadline: 12pm Mon Jan 27 I will collect purchases myself <input type="checkbox"/> I will arrange transport via a third party shipper <input type="checkbox"/> Shipper: _____

Please note that all telephone calls are recorded.

Type of bid (A-Absentee, T-Telephone)	Lot no.	Brief description of lot (In the event of any discrepancy, lot number and not lot description will govern.) If you are bidding online there is no need to complete this section.	MAX bid in \$ (excluding premium and applicable tax) Emergency bid for telephone bidders only*

You instruct us to execute each absentee bid up to the corresponding bid amount indicated above.

* Emergency Bid: A maximum bid (exclusive of Buyer's Premium and tax) to be executed by Bonhams only if we are unable to contact you by telephone.

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND SHALL BE LEGALLY BOUND BY THEM, AND YOU AGREE TO PAY THE BUYER'S PREMIUM, ANY APPLICABLE TAXES, AND ANY OTHER CHARGES MENTIONED IN THE BUYER'S INFORMATION OR CONDITIONS OF SALE. THIS AFFECTS YOUR LEGAL RIGHTS.	
Your signature:	Date:

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Index

Lot	Year	Model	Lot	Year	Model
109	1968	Abarth Scorpione 1300S	146	1967	Mercedes-Benz 250SL Convertible
104	1965	Aermacchi Harley-Davidson CRTT350	136	1971	Mercedes-Benz 280SE 3.5 Cabriolet
160	1972	Aston Martin DBS V8 Saloon V8 Series 2 Saloon	179	1989	Mercedes-Benz 560SL
175	2005	Aston Martin V12 Vanquish S	138	1990	Mercedes-Benz 250GD 'Wolf' By Expedition Motor Co.
142	1956	Austin-Healey 100-4 BN2	151	2006	Mercedes-Benz SLR 'McLaren Edition'
174	1959	Austin-Healey 'Bugeye' Sprite MK I Roadster	157	1984	Nissan Skyline RS Turbo 'Type DR30' Gr. A Touring Car
125	1960	Austin-Healey 'Bugeye' Sprite MK I	156	1987	Nissan Skyline 'Type HR31' GTS-R NISMO Group A
113	1963	Austin-Healey 3000 MK II BJ7	167	1970	Oldsmobile 442 W-30 Hardtop Coupe
117	1950	Bentley Mk VI Standard Steel Saloon	152	1934	Packard Twelve 1107 Coupe
163	1953	Bentley R-Type Standard Steel Saloon	103	1956	Piaggio 125cc Ape Ribaltabile
122	1957	Bentley S1 Sports Saloon	135	1954	Porsche 356 Pre-A 1500 Coupe
139	1985	Bentley Continental Convertible	148	1956	Porsche 356A 1600 Speedster
133	1957	BMW 503 Coupe Series 1	147	1960	Porsche 356B Roadster
112	1958	Cadillac Eldorado Brougham	131	1960	Porsche 356B Super 90 Roadster
123	1959	Cadillac Eldorado Biarritz	166	1963	Porsche 356B Carrera 2 Sunroof Coupe
150	1967	Chevrolet Camaro Z/28 Hardtop Trans Am Racer	168	1964	Porsche 356C 1600 Coupe
158P	1956	Ferrari 250 Europa GT	140	1967	Porsche 911S 2.0 'Soft Window' Targa
165	2010	Ferrari 599 GTB Fiorano	127	1969	Porsche 911S 'Sunroof Coupe'
128	2014	Ferrari F12 Berlinetta	126	1973	Porsche 911T Targa
108	1965	Fiat 850 'Abarth 1000 OT' Spider	169	1981	Porsche 924 Carrera GTR
107	1965	Fiat-Abarth 1000TC Berlina Corsa	132	1978	Porsche 930 3.3 Turbo Coupe
162	1965	Fiat-Abarth 695 SS Berlina	143	1988	Porsche 911 Carrera 3.2 Cabriolet
181	1972	Fiat 127 Dinghy	164	1992	Porsche 911 'Type 964' Turbo 3.3 Coupe
134P	2021	Ford GT Heritage Edition	145	2009	Porsche 911 'Type 997.1' Turbo Cabriolet
115	1953	Jaguar XK120 SE Roadster	155	2018	Porsche 911 'Type 991' GT2 RS 'Weissach'
161	1955	Jaguar XK140 'OTS' Roadster	120	1931	Rolls-Royce Phantom II Huntington Limousine
180	1967	Jaguar E-Type Series 1 4.2 Roadster	119	1953	Rolls-Royce Silver Dawn Sports Saloon
111	1967	Jaguar E-Type 'Series 1.5' 4.2-Liter Roadster	116	1957	Rolls-Royce Silver Wraith LWB Touring Limousine
114	1974	Jaguar E-Type Series III V12 Roadster	118	1963	Rolls-Royce Silver Cloud II Saloon
105	2007	Knieval Customs Dropseat Softail	176	1963	Rolls-Royce Silver Cloud III
144P	1967	Lamborghini Miura P400	170	1965	Rolls-Royce Silver Cloud III LWB Saloon
149	2009	Lamborghini Gallardo LP560-4 Coupe	173	1965	Rolls-Royce Silver Cloud III Saloon
153	2020	Lamborghini Huracan EVO	121	1979	Rolls-Royce Camargue
102	1952	Lambretta LD 125	177	1999	Rolls-Royce Park Ward Limousine
130	1961	Land Rover Series II 88-inch Hardtop	159	2000	Rolls-Royce Corniche V
129	1993	Land Rover Defender 110 NAS	171	1965	Shelby GT350
141	1998	Land Rover Defender 110 300Tdi Station Wagon	110	1960	Triumph TR3A Convertible
124	2009	Maybach 57 Saloon	101	1951	Vespa Allstate Cruisaire
178	2023	Mercedes-AMG GT 43 Sedan	106	1967	Volkswagen Beetle Cabriolet
154P	1956	Mercedes-Benz 300SL Gullwing Coupe	172	1970	Webster Formula 5000/Indianapolis Single Seater
137	1961	Mercedes-Benz 190 SL Roadster			





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